

NOTICE OF MEETING

WAITAKERE COMMUNITY BOARD

(Bethells/Te Henga, Waitakere Village, Swanson, Piha, Karekare, Oratia, Laingholm and Titirangi South including Titirangi Village)

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

DATE: Tuesday, 4 May 2010 **TIME:** 7.00 pm

MEETING ROOM: Council Chamber

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.



29 April 2010

Judith Moore
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8950

MEMBERSHIP:

Mr	KJP	Witten-Hannah, JP (Chairman)
Ms	LE	Davies (Deputy Chairman)
Mrs	EG	Francke
Cr	PA	Hulse
Cr	PG	Mitchell
Mr	EN	Taylor

(Quorum 4 members)

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(Meeting Room could be subject to change)

(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 IN
THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON VALLEY
ROAD, HENDERSON, WAITAKERE, ON TUESDAY, 4 MAY 2010,
COMMENCING AT 7.00 PM**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	CONFIRMATION OF MINUTES	1
3	URGENT BUSINESS	1
4	CONFLICTS OF INTEREST	1
5	PRESENTATION - NEW ZEALAND POLICE	2
6	PUBLIC FORUM	2
7	CHAIRMAN'S REPORT	2
8	BOARD MEMBERS' REPORTS	5
9	COMMITTEE SECRETARY'S REPORT	6
10	WOODLANDS PARK COMMUNITY KINDERGARTEN INCORPORATED - NEW LEASE AT WOODLANDS PARK AND CLASSIFICATION OF RESERVE	9
11	BEACH VALLEY ROAD, PIHA – NEW SPEED HUMPS AND PEDESTRIAN IMPROVEMENTS	13
12	KELLYS ROAD / FOREST HILL ROAD INTERSECTION, HENDERSON VALLEY – NEW STOP CONTROL	15
13	KOHU ROAD / SCENIC DRIVE INTERSECTION, TITIRANGI – NEW STOP CONTROL	17
14	WAITAKERE RANGES FOOTHILLS WALKWAY FEASIBILITY INVESTIGATION STUDY	19

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ROAD, HENDERSON, WAITAKERE, ON TUESDAY, 4 MAY 2010,
COMMENCING AT 7.00 PM**

1 APOLOGIES



2 CONFIRMATION OF MINUTES

Meeting Minutes – Tuesday, 6 April 2010

RECOMMENDATION

It is recommended that the Waitakere Community Board resolve to:

Receive the minutes of the meeting of the Waitakere Community Board held on Tuesday, 6 April 2010, as circulated, and that they 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 CONFLICTS OF INTEREST

The Council has acknowledged in its Code of Conduct that Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to check that no such conflicts arise in relation to any items on this agenda.



5 PRESENTATION - NEW ZEALAND POLICE

Provision has been made on this agenda for a representation from the New Zealand Police to update the Community Board on matters in the Waitakere Ward.



6 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;
- (ii) the Chairman shall determine the order of speakers, and allow five minutes for speaking time; and
- (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.



7 CHAIRMAN'S REPORT

GLOSSARY

McLaren Park and Henderson South Community Initiative Incorporated (MPHSCII)

RECOMMENDATION

It is recommended that the Waitakere Community Board resolve to:

Receive the Chairman's Report for May 2010.

Report

1. Here we are at the beginning of May. Six months or so to go to amalgamation and we still know so little of the important detail!
2. The last month started with Cyril Nola's funeral. It was an amazing tribute to a special man. I realised that although we have been acquaintances for so many years there was a lot I didn't know. That was especially true about his early years. He came to New Zealand on his own aged just 15 and never saw his parents again. Included is the Order of Service from his funeral attached at pages A1 to A2. Apart from the photos, note the letter from Her Majesty, Queen Elizabeth II which meant so much to him.

A1-A2

3. I was delighted that this time during what were school holidays for me, there were meetings of Council. It was particularly useful to be able to attend two meetings of the Long Term Council Community Plan and Annual Plan Committee. Before that, I attended a meeting of the Policy and Strategy Committee. A report was presented to the Committee on the "Waitakere Ranges Foothills Walkway Feasibility Investigation Study". When I received the agenda for this meeting it was the first time I heard of this proposal. I want to thank Councillor Hulse for allowing me to address the Committee and for adding to the resolutions a request for the report to be presented to this Board. However, I was somewhat surprised at the process for the development of policies that are of particular interest to the Board and the community. Councillor Hulse made the point that it was proper for a policy decision to be made before a formal report to the Community Board, but there is an expectation that some discussion with the Board and Resident and Ratepayers is part of the study. As a matter of principle this should be further explored with the Council to ensure the continuation of trusting and supportive relationships.
4. Council officers gave a very informative presentation to the combined Resident and Ratepayers meeting on the Waitakere Ranges Foothills Walkway Feasibility Investigation Study (the walkway). The meeting was not in a position to make any decisions, but they will take the issue back to their respective associations. Two major concerns did emerge. First that this project may attract a level of tourism beyond what the community infrastructure can handle and second that funds may be diverted from locally important footpath projects to the walkway. I have received reassurance that this won't happen and I am sure that this will be reiterated at this meeting.
5. The next monthly combined Resident and Ratepayers Groups meeting will be on Thursday, 13 May 2010 in the Waitemata Room, Civic Building, Waitakere City Council.
6. Discussion around the draft Annual Plan brought good and bad news. Good news that Log Race Road will now be sealed in conjunction with the sealing of Te Ahuahu road and that this is projected to occur in 2011/2012. We are grateful to Councillor Mitchell for his support of moves to include health in the criteria for determining road sealing priorities. I discussed sealing priorities with the meeting of Resident and Ratepayer groups held on Monday, 12 April 2010. There is some concern about some priorities. There are roads which we doubt anyone wants sealed higher up the order than roads causing concern. There was a consensus of those present in support of the view that we should defer looking at reordering priorities and leave it for the Resident and Ratepayers to sort out with the new Local Board. There will be plenty of time to do this.
7. On the bad news front it is disappointing that in a city that includes some of New Zealand's most dangerous, and at the same time popular coastline, the Council is prepared to spend \$2 million on Astro turf at Parris Park while not making it free for children to learn to swim at West Wave. Safety regulations are making it more difficult for schools to maintain pools contributing to its being common for our young people to be unable to swim confidently. I support the provision of quality sports facilities for all sports but it is advisable that Council provide for ball sports at minimal cost and yet charge so much for sports such as swimming and water polo?
8. Another financial black hole is the Rugby World Cup 2011. Councillors reluctantly supported another \$50K to provide free public transport for match ticket holders. I would have thought people who could afford a match ticket could afford a train ticket but apparently it is an issue on which Council was backed into a corner. I wouldn't like to bet against the World Cup "piggy" returning to the trough again before the cup is underway for another bite of ratepayer funds.

9. Chairman of the Long Term Council Community Plan and Annual Plan Committee, Councillor Clews was somewhat indulgent of me when the issue of funding for the Corban Estate came up and she allowed me to introduce the possibility of a tramway between Waitakere Central and the Corban Estate into the discussion. You may wonder what it had to do with Waitakere but it is one of our leading citizens, David Harre, who is engaged in the restoration of a tram that could make this a really exciting project. Apparently, there is a report in the pipeline into the feasibility of this project. There could be potential for a Trust (either the existing Arts Centre Trust or a special Tramway Trust) to undertake this project without dipping into ratepayer funding. David and I have also had discussions with a local contractor who has a contract to demolish an old trestle bridge and he has indicated he may be able to donate it to this project. If Council supports the project and helps with the availability of a route I believe this can happen. It needs to get underway because other local authorities would be very keen to take David's tram.
10. Another project seeking additional Council funding is the Corban Green building project for McLaren Park and Henderson South Community Initiative Incorporated (MPHSCII). Apparently the initial budget of just under \$2 million for this project did not provide for a kitchen. Because of the ownership and management structure for this facility it is apparently difficult for MPHSCII to raise funds for this purpose. They are now seeking \$90,000 for a commercial teaching kitchen. I strongly support MPHSCII and indeed Elizabeth Grimmer, Chairman of the Henderson Board, graciously acknowledged that this project was initially a partnership between the local community and the Waitakere Community Board. I have no problem with Council funding the sort of kitchen that would meet the basic needs of the centre. All Board members know, however, how hard some of our communities struggle to maintain reasonable facilities in both locally and Council owned halls. Oratia, with the Licensing Trusts, is funding a redevelopment of their hall kitchen. To equip it they have gone to auctions and scoured Trade Me for plates and cutlery. It seems inequitable that one community should get the 'Rolls Royce' option and another, 'the Toyota option'. I believe that are opportunities for MPHSCII to approach local schools and the Auckland School of Technology that are all within walking distance with a view to borrowing or hiring facilities if they wish to run community cooking classes.
11. Council could endeavour to get all local halls and community houses up to a satisfactory standard before the new Auckland Council takes over. It would be preferable to take a more proactive approach to asset conditions than North Shore apparently has with the wharves in their City.
12. Unfortunately I have had to write this report before Council completes its juggling act - balancing community demands with fiscal responsibility. It is an unenviable task and I wish them well with it.
13. In addition to the combined meeting I have attended a number of other Resident and Ratepayers meetings. First up was Karekare. They are keen for the Landcare Group to have interim use of the old toilet building until a long term plan for its future is developed. The issue of better track marking for parts of the Hillary Trail was raised following someone getting lost between Pararaha and Karekare. The worst issue was the discovery of graffiti on trees and rocks in the Opal Pools. It is hard to believe people would do that.
14. Piha is looking forward to some long overdue road maintenance on Marine Parade. There is concern over the state of the Domain toilets. It was also emphasised that these toilets can't cope with major events in the Domain and there is a need for portaloos to be added for future events.

15. Oratia and Waiatarua were mainly preoccupied with hall issues and community events. For Oratia this is their Annual General Meeting which will be held on Wednesday, 12 May 2010 and for Waiatarua they are looking forward to their Quiz night on Saturday, 24 April 2010 and the debate on Saturday, 19 June 2010.
16. As I left the Tuesday, 13 April 2010, Oratia Residents and Ratepayers meeting in Shaw Road, Oratia and was about to get in to my car, I heard a roaring like a car rally. I retreated sure I was likely to lose at least my car. Four cars racing each other sped past at speeds far too fast for the road. Two were racing side by side. More than the potentially lethal spectacle itself, I was shocked by how unfazed and used to it our hostess was.
17. I would like to record my thanks to the Mayor, Councillors, the staff, and the RSA who have built the Anzac Day ceremony at Waikumete into such an important event. My Uncle, Major James Hannah, was just a boy when he went ashore at Gallipoli and also served in World War Two. He is buried in Waikumete and it makes the dawn ceremony very special for me. I also enjoy attending the Piha ceremony, though it is sad that each year someone I have got to know is missing as time takes its inevitable toll. Congratulations to all the Council officersthat made sure that the Dawn Ceremony at Waikumete went so well. The tragic crash of the helicopter in Wellington did cast a shadow over the day. Through the Mayor's enquiries, I have expressed our deepest sympathy to the injured crewman, the families of those who lost their lives, No. 3 Squadron and all the Royal New Zealand Airforce. These men were formerly based in our city. I have flown with No. 3 Squadron and admire their professionalism and spirit. They are a credit to our country and the loss of these young men with so much potential is devastating. In the afternoon an informal service was held at Karekare to remember the members of 1939 who enlisted as a group putting the surf club into recess. At Piha, as we marched to Lion Rock, it was a thrill to see Betty Hansen, long serving Board Member, watching the parade pass. She was really enjoying it and it was lovely to see her enjoying the occasion.
18. I started by talking about one centenarian and would like to finish by congratulating another. Phyllis Brown of Titirangi will have celebrated her 100th birthday on Wednesday, 21 April 2010. Congratulations Phyllis!

KJP Witten-Hannah, JP
CHAIRMAN



8 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	Linda Davies
City Safety Action Group	Evan Taylor Linda Davies (alternate)

Huia/Cornwallis Local Water Agenda Steering Group	Linda Davies
Keep Waitakere Beautiful	Elizabeth Francke
Piha/Karekare Local Water Agenda Steering Group	Kubi Witten-Hannah
Waitakere Citizens Advice Bureau	Gayle Marshall Linda Davies
West Coast Plan Liaison Group	Elizabeth Francke
Waitakere Ward Local Reserve Management Plan Advisory Group	Kubi Witten-Hannah Elizabeth Francke Linda Davies (alternate)
COUNCIL COMMITTEES	
Creative Communities Scheme Allocation Subcommittee	Linda Davies Kubi Witten-Hannah (alternate)
Kay Road Balefill Site Management Committee	Penny Hulse
Long Term Council Community Plan and Annual Plan Committee	Kubi Witten-Hannah Elizabeth Francke (alternate)
Street Events Subcommittee	Evan Taylor



9 COMMITTEE SECRETARY'S REPORT

RECOMMENDATION

It is recommended that the Waitakere Community Board resolve to:

Receive the Committee Secretary's Report for the Waitakere Community Board dated 4 May 2010.

	Issue	Comments	Reporting Council Officer
1.	<p>Footpath/Kerb Maintenance in the Waitakere Ward</p> <p>Public Forum 2 December 2008</p> <p>Resolution No. 286/2009 3 March 2009</p> <p>Waitakere Community Board</p>	<p>Service requests tentatively planned for the next three months include:</p> <ul style="list-style-type: none"> • Wood Bay Road, Titirangi – outside No. 89 was completed in early April 2010; • Victory Road, Laingholm - outside Laingholm School was completed mid-April 2010; • Victory Road, Laingholm – from the Laingholm School to Laingholm Fire Station, repairs made to uneven surface; • Township Road, Waitakere - approximately 40 lineal metres from the shop towards the RSA; 	<p>Steve Cavanagh</p> <p>☎ 836 8000 Ext: 8731</p>

	Issue	Comments	Reporting Council Officer
		<ul style="list-style-type: none"> Swanson Road, Swanson - approximately 45 lineal metres immediately west of Swanson RSA; South Titirangi Road, Titirangi, opposite Lopdell House, minor repairs made to uneven surface; 22A Minnehaha Rd, Titirangi - outside the Woodlands Park Kindergarten, was completed mid April 2010; Swanson Road, Swanson - (opposite railway station) planned for May 2010; and 52 Rimutaka Place, Titirangi - repairs to be carried out in May 2010. 	
2.	Seymour Road/Parrs Cross Road, Sunnyvale Proposed Roundabout Officer's Report	The roundabout at Seymour Road/Parrs Cross, Sunnyvale was completed on 15 April 2010, and its operation is currently being monitored. As at 21 April 2010, there is some congestion being experienced during peak periods, but as drivers get used to new lane arrangements this congestion has begun to diminish.	Duncan Campbell ☎ 836 8000 Ext: 8019
3.	Safety Issues with the Relocation of the Bus Stop at the Junction of Henderson Valley Road with Mountain and Opanuku Roads, Henderson Valley Public Forum 2 March 2010	<p>There has been no further progress with this item as Council officers have not had any feed back from the residents in this area.</p> <p>Council officers are awaiting feed back from the Henderson Valley Residents Incorporated, as to the progress of the consultation with the resident at 1 Opanuku Road in regards to the bus shelter.</p>	Vicki Daley ☎ 836 8000 Ext: 8794
4.	Unsung Hero Awards 2010 Update Officer's Report	<p>The nomination period for the Unsung Hero Awards (Awards) closes on Tuesday, 11 May 2010. Awards nominations to be forwarded to the Events and Special Projects Team.</p> <p>A meeting of the nomination committee will take place on Sunday, 23 May 2010 to select Awards recipients.</p> <p>Awards recipients and their nominators will then be invited to attend the Awards ceremony,</p>	Barbara Cade ☎ 836 8000 Ext: 8780

	Issue	Comments	Reporting Council Officer
		scheduled for Friday, 11 June 2010.	
5.	Wastewater System For United North Piha Lifeguard Service Incorporated Public Forum December 2008	The wastewater system disposal project is beginning to move forward again and the outstanding resource consent issues are being resolved.	Stephanie Willcox ☎ 836 8000 Ext: 8305
6.	Bus Shelter South Titirangi Road, Titirangi Members Request 6 April 2010 Waitakere Community Board	A standard slim line bus shelter has been installed at this site and currently the shelter is in good condition with no signs of vandalism or graffiti. Site conditions do not allow for any further modification to the bus shelter.	Vicki Daley ☎ 836 8000 Ext: 8794
7.	Bethells Beach Surf Lifesaving Patrol Incorporated – New Lease at Te Henga Park, Bethells/Te Henga Resolution No. 365/2010 7 April 2010 Infrastructure and Works Committee	<p>The report on the Bethells Beach Surf Lifesaving Patrol Incorporated – New Lease at Te Henga Park, Bethells/Te Henga did not go to the Waitakere Community Board in April 2010 for information only. This update is to inform the Waitakere Community Board of the outcome.</p> <p>The Infrastructure and Works Committee have granted consent for the Bethells Beach Surf Lifesaving Patrol Incorporated to enter into a new lease for the footprint of their existing building. The new lease will be in accordance with the revised Community Leases Policy and for a term of 10 years with one right of renewal for five years.</p> <p>It has also been resolved to reclassify Part of Waitakere 1B1 Block comprising 2.7569 hectares and Part Old Bed Waitakere River comprising 1.4164 hectares as recreation reserve under section 16(2A)(a) of the Reserves Act 1977. This is because part of Te Henga Park consists of two parcels of land which are subject to the Reserves Act 1977 but have not been classified under the Reserves Act 1977. The land will be classified in accordance with its principal use as a recreation reserve. The remainder of Te</p>	Odette Pepers ☎ 836 8000 Ext: 8305

	Issue	Comments	Reporting Council Officer
		Henga Park is held by Council in fee simple.	

REPORTS PENDING			
Subject	Date Requested	Report Due	Reporting Officer
Piha / Karekare And Huia / Cornwallis Local Water Plans	Resolution No. 1725/2004 7 September 2004 Environmental Management Committee	Further updates will be provided to the Community Board on the basis of requirement.	Tony Miguel ☎ 836 8000 Ext: 8294
Project Twin Streams Four Monthly Report	Resolution No. 1468/2005 3 August 2005 Last updated 1 December 2009	June 2010	Mark Abbot ☎ 836 8000 Ext: 8905

Report prepared by: Judith Moore, Committee Secretary.



10 **WOODLANDS PARK COMMUNITY KINDERGARTEN INCORPORATED - NEW LEASE AT WOODLANDS PARK AND CLASSIFICATION OF RESERVE**

GLOSSARY

Woodlands Park Community Kindergarten Incorporated (WPCK)
Waitakere Ranges Heritage Area Act 2008 (WRHAA)
Woodlands Park Hall (the Hall)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Waitakere Community Board to grant Woodlands Park Community Kindergarten Incorporated (WPCK) a new lease at Woodlands Park for the building known as Woodlands Park Hall (the Hall) and to recommend classifying a parcel of land on which part of the Hall is located as local purpose (community buildings) reserve under section 16(2A) of the Reserves Act 1977.

RECOMMENDATIONS

It is recommended that Waitakere Community Board resolve to:

1. **Receive** the Woodlands Park Community Kindergarten Incorporated – New Lease at Woodlands Park and Classification of Reserve report.
2. **Approve** subject to resolution 5 below, a new lease be granted to Woodlands Park Community Kindergarten Incorporated for a term of five years with one right of renewal for five years at \$2,500.00 + GST per annum, in accordance with Council's Community Leases Policy.

3. **Agree** that subject to resolution 5 below, the Chief Executive Officer be authorised to negotiate and conclude with Woodlands Park Community Kindergarten Incorporated a new lease at Woodlands Park of the building known as Woodlands Park Hall under section 61(2A)(a) of the Reserves Act 1977.
4. **Agree** it be recommended to the Council that Pt Allot 32 DP 22899 Waikomiti be classified under section 16(2A) of the Reserves Act 1977 to be held for the purposes of a local purpose (community buildings) reserve as defined by section 23 of the Reserves Act 1977.
5. **Note** that resolutions 2 and 3 above be subject to confirmation by the Auckland Transition Agency.

BACKGROUND

1. Council has granted WPCCK leases of the the Hall at Woodlands Park since 1996, although a pre-school facility has operated at the Hall for over 40 years. The most recent lease expired on 30 September 2008 and has since been rolling over on a monthly basis.
2. Woodlands Park is a neighbourhood park consisting of two parcels of land, namely Lot 147 DP 30907 and Pt Allot 32 DP 22899 Waikomiti. The Hall is located on part of both of these two parcels.
3. At the 7 September 1998 New Lynn Community Board meeting, it was resolved as follows:

“That the land comprising Woodlands Park – Lot 124, Deposited Plan 22899 and Lot 147, Deposited Plan 30907 – be classified pursuant to section 16 (2A) of the Reserves Act 1977 as a local purpose – community buildings reserve as defined in Section 23 of that Act.”

3836/1998

4. Lot 124 Deposited Plan 22899 is on the other side of Minnehaha Road and is in fact the whole of Minnehaha Reserve and does not form part of Woodlands Park.
5. WPCCK operate from the Hall five days a week, both mornings and afternoons on Monday, Wednesday and Thursday, and mornings only on Tuesday and Friday. This includes sessions with four to five year olds, sessions with three to four year olds and once a week family sessions for two to three year olds who attend with their parent or caregiver. WPCCK is an independent kindergarten licensed by the Ministry of Education as a sessional kindergarten. Parents are expected to help with duties at the kindergarten and are invited to serve on the Management Board which runs the kindergarten, and to help out at working bees.
6. The current lease is of the Hall only but WPCCK have use of a fenced off area outside as its playground which is maintained by the Council. The public has access to this area when it is not in use by WPCCK and it is intended that this arrangement continue.

DECISION MAKING

- A3
7. The plan attached at page A3, identifies Woodlands Park as consisting of two parcels; Pt Allot 32 DP 22899 Waikomiti edged in red, and Lot 147 DP 20907 edged in yellow. It is the area edged in red which has not yet been classified under the Reserves Act 1977. The Hall can be identified located on part of both of the two parcels.

8. It is proposed that a new lease be negotiated and concluded with WPCK and that Pt Allot 32 DP 22899 Waikomiti be classified as local purpose (community buildings) reserve under the Reserves Act 1977.

Issues

Classification

9. When the current lease was authorised in 1998, only part of the land on which the Hall is located was classified under the Reserves Act 1977. Classification of Pt Allot 32 DP 22899 Waikomiti will fulfil Council's obligation under the Reserves Act 1977 as the administering body to classify the reserve in accordance with its principal or primary use.

Lease

10. It is proposed that the new lease be in accordance with the Community Leases Policy for a term of five years with one right of renewal for five years. At the 5 November 2009 Policy and Strategy Committee meeting, it was resolved as follows:

"The Policy and Strategy Committee resolved to:

2. *Agree, subject to resolution 3 below, that the Community Leases Policy be adopted as amended.*
3. *Note that resolution 2 above is subject to confirmation by the Auckland Transition Agency."*

1803/2009

11. Section 61 of the Reserves Act 1977 states:

"(1) The administering body of a local purpose reserve may, in the exercise of its functions under section 40 of this Act, do such things that it may from time to time consider necessary or desirable for the proper and beneficial management, administration, and control of the reserve and for the use of the reserve for the purpose specified in its classification."

(2A) In addition to the powers of leasing conferred by subsection (2) of this section, the administering body, in the case of a local purpose reserve that is vested in the administering body, may lease all or any part of the reserve to any person, body, voluntary organisation, or society (whether incorporated or not) for any of the following purposes:

- (a) Community building, playcentre, kindergarten, plunket room, or other like purposes."*

12. There is no requirement to obtain the consent of the Minister of Conservation or to give public notice under section 61 of the Reserves Act 1977.

STRATEGIC CONTEXT

13. WPCCK's operations are aligned to Council's First Call for Children Strategic Priority and Council's Social Strategy. Council's Social Strategy states that it will promote and support learning and literacy and prioritise the needs of children and young people. WPCCK make good and full use of a Council asset. WPCCK contribute to the building of a strong and connected community by aiming to provide a high standard of pre-school education to the local children and to stimulate public interest and awareness of the desirability of pre-school education. WPCCK's stated aims from its constitution include to positively contribute to the development of children, families and the community of the local area. An active and well attended pre-school at Woodlands Park fits in with Council's informed resourceful and skilled people Strategic Outcome of the Social Strategy.
14. There is no reserve management plan yet in place for Woodlands Park although one is being prepared.

Waitakere Ranges Heritage Area Act 2008

15. Woodlands Park is within the Waitakere Ranges Heritage Area protected by the Waitakere Ranges Heritage Area Act 2008 (WRHAA). Section 3 of the WRHAA describes its purpose as recognising the national, regional, and local significance of the Waitakere Ranges Heritage Area and promoting its protection and enhancement.
16. Section 8 of the WRHAA imposes on Council an obligation to carefully consider the risks and uncertainties associated with any particular course of action and endeavour to protect the heritage feature of the area.
17. A new lease and the continued presence of WPCCK at Woodlands Park will not prejudice the Waitakere Ranges Heritage Area. The users of the kindergarten are the local community, which is one of the heritage features the WRHAA is intended to protect. There will be no change of use or impact. A new lease for a period of up to 10 years will not add to any existing risks and uncertainties that there may be.

CONSULTATION

18. Council's Lease Assessment Group has been consulted and is agreeable to the proposal to grant a new lease to WPCCK and to the classification of Pt Allot 32 DP 22899 Waikomiti.
19. Council's Senior Transport Engineer, Planning has also been consulted regarding the possible future use of Pt Allot 32 DP 22899 which was originally acquired as a plantation reserve and has confirmed that it will not be required nor is it suitable for a future road.
20. The Community Relations Officer; Statutory Management of the Department of Conservation has been consulted regarding the classification of Pt Allot 32 DP 22899 as local purpose (community buildings) reserve and has confirmed that it is in order for the parcel of land to be classified under section 16(2A) of the Reserves Act 1977.

RESOURCES

21. No Council resources will be required to implement the new lease or to complete the classification of the parcel of land, other than staff time.

IMPLEMENTATION ISSUES

22. The Department of Conservation is required to be notified of the classification of the parcel of land as local purpose (community buildings) reserve under the Reserves Act 1977.

AUCKLAND COUNCIL TRANSITION ISSUES

23. Section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009 imposes restrictions on Waitakere City Council's decision making capabilities as this proposal is to enter into a contract that imposes an obligation on the existing local authority after 30 June 2011; and the consideration for which is \$20,000 or more. The term of the proposed lease is ten years and the total rental income over that term if the right of renewal is exercised will be a minimum of \$25,000 plus GST. The recommendation to grant a lease is therefore subject to confirmation by the Auckland Transition Agency.

Report prepared by: Stephanie Willcox, Community and Reserves Lease Officer.



11 BEACH VALLEY ROAD, PIHA – NEW SPEED HUMPS AND PEDESTRIAN IMPROVEMENTS

EXECUTIVE SUMMARY

The purpose of this report is to seek the Waitakere Community Board's approval on the proposed design and installation of three extra speed humps along with some road-side improvements for pedestrians on Beach Valley Road, Piha.

Council officers consulted with affected residents and have taken into consideration the best option for serving them and the community.

Two options have been identified: to install the speed humps and road-side pedestrian improvements, or to not carry out this work.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Beach Valley Road, Piha – New Speed Humps And Pedestrian Improvements report.
- A4 2. **Approve** the proposed design and installation of three extra **SPEED HUMPS** on **BEACH VALLEY ROAD, PIHA** as indicated on the diagram attached at page A4.
- A4 3. **Approve** in principle the proposed pedestrian improvement measures on **BEACH VALLEY ROAD, PIHA** as indicated on the diagram attached at page A4.

BACKGROUND

1. In September 2009, local residents were consulted with regard to proposed plans for pedestrian improvements on Beach Valley Road and this was reported to the Waitakere Community Board meeting held on 1 December 2009.
2. Following the Waitakere Community Board meeting amendments were made to the original scheme. Those residents affected, along with the Piha Residents and Ratepayers Association, were subsequently consulted in February 2010.

3. Beach Valley Road is classified as a local road in the Waitakere City Council District Plan, and is the only access road to South Piha Road.

DECISION MAKING

Issues

4. A search of the New Zealand Transport Agency database shows there has been one reported accident on Beach Valley Road between Seaview Road and number 34 Beach Valley Road in the five year period between 2004 and 2008. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred in this road.
- A4 5. The location and design of the proposed speed humps and road-side pedestrian improvements are indicated on the diagram attached at page A4.

Options Identified

6. The proposed speed humps will improve safety for pedestrians by reducing the speed of traffic at a location where the road is narrow. Other road-side improvements will provide level areas for pedestrians to walk with them being clear of traffic lanes.
7. An option for a pedestrian walkway alongside the Piha Returned and Services' Association has also been identified as a project that is desired by a number of residents. They have been informed that such a project is not viable for the 2009/2010 financial year but it has been placed on a list of safety improvement projects in Waitakere that will be duly prioritised in terms of safety and cost.

Consideration of Community Views

8. During September 2009, letters and voting sheets were delivered to residents of Beach Valley Road, Marine Parade, and Sylvan Glade asking residents to indicate whether they were in favour of, or opposed to, a set of pedestrian improvement measures. The consultation results were presented to the December 2009 meeting of the Waitakere Community Board. At that meeting it was decided to revise the scheme to include speed humps and some road-side improvements for pedestrians.
- A4 9. Further consultation on this revised scheme was undertaken in February 2010 with more closely affected residents and the Piha Residents and Ratepayers Association. Following discussions with some of these residents some changes were made which resulted in the scheme, as indicated on the diagram attached at page A4, being generally accepted.

Preferred Option

- A4 10. The preferred option is to construct the proposed speed humps and road-side pedestrian improvements, as indicated on the diagram attached at page A4.

STRATEGIC CONTEXT

11. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
12. The implementation of slow street type treatments focuses on addressing speed related safety problems and providing a more pedestrian friendly environment.

CONSULTATION

13. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

14. The new speed humps and road-side improvements for pedestrians can be implemented under the Annual Plan 2009/2010 minor improvements budget. The only item that will not be funded from this budget is the new road-side path between number 5 and 9 Beach Valley Road, but residents have been informed that this can be built by November 2010 from funding in the draft Annual Plan 2010/2011.

IMPLEMENTATION ISSUES

15. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

16. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



12 KELLYS ROAD / FOREST HILL ROAD, INTERSECTION ORATIA – NEW STOP CONTROL

EXECUTIVE SUMMARY

The purpose of this report is to seek the Waitakere Community Board's approval for a new Stop control at the intersection of Kellys Road / Forest Hill Road, Oratia.

No consultation was carried out as surrounding properties will not be affected.

Two options have been identified: to install the new Stop control or to have the area remain uncontrolled.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Kellys Road / Forest Hill Road, Intersection Oratia – New Stop Control report.
2. **Approve** that in relation to **KELLYS ROAD, ORATIA:**
 - (a) and 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 control be now resolved to be specified and imposed, namely,

- (i) that a new **STOP** control be put in place on **KELLYS ROAD** where it intersects with **FOREST HILL ROAD**.

3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said stop control.

BACKGROUND

1. Following traffic safety concerns raised by a resident in the vicinity of the Kellys Road / Forest Hill Road intersection, the Council has investigated options for improvements.
2. Forest Hill Road is a high speed arterial road and a priority control is appropriate for the intersection with Kellys Road.

DECISION MAKING

Issues

3. Kellys Road is a local road, and Forest Hill Road is an arterial road carrying approximately 3,000 vehicles per day.
4. A search of the Land Transport New Zealand database shows that for the past five years there have been two reported accidents in the vicinity of the Kellys Road / Forest Hill Road intersection. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred at this intersection.
- A5 5. The location of the new Stop control is indicated on the diagram attached at page A5.

Options Identified

6. Two options have been identified: to install the new Stop control or to have the area remain uncontrolled.

Consideration of Community Views

7. No consultation was carried out as surrounding properties will not be affected.

Preferred Option

8. The preferred option is to put in the Stop control to improve traffic safety.

STRATEGIC CONTEXT

9. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
10. Stop controls can be applied to ensure clarity of priorities and helps the safe movement on roads.

CONSULTATION

11. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

12. The new Stop control can be implemented under the Annual Plan 2009/2010 minor improvements budget.

IMPLEMENTATION ISSUES

13. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

14. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



13 KOHU ROAD / SCENIC DRIVE INTERSECTION, TITIRANGI – NEW STOP CONTROL

EXECUTIVE SUMMARY

The purpose of this report is to seek the Waitakere Community Board's approval for a new Stop control at the Kohu Road / Scenic Drive, Titirangi intersection.

No consultation was carried out as surrounding properties will not be affected.

Two options have been identified: to install the new Stop control or to have the area remain uncontrolled.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

1. **Receive** the Kohu Road / Scenic Drive Intersection, Titirangi – New Stop Control report.
2. **Approve** that in relation to **KOHU ROAD, TITIRANGI:**
 - (a) and 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 control be now resolved to be specified and imposed, namely,
 - (i) that a new **STOP** control be put in place on **KOHU ROAD** where it intersects with **SCENIC DRIVE**.

3. **Agree** that the appropriate signage and/or road markings, in accordance with the provisions of Land Transport Rule: Traffic Control Devices 2004 – Rule 54002 hereby be approved to be put in place to properly establish, delineate and record the said Stop control.

BACKGROUND

1. Following traffic safety concerns raised by a resident regarding traffic safety in the vicinity of the Kohu Road / Scenic Drive intersection, the Council has investigated options for improvements.
2. Scenic Drive is a busy arterial road and a priority control is appropriate for the intersection with Kohu Road.

DECISION MAKING

Issues

3. Kohu Road is a local road and carries traffic volumes of approximately 1,000 vehicles per day. Scenic Drive is an arterial road carrying approximately 6,000 vehicles per day.
4. A search of the Land Transport New Zealand database shows that for the past five years there have been no reported accidents in the vicinity of the Kohu Road / Scenic Drive intersection. The database does not contain a complete list of all accidents, especially minor or non-injury accidents that have occurred. It is entirely possible one or more unreported accidents have occurred at this intersection.
- A6 5. The location of the new Stop control is indicated on the diagram attached at page A6.

Options Identified

6. Two options have been identified: to install the new Stop control or to have the area remain uncontrolled.

Consideration of Community Views

7. No consultation was carried out as surrounding properties will not be affected.

Preferred Option

8. The preferred option is to put in the Stop control to improve traffic safety.

STRATEGIC CONTEXT

9. Council's Transport Strategy provides the strategic context for this report. The vision is for public transport and communications systems that provide fast, effective services, and for safe 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.
10. Stop controls can be applied to ensure clarity of priorities and helps the safe movement on roads.

CONSULTATION

11. Consultation with internal staff, external agencies and Maori, was not required for this report.

RESOURCES

12. The new Stop control can be implemented under the Annual Plan 2009/2010 minor improvements budget.

IMPLEMENTATION ISSUES

13. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

14. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Duncan Campbell, Senior Transport Engineer.



14 WAITAKERE RANGES FOOTHILLS WALKWAY FEASIBILITY INVESTIGATION STUDY

GLOSSARY

Auckland Regional Council	(ARC)
Local Area Plan/s	(LAP/S)
Policy and Strategy Committee	(the Committee)
Waitakere Ranges cross Foothills Walkway	(the Foothills Walkway)

EXECUTIVE SUMMARY

The purpose of this report is to outline the findings of a study into the feasibility of establishing a Waitakere Ranges cross Foothills Walkway (the Foothills Walkway).

The study has shown that a Foothills Walkway could readily be created over time from Titirangi Village in the south to the Swanson Railway Station in the north. The recommended route would provide a diverse walking trail of interesting, rural experiences rich in heritage and scenic values that is somewhat different to those offered by the tracks in the Waitakere Ranges Regional Park.

Investigation and analysis has also shown that the Foothills Walkway would provide many benefits to residents and, importantly, delivers on several of the key objectives of Local Area Plans (LAP/s) developed for the foothills area.

The concept has been tested with the community through the development of LAPs with feedback being mixed. However, there has been a modest level of qualified support for the concept.

Construction of the full indicative 48 kilometres route of the Foothills Walkway, at the recommended standard, is estimated to be at least \$3.7 million. Although costly, the Foothills Walkway could be viewed as a long term objective and is able to be established progressively, in stages and over any period of time as resources and priorities allow. This would reflect the long term objectives that LAPs provide in relation to an area's amenity, character and environment.

There is currently no funding allocated by Council for the establishment of a walkway, apart from resources related to settling District Plan appeals and the development of LAPs. Construction costs related to the Foothills Walkway would have to be considered, amongst other priorities, by the new Auckland Council.

An immediate issue and priority is securing access over key pieces of private land to ensure that the opportunity to possibly establish the Foothills Walkway in the future is not lost. Adoption of the concept and inclusion of it in the Opanuku/Henderson Valley LAP, along with the progression of discussions with key landowners, will ensure that the Foothills Walkway opportunity is a legacy action passed on to the new Auckland Council to consider implementing in the future.

RECOMMENDATIONS

It is recommended that the Waitakere Community Board resolve to:

Receive the Waitakere Ranges Foothills Walkway Feasibility Investigation Study report.

BACKGROUND

1. The concept of a Foothills Walkway was outlined at the 5 November 2009 meeting of the Policy and Strategy Committee (the Committee) and endorsement was sought to further investigate the feasibility of establishing such a walkway. The concept presented to the Committee was for a walkway to run from Oratia in the south to the Swanson Railway Station area in the north.
2. It was identified that a Foothills Walkway is one initiative that may achieve a number of the objectives of LAPs related to the Waitakere Ranges foothills area and it could also deliver on a number of Council's strategic outcomes.
3. The objectives of a Foothills Walkway include:
 - connecting communities in the eastern foothills of the Waitakere Ranges;
 - providing safer walking (and possibly cycling) routes for local residents and visitors;
 - providing a significant walking track on the eastern side of the Waitakere Ranges, adding to the current network within the Waitakere Ranges and beyond. This would provide a different "pastoral countryside" experience compared to that enjoyed on trails in the more forested areas of the Waitakere Ranges Regional Parkland;
 - providing linkages to other walkways and cycleways originating in urban areas, such as the Twin Streams Walk and Cycleways;
 - providing increased opportunities for the wider public to access a significant walking track through the use of public transport and associated walking trail linkages;
 - encouraging increased physical activity and the associated benefits of this;
 - providing local landowners with potential new rural economic opportunities; and
 - assisting in spreading the increasing visitor load from the Waitakere Ranges Regional Parkland.
4. A comprehensive feasibility report has been produced that outlines the results of this investigation. A full copy has been circulated under separate cover with the agenda. The following narrative outlines the key points and conclusions of the feasibility investigation report, including preliminary community views.

5. At the Thursday, 8 April 2010 Policy and Strategy Committee meeting it was resolved as follows:

“The Policy and Strategy Committee resolved to:

1. **Receive** the Waitakere Ranges Foothills Walkway Feasibility Investigation Study report.
2. **Agree** that the Waitakere Ranges Foothills Walkway concept and recommended routes be adopted and reflected in the draft Opanuku/Henderson Valley Local Area Plan for further consultation and development of the concept with the community and subsequently, where appropriate, be incorporated into the District Plan.
3. **Direct** the Chief Executive Officer to progress discussions with owners of strategic pieces of land related to the Waitakere Ranges Foothills Walkway, to identify where and how public access could be secured, with the results of these discussions to be reported back to the Policy and Strategy Committee by August 2010 with a view to making recommendations to the Auckland Council.
4. **Direct** the Chief Executive Officer to use the Ranges Neighbourhood Restoration Initiative to encourage landowners along the proposed Waitakere Ranges Foothills Walkway route to provide for enhanced public access.
5. **Direct** the Chief Executive Officer to ensure that any review of Council’s Code of Practice for Footpath Standards reflects and maintains the rural nature of many of the City’s roads and footpaths.
6. **Agree** that the report and associated resolutions on the Waitakere Ranges Foothills Walkway concept and recommended route be brought to the May 2010 Waitakere Community Board meeting and the Residents and Ratepayers Associations for information.”

395/2010

DECISION MAKING

Feasibility Investigation Report

6. The investigation has considered the following matters:
- the possible route of the Foothills Walkway and whether it could practically be achieved;
 - the type of walkway possible and the quality of experience for the user;
 - the potential opportunities to leverage off current subdivision/development potential i.e. what is currently allowed under the Waitakere District Plan and Structure Plans, and to use unformed roads, esplanade reserves, other publicly owned land and access arrangements with landowners;
 - the level of preliminary community and landowner support;
 - costs;
 - benefits;
 - the opportunities to engage the community, iwi, businesses, Non Government Organisations and alternative funding entities;
 - possible links to regional and local open space, tracks and transport routes (including existing walk and cycleways); and
 - priorities and possible stages for implementation.

Proposed Route

7. An indicative route for the foothills walkway has been developed from desktop and field investigations. This has been influenced by:
- public land that can be utilised including road reserves, unformed or “paper” roads, parks and other types of reserves;
 - private land that has sub-division potential and which may provide Council some opportunities to gain/negotiate public accessways through these properties in the future as they are subdivided;
 - what is currently included in the Swanson and Oratia Structure Plans (noting that the Swanson Structure Plan is currently under appeal to the Environment Court);
 - the topography of the different parts of the foothills and the influence this has on where a walkway can be built and what additional infrastructure is required e.g. the building of bridges, boardwalks, retaining walls and paths all have significant cost;
 - linkages to other walkways and public transport routes;
 - the use of existing paths/trails/tracks;
 - future plans of other public agencies such as the Auckland Regional Council (ARC);
 - the physical attributes of road verges in relation to actually being able to (cost effectively) form new trails/pathways on them;
 - the potential cost of various sections of the Foothills Walkway;
 - feedback received from the community and landowners, which has been a mixture of formal consultation (during the development of LAP’s, Structure Plans and other plans) and informal conversations;
 - where businesses are currently located that might benefit from or contribute value to those using the route; and
 - the quality of experience for the user.

- A7-A11 8. The indicative route is outlined and attached at pages A7 to A11. Initial proposals were for the walkway to stretch from Oratia to Swanson. However, the Foothills Walkway route is able to stretch to Titirangi /Woodlands Park in the south as the ARC plans to link Exhibition Drive to the Arataki Visitor Centre on Scenic Drive with a new trail. There are eight sections to the Foothills Walkway route:
- Titirangi/Woodlands Park: Titirangi village through to the Arataki Visitor centre on Scenic Drive via Exhibition Drive and a new linking track;
 - Upper Oratia: Arataki Visitor Centre to Parker Road and down to the Carter/West Coast Road corner;
 - Lower Oratia: This section follows the Oratia Stream to Parrs Cross Road where it links with the Twin Streams Walk and Cycleway; other arterial links lead west to Holden’s Road and Forest Hill Road;
 - Forest Hill Road and the Henderson Valley pastoral area: The walkway follows Forest Hill Road up to trails that traverse what are currently large privately owned pastoral properties through to Henderson Valley Road and Grassmere Road;
 - Henderson Valley: The walkway route also travels north down Forest Hill Road from Holden’s Road to Pine Ave and along Henderson Valley Road to Candia Road. It then travels past the school to the Opanuku Pipeline Track on Mountain Road;
 - Vineyard/Seibel/Coulter Road area: This section follows Vineyard and Seibel Roads to Seibel Reserve. From there it travels up Coulter Road to Perris Road, along this “paper” road to Candia Road;

- Lower Swanson area: This section includes three different routes to the Swanson Rail Station – through Burton’s Way, O’Neill’s Road and the Penihana development; along Pooks Road and through Penihana; or along the proposed New Lynn to Swanson Rail Corridor Walk/Cycleway; and
 - Upper Swanson area: This links the bottom of Mountain Road in Henderson Valley to Tram Valley Road through the Opanuku and Swanson Pipeline Tracks). It also includes trails from the Coulter Road section linking through to Christian and Tram Valley Roads, then onto the Swanson Rail Station.
9. In total, the indicative Foothills Walkway (and associated linkages) is approximately 48 kilometres long. If a walker took the most direct route along the walkway from Titirangi to the Swanson Rail Station this would provide a 21 kilometres journey. At an average walking speed of 3.5 to 5 kilometres/hour this equates to a four to six hour walk.

Type of Walkway

10. The type of walkway that could realistically be established is influenced by a number of factors. These are outlined and discussed below.
11. Suitability for users: the Foothills Walkway route is made up of varying grades (17.5 kilometres of flat, 15.5 kilometres of gradual incline, 12.1 kilometres of moderate incline and 3.8 kilometres of steep incline. Most of the Foothills Walkway could be used by people of average mobility/fitness. It is estimated people with limited mobility could use approximately 9.2 kilometres of the Foothills Walkway (i.e. those flat areas with a concrete trail).
12. Ability to construct: the topography and other physical aspects of the indicative Foothills Walkway route provide challenges in some places. The main issues are: the steepness and narrow width of some road verges; the eight watercourses that would need to be traversed; the wet Waitakere clay soil type which tracks/paths would have to be constructed on; vegetation that would need to be cleared for 4.4 kilometres of track construction; and cultural heritage sites that would need to be identified so they are not disturbed. These issues are not insurmountable but come at some cost.
13. Compatibility for walkers, cyclists and horse riders: the Foothills Walkway would utilise approximately 19 kilometres of existing gravel tracks/roads and concrete footpaths of which 5.3 kilometres is currently the recommended width of 3 metres or more for dual walk/cycle ways. The remaining 29 kilometres of the proposed walkway would only provide for a further 3.4 kilometres at this recommended 3 metres or more width.
14. It is difficult, and in most areas not appropriate, to construct a path of this width along the Foothills Walkway route. Many of the road verges are too narrow and have steep drop-offs. Such a wide path, especially if constructed in concrete, would not be appropriate in what is predominantly a rural setting. This would have a significant detrimental affect on the amenity values of such areas. However, during construction of any part of the Foothills Walkway, any sections that could accommodate a wider path that allows for cyclists and pedestrians would be identified. It is important that this future opportunity is not lost. Constructing any sections of the Foothills Walkway would come at additional significant cost.
15. The standards for dual walk/cycleways and footpaths are related to the level of use and the safety issues posed by the speed at which cyclists travel. Interestingly, existing gravel and concrete footpaths, which are less than three metres in width, are already used by pedestrians and cyclists throughout the City. They are also used by horse riders on occasions. However, the use of paths less than 3 metres wide, by cyclists and horse riders, would not be encouraged.

16. The predominant 1.5 metres width of the Foothills Walkway trails would not realistically allow the use of these by people riding horses as well as pedestrians. There are some verges that could accommodate horse riding but these are limited and/or this is actively discouraged by adjoining landowners due to the perceived damage it does to “their” road frontage.
17. Therefore, the Foothills Walkway would essentially be a walking trail that could accommodate some use by cyclists in areas where a track of adequate width could be constructed.
18. Context: The most appropriate construction material has been identified for each section of the Foothills Walkway to ensure the rural ambience/nature of the areas it traverses was not compromised. It is recommended that the majority of the walkway should be a gravel track to reflect this.
19. Personal safety: The rural and secluded nature of sections of the walkway may be perceived by some members of the public as a potential personal safety issue. The risk provided by the Foothills Walkway would be no more than that of other trails found in the Waitakere Ranges. People would have a choice however, whether they use the trail or not. At LAP consultation meetings a small number of people expressed the view that they would not like the public wandering past their backyard. Much of the Foothills Walkway however traverses current or potential future reserves through which public access is a right. Interestingly, such safety issues have not been realised in the establishment of the Twin Streams Walk and Cycleways.
20. Current infrastructure: About 40 percent of the Foothills Walkway would utilise existing tracks and footpaths. Most of these do not need to be retrofitted in any way as the majority would be adequate for walkway purposes. Some minor improvements would be required in some sections.
21. Road safety: Approximately 9.3 kilometres of the Foothills Walkway would traverse verges of busy or winding roads. Appropriate safety measures would need to be incorporated into the establishment of the new sections of path required on these roads (approximately 3 kilometres). There are also 13 points where walkers would need to cross a road to continue their journey along the Foothills Walkway.

Connectivity

22. Important pedestrian linkages would be created by the Foothills Walkway:
 - between the distinct local areas and communities found in the foothills of the Waitakere Ranges. In particular, the lower Oratia area would have improved and safer pedestrian links to the lower Forest Hill Road area and the Henderson Valley area beyond;
 - between the rural areas of the foothills and urban areas via the Twin Streams Walk and Cycleways and other linking paths;
 - for some foothills areas to rail and bus interchanges (e.g. train services at Swanson and Henderson; bus services that run through the Titirangi, Woodlands Park, Oratia and Henderson Valley areas); and
 - to other notable trails (e.g. Te Araroa – the Long Trail at Swanson and Arataki; the Hillary Trail at Arataki and the proposed New Lynn/Swanson Rail Corridor walk/cycleway at Swanson).
23. These linkages help achieve a number of the objectives of the Oratia, Waiatarua and Opanuku/Henderson Valley LAPs.

Quality of Experience

24. The Foothills Walkway would provide a diverse walking trail of interesting, rural experiences rich in heritage and scenic values that is somewhat different to those offered by the tracks in the Waitakere Ranges Regional Park. There are many points of interest along the way of what generally would be a relatively easy walk. of birdlife, farm animals, orchards, nurseries, vineyards and wine outlets, water courses, a Folk Museum, water treatment facilities, the Arataki Visitor Centre, markets, cafes and two small water supply service railways that the public can book rides on.
25. In particular, the Foothills Walkway would provide users with a range of scenic views of the eastern side of the Waitakere Ranges up to the ridgeline and out over the pastoral areas to the City and harbour beyond.

Benefits

26. The Foothills Walkway would provide a range of benefits to foothills residents, adjacent urban communities and local businesses.
27. It has the potential to provide a large catchment of people additional opportunities for exercise through walking or running i.e. the 7,500 foothills residents and an estimated 42,000 people who live in urban areas with ready access to the Foothills Walkway via linking trails such as the Twin Streams Walk and Cycleways (i.e. those people living within 2 kilometres of these trails).
28. The linkages with public transport services also provide opportunities for a greater number of people to access rural walking opportunities without having to use a private motor vehicle. This includes the potential for the public to take a train from Britomart to a nearby western line station, walk the Foothills Walkway, or part of it, and then travel back to town by train.
29. Visitation to the Waitakere Ranges Regional Parkland is approximately 500,000 people visits per annum with a significant proportion (40 percent) being Waitakere City residents. The Foothills Walkway has real potential to help spread some of this "loading" by providing a different type of walking experience to that available in the Waitakere Ranges Regional Parkland.
30. Public safety benefits would be provided by the Foothills Walkway through the construction of roadside and other "cross-country" pathways in rural areas, decreasing the need for pedestrians to use hazardous carriageways.
31. Within the Waitakere Ranges eastern foothills there are a number of established businesses that could potentially benefit from a Foothills Walkway trail. Increased exposure and patronage may result from an increase in walking activity by local residents and the large number of neighbouring urban people.
32. Some new economic activities may result from the establishment of a foothills walkway, especially if it had a point of difference to the trails found in the Waitakere Ranges and other parts of the region. For example establishing a walking "art" trail, in collaboration with Lopdell House, the Corban Estate Arts Centre, local artists and Te Kawerau a Maki, could provide some alternative economic opportunities for residents in the future by attracting visitors from outside the City e.g. homestay and other accommodation; hospitality; sale of artworks etc. Further work is needed to more accurately identify the economic benefits that could accrue from the establishment of a Foothills Walkway.

Preliminary Costs

33. Preliminary costs for the indicative Foothills Walkway route have been estimated, both for a minimum recommended standard and also a recommended desired standard.
34. The minimum recommended standard is one which would facilitate walking access through an area at the least possible development and cost. However, this "low-level" approach may limit the number of people that would choose to use the walkway, that is, it may not be that desirable or attractive for many people. The desired standard is one that would provide an easy walk, on a good quality surface, to a wide range of people of differing ages and mobility. It would therefore be more attractive as it would be less challenging for walkers.
- A12 35. Construction of the full indicative route of the foothills walkway, at the minimum standard, would be at least \$2.2 million. Construction of the trail at the desired standard would be at least \$3.7 million. Detailed estimates can be found attached at pages A12.
36. The preliminary costs do not include the following which could be significant: land acquisition; construction contingency; professional services (engineering, surveying etc); resource consent applications and fees; building permits; major earthworks and construction of retaining walls; traffic management; signage (directional and interpretive); fencing; re-vegetation; consultation; promotion of the Foothills Walkway; and, ongoing maintenance.
37. Although costly, the foothills walkway could be established progressively, in stages and over any period of time as resources and priorities allow.
38. If the full indicative route of the foothills walkway was established to the desired standard there would be an additional 22.8 kilometres of gravel tracks established and up to 6.8 kilometres of new concrete pathway. The concrete pathways would require little future maintenance effort, but the gravel tracks would require ongoing maintenance to ensure their usability did not decline. This maintenance would require an ongoing budget requirement of up to \$215,000 per annum. Signage and structures would also need regular inspection and remedial work where necessary.

Possible Funding Sources

39. Sources for funding the construction, maintenance and land acquisition costs related to a Foothills Walkway have been investigated. Council budgets for land acquisition, new footpaths and delivery of the Transport Strategy are committed to a range of priority projects that have been assessed against specific criteria relating to these outcomes. The Foothills Walkway does not rank highly against the criteria that determine priorities for transport funding or the construction of new footpaths.
40. Funds derived from financial and development contributions for reserve acquisitions are committed forward to key priority areas where considerable growth in population and business is expected e.g. NorSGA and New Lynn. It would be difficult to amend such acquisition priorities within the current governance parameters related to local government reform in Auckland. The new Auckland Council, however, is likely to review land acquisition priorities in the future which may provide some opportunities to source funds for land acquisition should the establishment of the Foothills Walkway proceed.
41. Investigation has shown that it is unlikely the foothills walkway would meet the criteria of either the New Zealand Walking Access Commission or the Ministry of Tourism's New Zealand Cycle Trail funding.

42. Securing sponsorship from the business sector for the development and/or maintenance of walking trails is possible, but history in the Auckland region has shown the amounts that have been secured by various agencies have been relatively small. If the walkway had its own point of difference this might help in attracting some sponsorship.
43. Council could only gain funding from other external charitable funding sources (e.g. the New Zealand Lotteries Commission, ASB Community Trust, The Licensing Trusts etc), if an Incorporated Society or Trust was formed to establish and/or support the Foothills Walkway. Finding committed people to be involved in a trust may be difficult as there appears to be an expectation from the community that the provision of such walking trails is an inherent part of what local authorities and government agencies do.
44. One opportunity might be to include the Foothills Walkway concept in any discussions relating to the future governance of the Twin Streams Walk and Cycleway initiative as it is possible this will extend into the foothills area.
45. There are also opportunities to leverage off the work being carried out with the foothills community through Council's Ranges Neighbourhood Restoration Initiative. These activities could be extended to get the community involved in helping to develop simple sections of the Foothills Walkway that are on roadsides or other public land and to provide access over private land.

Consideration of Community Views

46. The Foothills Walkway concept was workshopped with the Opanuku/Henderson Valley community in December 2009 as part of the LAP development process. Those who supported the concept of a walkway particularly liked the idea of better links between foothills areas and also with the urban area via the Twin Streams Trails. Others questioned the priority of the Foothills Walkway in relation to the potential cost. However, there was a common view that any new tracks/paths established should be in keeping with the rural ambience of the area. In summary, feedback from the workshop sessions was mixed and there was a modest level of qualified support for the Foothills Walkway concept.
47. Some discussions have taken place with owners of properties in the Oratia and Henderson Valley areas that could provide key linkages for a Foothills Walkway. Most of these landowners expressed some initial apprehension about a public walk and cycleway being located adjacent to or on their land. This related to perceptions that members of the public might have detrimental effects on their property and activities e.g. privacy, fire risk, vandalism, theft, stock and crops being disturbed etc.
48. Experience from the implementation of the Twin Streams Walk and Cycleways is that adjoining landowners and the local community were apprehensive before construction of the paths. However, since the completion of the trails these attitudes, in general, have become quite positive as their initial concerns have not been realised.
49. The Waitakere Ranges Protection Society have expressed that they would not like to see any Foothills Walkway encouraging any increase in the amount of unauthorised mountain biking that occurs in the Waitakere Ranges Regional Park. The Foothills Walkway would essentially be a walkway and would be promoted as such. Therefore, it is unlikely that this would result in any significant increase in the number of mountain bikers accessing the regional park through the Foothills Walkway trails.

50. Te Kawerau a Maki has expressed support for the concept of the Foothills Walkway. If the Foothills Walkway was to be established they would like to be able to tell their stories about the cultural landscape of the foothills area, especially through interpretation initiatives along the Foothills Walkway. They would also like to be involved in any efforts related to identifying and protecting any culturally sensitive sites that may be present along the Foothills Walkway route.
51. Initial feedback from ARC officers has echoed the concerns of the Waitakere Ranges Protection Society but has also acknowledged the key links the Foothills Walkway would provide to other trails in the Waitakere Ranges Regional Parkland and the urban areas of west Auckland.

Feasibility

52. Investigation of a possible route has shown that the majority of the Foothills Walkway could readily be established over time as it traverses public land along road verges, unformed "paper" roads and through reserves. The main constraint would be funding and where implementation of such a project would lie within the Auckland Council's prioritisation of resource use.
53. However, there are some sections of the Foothills Walkway trail route where access is needed through private land or areas where there is little opportunity to utilise road reserves or other publicly owned land. These include:
 - the lower Oratia area, that lies between West Coast Road, Kelly's Road, Holden's Road and Parr's Cross Road;
 - the Henderson Valley pastoral area, between Forest Hill Road, Gum Road and the upper part of Henderson Valley Road;
 - the linking track between Burton's Way and O'Neill's Road
 - the linkage between Tram Valley Road and Christian Road;
 - the path between Coulter Road and O'Neill's Road; and
 - through the proposed Penihana development at Swanson
54. Access through private land in the latter four areas listed above is provided for in the Swanson Structure Plan and can be achieved through the use of relevant District Plan provisions. The concept plan for the Penihana development provides for public access from O'Neill's and Christian Roads through to the Swanson Rail Station.
55. There are opportunities for securing access through private land in the lower Oratia area by using provisions of the proposed District Plan Changes notified for the Oratia LAP area. These propose new assessment criteria in relation to subdivision applications and require consideration of the following matters:
 - the extent to which development provides or maintains opportunities for rural trails to Shaw Road and to the Oratia Stream; and
 - the extent to which subdivision, where pedestrian and cycle trails are identified, contributes to the provision of land to support the implementation of the trails.
56. Walking trails in the Oratia are outlined in the Oratia Reserves and Public Access Plan that was approved by a committee of Council in June 2004. The indicative route of the Foothills Walkway reflects these trails.

57. If the establishment of the Foothills Walkway was pursued the most cost efficient and prudent strategy for Council would be to let development of the lower Oratia area run its course over time and then identify which pieces of land are needed to complete the walkway access. Acquisition of these remaining properties could then be proactively pursued in the future. A long term view to the creation of the foothills walkway would support this course of action.
58. Analysis has shown that approximately 1.9 hectares of land may need to be acquired in the future to realise this lower Oratia section of the Foothills Walkway and at current land values (without legal and process expenses) this is estimated to be worth \$988,000.
59. Within the Henderson Valley pastoral area, between Forest Hill and Henderson Valley Roads, there are several large pastoral properties that would also provide key linkages for the Foothills Walkway. Walkways through these properties would provide users a far superior experience compared to the alternative route that runs down Forest Hill Road, along Pine Ave and Henderson Valley Road. Some of these properties have subdivision potential whereas three do not.
60. The largest of the strategic properties in Henderson Valley has, as of right, the ability to create 24 lots in a subdivision. The owners have sought a greater number of lots via a District Plan appeal, which has yet to be settled.
61. Initial feedback from landowners with strategic pieces of land with subdivision potential suggests they believe there is a monetary value to them providing this public access. They have indicated that they would expect to realise this in the progression of their future development plans.
62. The current District Plan rules and resource consent assessment criteria, relating to the Henderson Valley area, do not specifically require the provision of walking access trails to be considered in subdivision applications. Therefore, as a priority, other options would need to be pursued to secure public access through this land to ensure opportunities are not foreclosed upon. These options include:
 - identifying District Plan changes, related to the Henderson Valley area, that are necessary to provide for the establishment of the foothills walkway overtime. This would provide consistency, for all foothills areas, to the matters that are to be considered in controlled, limited discretionary and discretionary subdivisions in relation to the implementation of identified pedestrian and cycle trails;
 - using the settlement process related to District Plan appeals on strategic sites to achieve public access goals; and
 - initiating direct negotiations with key landowners to secure public access through their land.
63. If the creation of the Foothills Walkway and its indicative route was included as an objective in the Opanuku/Henderson Valley LAP then any resulting District Plan changes could include appropriate amendments to help achieve this. Rule changes and subdivision consent assessment criteria similar to those included in the District Plan changes notified for the Oratia LAP area would suffice.
64. While it may not be possible for such District Plan changes for the Opanuku/Henderson Valley area to be achieved before the new Auckland Council begins operating on 1 November 2010, it is recommended that the foothills walkway route is included in the draft Opanuku/Henderson Valley LAP. If the walkway concept and route was retained by Council in the final LAP it will ensure that it is identified as a legacy action for the new Auckland Council to consider implementing in the future, including any District Plan Changes that would help achieve the Foothills Walkway.

65. It is also recommended that Council progress discussions with landowners of these strategic pieces of land to identify where and how public access for walkways could be secured and what the cost of this might be. This would include those properties with District Plan appeals that have yet to be resolved and those properties where direct acquisition of land may be necessary. This information could help inform the new Auckland Council in relation to prioritising use of land acquisition resources.

Other Stages of Implementation

66. Should the Foothills Walkway concept be endorsed by the Committee and be pursued by the Waitakere City Council and Auckland Council then there are a number of distinct priorities for a staged implementation.
67. The feasibility investigation study has shown, that outside of the priority of securing access through key pieces of private land, the sections that would best be constructed first are primarily those:
- which traverse public land along road verges, unformed (paper) roads and reserves;
 - that do not have any major engineering challenges, resulting in a moderate cost of construction;
 - contribute to and are part of the direct 21kilometres route from Titirangi Village through to the Swanson Road Rail Station (i.e. they are not “side” linkages); and
 - where there is currently no formal public walkway linkage.

- A10 68. The sections or part sections of the foothills walkway route that meet these criteria are outlined at page A10.

- 69 Council currently operates the Ranges Neighbourhood Restoration Initiative which organises local community action in relation to weed clearance and the planting of native vegetation. This initiative could also be utilised immediately to encourage landowners in the foothills area to clear vegetation (subject to resource consent) from their road verges to allow better public access along them. This would target those areas that have been identified where a road verge track with markers could simply be established as an interim measure.

- A13 70. Longer term priorities for the next stages of construction are attached at page A13.

Conclusions Regarding Feasibility

71. The study has shown that a quality Foothills Walkway is feasible and could readily be created over time from Titirangi Village in the south to the Swanson Railway Station in the north. There would be some challenges in constructing some parts of the trail but these are not insurmountable.
72. The Foothills Walkway would provide a range of benefits to foothills residents as well as people living in urban areas, especially the estimated 42,000 who reside in areas adjacent to the foothills area. Importantly, the benefits provided by the Foothills Walkway reflect and achieve a number of the key objectives in LAPs developed for the foothills area.
73. Feedback from the community during consultation has been varied; however, there has been a modest level of qualified support for the concept. Further consultation would be necessary before any stage of the Foothills Walkway was to be constructed.

74. Construction of the full indicative route of the Foothills Walkway at the recommended standard is relatively costly, at an estimated minimum of \$3.7 million. Current council budgets and priorities cannot accommodate this expenditure and it is likely only limited funding could be secured from outside sources.
75. However, the Foothills Walkway should be viewed as a long term objective. The nature of the proposed walkway route is that it could be established progressively, in stages and over any period of time as resources and priorities allow. This would reflect the long term objectives that LAPs provide in relation to an area's amenity, character and environment. A staged roll-out would ensure that the benefits were accrued while project implementation remained affordable.
76. Most of the Foothills Walkway traverses public land, however there are key areas where access over public land would be needed. An immediate issue and key priority is to secure access to these key linkage areas now to ensure future opportunities to create the Foothills Walkway are not foreclosed upon. There is an opportunity for Waitakere City Council to address this issue by progressing discussions with key landowners and to formally adopt the Foothills Walkway concept and route in the Opanuku/Henderson Valley LAP. This will ensure that a legacy action is passed on to the new Auckland Council to consider implementing in the future.

STRATEGIC CONTEXT

77. The Foothills Walkway is one initiative that would clearly achieve a number of the objectives, policies and actions of LAPs related to the Waitakere Ranges foothills area on the basis that the Foothills Walkway is sensitively designed, constructed and managed. These objectives, policies and actions include:
 - Enhance opportunities for wilderness and recreation experiences close to metropolitan Auckland;
 - Map and establish heritage trails;
 - Negotiate and develop public access trail networks outside of the regional park in association with landowners; and
 - Develop cycling/walking loops (originating at Oratia Village connecting to Scenic Drive and Arataki.
78. The Foothills Walkway would also deliver on the following objectives of the Waitakere Ranges Heritage Area Act 2008:
 - to protect, restore and enhance the area and its heritage features;
 - to recognise that people live and work in the area in distinct communities, and to enable those people to provide for their social, economic, environmental and cultural wellbeing;
 - to provide for future uses of rural land in order to retain rural character; and
 - to protect the Waitakere Ranges Regional Park for the benefit, use and enjoyment of the people and communities of the Auckland region and New Zealand.
79. The establishment of a Foothills Walkway, over time, would deliver on a number of Council's key strategic outcomes. These include: improving pedestrian and cycling access under the Transport Strategy; identifying and facilitating appropriate rural activities under the Economic Wellbeing Strategy; and promoting quality, connected communities under the Growth Management Strategy.
80. The Foothills Walkway initiative also aligns to a key objective in Council's Open Space Strategic Plan which is to ensure there is equitable access and a diversity of recreational opportunities and experiences.

81. Should the Foothills Walkway concept be endorsed by the Committee and the initiative progress further work would be needed to ensure it delivers on Council's Active Recreation Strategic Plan and Waitakere Recreation Cycling Strategy.

CONSULTATION

82. Between 2001 and 2004 extensive public consultation was undertaken in the development of the Oratia Reserves and Access Plan. Some of these proposed pathways are included in the foothills walkway route.
83. Other more recent preliminary consultation on the Foothills Walkway is outlined earlier in this report.
84. Extensive internal consultation has occurred with staff from Transport, Parks, Project Twin Streams, Sustainable Development and the Ranges Restoration Initiatives teams.
85. Further consultation would be needed with various sections of Council, including Leisure Services should the project progress further. Further consultation with landowners and local communities would also be needed before public access over or physical construction of any sections of the Foothills Walkway commenced.

RESOURCES

86. There is staff resources and funding available within Council budgets relating to the settlement of District Plan appeals that could be used, in some cases, for securing public access through strategic pieces of private land.
87. There is currently no funding allocated for the physical construction of any section of the walkway, however if the concept is endorsed by the Committee and also included in the Opanuku/Henderson Valley LAP, this would provide a legacy of action for the new Auckland Council to consider allocating resources to.

IMPLEMENTATION ISSUES

88. The only issues in implementing the recommendations are that of timing, especially in relation to the Opanuku/Henderson Valley LAP being finalised and progressing discussions with owners of strategic pieces of land related to the Foothills Walkway. The issue will be whether the LAP can be finalised and approved by Council before the local government elections and new Auckland Council become operative. Timeframes relating to the settlement of District Plan appeals and negotiations with landowners regarding possible acquisition of public access rights for the Foothills Walkway are hard to predict. Progression of these matters may go beyond the life of the Waitakere City Council.

AUCKLAND COUNCIL TRANSITION ISSUES

89. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Matt Heale, Manager: Sustainable Management.

