

**AGENDA FOR A MEETING OF THE INFRASTRUCTURE AND WORKS COMMITTEE TO
BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL, 6 HENDERSON
VALLEY ROAD, HENDERSON, WAITAKERE, ON WEDNESDAY,
2 JUNE 2010, COMMENCING AT 9.30 AM**

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1 APOLOGIES



2 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 Committee 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 Committee 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.



3 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.



4 CONFIRMATION OF MINUTES

Meeting Minutes - Wednesday, 5 May 2010.

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the minutes of the meeting of the Infrastructure and Works Committee held on Wednesday, 5 May 2010, as circulated, and that they be taken as read and now be confirmed.



5 TODD TRIANGLE RESERVE - CONCEPT PLAN AND HEARING OF SUBMISSIONS

GLOSSARY

The Department of Conservation	(DoC)
New Lynn Reserves Management Plan 2004	(Management Plan)
Reserves Act 1977	(Reserves Act)
Todd Triangle Reserve Concept Plan	(Concept Plan)
Transit Oriented Development	(TOD)
Todd Triangle Reserve	(the Reserve)

EXECUTIVE SUMMARY

The purpose of this report is to present the submissions received on the Todd Triangle Reserve Concept Plan (Concept Plan) and seek approval for the Concept Plan to be incorporated into the New Lynn Reserves Management Plan 2004 (Management Plan).

The Concept Plan was notified for public submissions on 12 March 2010 as a partial review of the Management Plan as required by the Reserves Act 1977 (Reserves Act). Five submissions were received.

This report recommends that no amendments be made to the Concept Plan in response to submissions received.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Todd Triangle Reserve - Concept Plan and Hearing of Submissions report.
2. **Approve** the Todd Triangle Reserve Concept Plan as attached at pages A1 to A4.
3. **Agree** that amendments be made to the New Lynn Reserves Management Plan to incorporate the Todd Triangle Reserve Concept Plan.

BACKGROUND

1. Through the New Lynn Transit Oriented Development (TOD) project, the Council is seeking to support the revitalisation of New Lynn by providing a high quality urban environment that is pedestrian orientated and supportive of public transport.
2. Part of the New Lynn TOD project involves the redevelopment of Totara Avenue, New Lynn with the western end of Totara Avenue being stopped and a new link created which is proposed to pass through part of Todd Triangle Reserve (the Reserve). The Concept Plan attached at pages A1 to A4 provides for the redevelopment of the Reserve to support the changes to Totara Avenue.
3. The Reserve is classified as a recreation reserve under the Reserves Act and is included in the Management Plan. The proposed changes are not provided for within this Management Plan.
4. Under the Reserves Act, Council is required to consult on any proposed amendments or updates to a reserve management plan.

5. On 3 March 2010 the Infrastructure and Works Committee resolved as follows:

“The Infrastructure and Works Committee resolved to:

2. **Approve** the public notification of the proposed Todd Triangle Concept Plan as a partial review of the New Lynn Reserves Management Plan under section 41 (9) of the Reserves Act 1977.
3. **Approve** the timeline and consultation processes outlined in the report for the proposed partial review of the New Lynn Reserves Management Plan as it relates to Todd Triangle.
4. **Direct** the Chief Executive Officer to report back to the Infrastructure and Works Committee on naming options for the streets affected by the Todd Triangle Concept Plan.”

233/2010

6. Following the above meeting, the Concept Plan was publicly notified on 12 March 2010 for a two month submission period as a partial review of the Management Plan. Public consultation, including two public open days, was undertaken.

DECISION MAKING

A5-A15

7. Five submissions were received. A summary of these submissions and comments are attached at pages A5 to A6 and a copy of all submissions received are attached at pages A7 to A15.
8. The Reserves Act requires the Council to give consideration to all submissions received and to provide submitters wishing to be heard in support of their submission with an opportunity to be heard.
9. Issues raised in submissions, together with Council officer recommendations on these issues, are outlined below.

Issues

Playground

10. One submitter considered that a playground should be provided in the Reserve or nearby. This issue of incorporating a playground was raised in the design process. However, it was considered that playground safety standards would necessitate a playground in this location being fenced due to the proximity to roads. This would restrict the ability of the Reserve to cater for the range of other uses, such as markets or live performances, that are normally provided within town centre parks. Given this, it was considered more appropriate to provide informal play opportunities through incorporating child-friendly sculptures into the design and retaining a grassed area.

Brick Wall

11. The need to incorporate some vertical elements into the wall surrounding the reserve and providing seating was raised by one submitter. It is intended that the wall will provide both informal and formal seating opportunities. The detailed design of seats to be provided is currently being undertaken. Vertical elements will be provided through street trees. However, as the intention is for the Reserve and wider plaza area to function as a single space, no vertical elements are proposed in the form of hard landscaping as these would serve to break-up this space.

Clock Tower

12. One submitter suggested accentuating the clock tower through raising the surface around it or by planting accent plants close by. The Concept Plan aims to retain its historical integrity by retaining the structure in its present form. The use of bricks throughout the Reserve to mirror the brick clock tower will also serve to integrate the reserve design with the existing clock tower as well as reflecting the identity of New Lynn.

Exposure to Wind, Rain and Traffic Noise

13. One submitter noted that the Reserve has received limited use as it is very exposed to wind, rain and traffic noise. The Concept Plan has specifically addressed this matter through the inclusion of a shelter and an earth mound on the Great North Road, New Lynn side (to reduce traffic noise). Other improvements provided as part of the wider New Lynn TOD project, particularly the extension of Clark Street through to Great North Road will considerably lessen traffic volumes (and associated noise) along Totara Avenue, New Lynn.

Road

14. One submitter opposed the proposal to extend Totara Avenue through Todd Triangle. Alternatives to this were rigorously assessed as part of the wider New Lynn TOD project, however, it was considered that on balance, the diversion of a reduced traffic volume road through the Reserve would create improved pedestrian amenity and connectivity (particularly with the closure of part of the existing Totara Avenue and incorporation into the Reserve) than retaining Totara Avenue on its current alignment. Furthermore, the new road has been specifically designed as a shared space to provide a slower vehicular environment that is much more pedestrian friendly. The proposed design to extend Totara Avenue through the Reserve was approved by the Council at its meeting on 15 October 2008. It also formed the basis for the Notice of Requirement approved by the Planning and Regulatory Committee on 9 February 2010.

Other Issues Raised in Submissions

15. A number of issues were raised in submissions that are outside of the scope of the Concept Plan. Issues include parking, public transport improvements, control of retail activities and cycle and pedestrian facilities.
16. Each of these issues is addressed in the New Lynn Urban Plan which sets out the strategic direction for New Lynn over the next 20 years. In line with the New Lynn Urban Plan, a number of improvements such as the provision of bike racks and secure lockers (for cyclists) are being incorporated into projects currently being designed or constructed as part of the New Lynn TOD project.

Previous Infrastructure and Works Committee Resolution

A16

17. In March 2010 the Infrastructure and Works Committee directed Council officers to report back on naming options for the streets affected by the Concept Plan. A plan attached at page A16 illustrates the existing street names and numbering and shows those properties to the north of the Reserve as fronting onto Todd Avenue. Other properties front onto Totara Avenue and will continue to do so following the implementation of the Concept Plan. While Council could choose to rename these streets, Council officers consider that the current street name and numbering will suffice.

STRATEGIC CONTEXT

18. The proposed redevelopments of the Reserve is part of the New Lynn TOD project. The New Lynn TOD project has been identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2009-2019. The New Lynn TOD project seeks to create a fully functioning transport hub at New Lynn to support the revitalisation of the New Lynn Town Centre.
19. The New Lynn TOD project delivers on the following community outcomes:
 - Strong economy;
 - Sustainable and integrated transport; and
 - Urban and rural villages.
20. The New Lynn TOD project is aligned with the following strategies:
 - **Economic Wellbeing** - a catalytic environment for a flourishing and resilient community;
 - **Transport** - a sustainable multi-modal transport system that is integrated to land use and contributes to Waitakere as an eco city; and
 - **Growth Management** - a dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all.
21. Reserve management plans are prepared under the Reserves Act and in the context of the Waitakere Parks and Open Space Strategic Plan 2009.

CONSULTATION

22. Public consultation for the partial review of the Management Plan, including two public open days was undertaken consistent with the consultation requirements of the Reserves Act and Local Government Act 2002.
23. The Community Relations Officer: Statutory Land Management of the Department of Conservation (DoC) has been consulted regarding the review process and has confirmed that DoC approval of the reviewed Management Plan is not required.
24. Council's Transport Planning and Design and Urban Planning and Design teams have been consulted regarding issues relating to the wider New Lynn TOD project and road naming addressed in this report.

RESOURCES

25. External costs associated with the Management Plan review were met from within the Parks budget. The review, including updating and reprinting the Management Plan will be undertaken by the Parks Planning section of Council.
26. Funding for the redevelopment of the Reserve is allocated within the New Lynn TOD project.

IMPLEMENTATION ISSUES

27. The detailed design of Totara Avenue and Todd Triangle is being undertaken concurrently with this Management Plan update due to time constraints posed by the wider New Lynn TOD project; however amendments to the Concept Plan can be incorporated, if required.

28. The implementation of the Concept Plan will alter the reserve 'footprint' in that some land previously identified as reserve will become road reserve and vice versa. It is proposed to report on these matters to the Policy and Strategy and Finance and Operational Performance committees in July 2010.

AUCKLAND COUNCIL TRANSITION ISSUES

29. 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: Sarah Smellie, Parks Strategic Planner.



6 NEW LYNN INTEGRATED PROGRAMME - STATUS UPDATE MID-MAY 2010

GLOSSARY

Harker Underground Construction Limited	(Harkers)
Dempsey Wood Civil Contractors Limited	(Dempsey Wood)
Auckland Regional Transport Authority	(ARTA)
Transit Oriented Development	(TOD)
New Lynn Business Association	(NLBA)
Target Outturn Cost	(TOC)

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on the progress of the New Lynn Integrated Programme to mid-May 2010.

The main developments which have taken place since the last report to the Infrastructure and Works Committee are that:

- The Council's application for funding for Stage 2 and Stage 3 construction at category 1 level was approved by New Zealand Transport Agency on 13 May 2010;
- Harker Underground Construction Limited (Harkers) has completed the deep sewer installation up to manhole 6, which completes the sewer along Clark Street, New Lynn. A mitigation plan developed collaboratively between officers of the Council, Watercare, Dempsey Wood Civil Contractors Limited (Dempsey Wood) and Harkers has been implemented whereby Harkers works will be disestablished temporarily while their machine is refurbished. During this period, Dempsey Wood will have full access to all work zones in Clark Street and Rankin Avenue, New Lynn to complete their contract works on programme;
- Dempsey Wood has submitted a claim for disruption and delay to their works as a result of delays caused by Harkers' deep sewer works. The claim is currently being assessed by Council officers and will be forwarded to Watercare for recovery of costs as provided for in the Memorandum of Understanding Agreement between the Council and Watercare;

- The New Lynn Urban Plan 2010-2030 was presented to the Policy and Strategy Committee at its meeting held on Thursday, 6 May 2010 where it was adopted;
- GHD Consultants Limited has been appointed to undertake the design work for the roads within the Crown Lynn Precinct;
- The Council has been approached by Vuksich and Borich, the owners of the rehabilitated Claypits site, who are seeking to accelerate their engagement with the Council regarding proposed redevelopment of the site; and
- The Council is working with the Auckland Regional Transport Authority (ARTA) and ONTRACK on a possible event to mark the completion of the Western Line double tracking at New Lynn in June 2010.

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the New Lynn Integrated Programme - Status Update Mid-May 2010 report.

BACKGROUND

1. The status of the New Lynn Integrated Programme was last reported to the Infrastructure and Works Committee at its meeting held on 5 May 2010.

DECISION MAKING

2. As this report is for information only, there is no decision making required.

Transport Infrastructure

3. The New Lynn Transit Oriented Development (TOD) Stage 1 construction contract was awarded to Dempsey Wood on 2 September 2009. Works are expected to be completed by the end of October 2010.
4. Designs for the New Lynn TOD Stage 2 (Clark Street Extension) and Stage 3 (Todd Triangle/Totara Avenue West Shared Street Concept) have been completed and the resource consents and building consents have been approved. Construction is expected to start in November 2010 following the completion of the Stage 1 works.
5. Harkers has completed the deep sewer installation up to manhole 6, which completes the sewer along Clark Street. A mitigation plan developed collaboratively between officers of the Council, Watercare, Dempsey Wood and Harkers has been implemented whereby Harkers works will be disestablished temporarily while their machine is refurbished. During this period, Dempsey Wood will have full access to all work zones in Clark Street and Rankin Avenue to complete their contract works on programme. The mitigation plan provides for two manhole shafts to be constructed in Rankin Avenue that will permit Harkers to return and complete the deep sewer in Rankin Avenue after Dempsey Wood have completed their Stage 1 works. These subsequent works by Harker in Rankin Avenue are not expected to be invasive and will not require excavation of the newly completed road works.
6. Dempsey Wood has submitted a claim for disruption and delay to their works as a result of delays caused by Harkers' deep sewer works. The claim is currently being assessed by Council officers and will be forwarded to Watercare for recovery of costs as provided for in the Memorandum of Understanding Agreement between the Council and Watercare.

Artworks Integration

7. Artwork designs on the New Lynn TOD Project are in progress as follows:
- Production of the trench wall glass reinforced concrete art panels continues on programme. The glass reinforced concrete art panels are currently being installed on the north wall of the trench and at this stage are approximately 80% completed. The contractors are continuing with the installation process. The art panels on the south wall of the trench are complete. The artists have been asked to consider options to treat the areas around two fire hydrants on the south wall of the trench to provide a more cohesive look and feel to the space surrounding each hydrant. Contractors are currently preparing the north wall of the trench for application of the panels. There are no hydrants along the north wall;
 - The integration of brick artworks into the design for Stage 3 (Todd Triangle/Totara Avenue West Shared Street Concept) is progressing. Team members from Arts, Parks, and Transport Assets have met with the artists and selected sites for the works. This information has been forwarded to the architects for inclusion into the detailed design plans for the space. Commissioning of two additional brick artworks for the Totara Avenue West shared space is in the contracting stage. The artists contract is currently being prepared and will progress through the sign off process over the next fortnight; and
 - Tiled artwork located in the stairwell between ground level and platform level of the concourse has been completed. The work has been inspected by the Council's Arts Coordinator and the artist. The work has been produced and installed to a very high standard.
 - The back walls of the properties adjacent to the south boundary of the trench are being considered for a suitable arts treatment to tidy them up as they face directly onto the New Lynn TOD development.
 - Research into suitable treatments for the two factory walls that back onto the rail trench are underway. The lead artist is working with Council officers to develop two concepts for the sites. The concepts will be presented to the Council's New Lynn Design Integration Group. The aim of the work is to reduce tagging and beautify the areas directly adjacent to the rail trench. Negotiations with the building owners will be critical to this arts integration.

Land Acquisition

8. Stage 1 (Clark Street) - agreement has been finalised for frontage land at 7 Clark Street and the settlement process is underway. A further agreement has been received by the Council and is being reviewed by the Legal Services department.
9. Stage 2 (Clark Street Extension) - acquisitions have progressed well since the previous update, with two further acquisitions finalised and ready for settlement, and several others nearing conclusion. Agreement with Cambridge Clothing is nearing conclusion. A report was presented to the Finance and Operational Performance Committee's 10 May 2010 meeting in relation to resolving land required for a planting strip alongside Clark Street Extension. There are now only minor outstanding matters for a negotiated agreement to be achieved.
10. Stage 5 (Crown Lynn Area) - negotiations have begun with some property owners in this area.

11. Stage 6 (Merchant Quarter) - two acquisitions are either imminent or nearing conclusion at time of writing and there are outstanding issues in relation to two other acquisitions. Negotiations continue.

Development and Implementation

12. The New Lynn Urban Plan 2010-2030 was presented to the Policy and Strategy Committee at its meeting held on Thursday, 6 May 2010 where it was adopted. The adoption of the New Lynn Urban Plan 2010-2030 provides a robust plan for the future upgrading of the New Lynn Town Centre in readiness for handover to the Auckland Council.

Crown Lynn Precinct

13. The Crown Lynn Precinct, including the Monier and Claypits sites, forms a key component of Stage 5 (Phase 2) of the New Lynn Integrated Programme. A budget was allocated for the delivery of road and open space infrastructure in the Crown Lynn Precinct through the Long Term Council Community Plan 2009-2019 process.
14. GHD Consultants Limited has been appointed to undertake the design work for the roads within the Crown Lynn Precinct. Council officers will be working closely with GHD Consultants Limited to ensure that a high level of design is delivered in accordance with the expectations outlined in the New Lynn Urban Plan 2010-2030 for the Crown Lynn Precinct.
15. The resolution of appeals to Plan Change 17 is running in parallel to the master planning process. The successful master planning of the Crown Lynn Precinct will be a key element in the resolution of significant appeal points.
16. The Council has been approached by Vuksich and Borich, the owners of the rehabilitated Claypits site. Vuksich and Borich are seeking to accelerate their engagement with the Council across all relevant infrastructure and urban design issues. A number of outstanding consent and stormwater issues are being addressed before master planning can begin.

Communications

17. Work is underway to look at the feasibility of a New Lynn page on the Facebook social media site and to produce some New Lynn artists' impressions for the local McDonalds at the invitation of its owner.
18. The Council is working with the ARTA and KiwiRail on a possible event to mark the completion of the Western Line double tracking at New Lynn in June 2010, after which the next major milestone will be the opening of the new station in August/September 2010. *Waitakere News* will feature regular stories about New Lynn and, as and when appropriate, other milestones and initiatives will be communicated. The next issue of *New Lynn Matters* is planned for July 2010.

Relationship Management and Investment

19. Meetings with property/business owners and tenants in New Lynn continue. There have been some concerns raised with regards to the closure of Astley Avenue. Council officers are working through these issues.
20. Car parking restrictions consultation with owners in Astley Avenue, New Lynn (opposite Huhtamaki) took place on 17 and 18 May 2010. The general view point is for four hour parking restrictions to be put in place.

21. The owners of 2 Astley Avenue, New Lynn have raised a complaint regarding the impact of construction activities on their business. Council officers are working through the complaint to seek a mutually acceptable solution.
22. Investment marketing collateral for New Lynn, which includes an investment brochure, fact sheet and folder are completed. It is intended to update the multi-media DVD within the next two months.
23. The New Lynn Business Association (NLBA) committee are liaising with applicants for the role of town centre manager. The Council has assisted NLBA with developing a position description and a contractor's contract. The Council has granted \$15,500 to the NLBA for the purpose of engaging a Town Centre Manager and a promotion entitled 'clip your ticket'. The promotion is intended to foster good business to business relationships, increase turnover in businesses and bring customers into the New Lynn Town Centre.
24. The NLBA has agreed to establish a 'Night Economy' subcommittee (this is a subcommittee supported by the New Lynn project team). Council officers are developing the framework around this project and will work closely with the NLBA to implement the project.

ONTRACK Target Outturn Cost (TOC) Status

25. The target of having the first-train-in-trench on 1 March 2010 has been achieved. The target for the second-train-in-trench is scheduled for 8 June 2010.
26. Work continues on the north-side of the trench and also along Totara Avenue. The cantilever walkway is due for completion by the end of May 2010.
27. Blockwork at the concourse and structural steelwork for the canopy is progressing well and on schedule. The Hetana Street Bridge and Memorial Drive Bridge have been completed and opened for temporary one-way traffic while work is being carried out in the surrounding areas.

New Zealand Transport Agency Funding Applications

28. The Council's category 1 funding application to New Zealand Transport Agency for Stages 2 and 3 was lodged on 9 April 2010 and approved on 13 May 2010. The approval was achieved one month ahead of schedule.

Legal Agreements

29. The Council continues to work with ONTRACK to obtain revised Deeds of Grant to allow bridges and services to cross the rail corridor through New Lynn. A Deed of Grant for services crossing the New Lynn rail corridor is currently being reviewed by ONTRACK. A Deed of Grant in respect of the bridges that will cross the New Lynn rail corridor will be completed when the final dimensions of these structures have been confirmed and made available to ONTRACK.

Risk Management

30. Identified risks are collated into a programme risk register on an ongoing basis and risk mitigation strategies are put into place for critical risks. Risk monitoring and reporting is an ongoing activity together with identification and management of new risks. As new risks are identified they are assessed and added to the risk register.

31. The risk register was updated during March 2010 to enable the quantity surveyor to determine the quantum of risk and escalation to be included in the category 1 funding application to the New Zealand Transport Agency for Stages 2 and 3.

Consideration of Community Views

32. The Council continues its consultation programme with New Lynn landowners in proximity to the rail corridor with ongoing public consultation meetings. Council officers are working with communications advisors from both ONTRACK and ARTA to manage consultation, the media and general public concerns during the construction period to ensure that the views of the community are clearly relayed back to the Council.

STRATEGIC CONTEXT

33. The New Lynn TOD Project is identified as one of the Council's top priority projects and represents a substantial investment in the Long Term Council Community Plan 2009-2019.
34. The New Lynn TOD Project delivers on the following community outcomes:
 - Strong Economy;
 - Sustainable and Integrated Transport; and
 - Urban and Rural Villages.
35. The New Lynn TOD Project is aligned with the following strategies:
 - Economic Wellbeing - a catalytic environment for a flourishing and resilient community;
 - Transport - a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city;
 - Growth Management - a dynamic network of vibrant town centres and neighbourhoods with a social, physical and natural fabric providing housing choice and employment opportunities for all; and
 - The Auckland Regional Growth Strategy, whereby New Lynn has been identified as a regional growth centre.

CONSULTATION

36. Consultation and the updating of this report have taken place between the units of City Services, Public Affairs, Corporate and Business Services, Strategic Planning and Finance.
37. Council officers continue to liaise with affected property owners and tenants on Clark Street, Totara Avenue and Rankin Avenue with regard to the proposed land acquisitions required for the widening of Clark Street, Clark Street Extension and Totara Avenue upgrade.
38. Council officers continue to liaise with ONTRACK and ARTA in regard to matters affecting the community and assist ONTRACK and ARTA with community consultation where possible.

RESOURCES

39. Table 1 below provides a summarised financial status for Phase 1 of the New Lynn Integrated Programme:

	Budget Cluster	Budget (August 2009)	Risk and Escalation Committed To Date		Revised Budget	Expenditure To Date	Balance
		\$	\$	%	\$	\$	\$
1	Land Acquisition, Development and Implementation	12,066,470	0		12,066,470	3,269,587	8,796,883
2	Strategic Planning and Coordination	229,553	0		229,553	77,411	152,142
3	ONTRACK Agreements (Works for Council by ONTRACK)						
	• Council contribution to trench	20,000,000	0		20,000,000	18,000,000	2,000,000
	• Council-ONTRACK (TOC 2 Rooding Agreement)	11,695,627	0		11,695,627	6,656,756	5,038,871
	• Council/ARTA (TOC 2 Interchange Agreement)	13,866,517	0		13,866,517	6,342,481	7,524,036
	• Risk and escalation	543,034	65,000		608,034	64,975	543,059
4	Professional Services and Consent Fees	11,532,679	1,967,851		13,500,530	7,816,122	5,684,408
5	Artworks	500,000	0		500,000	40,150	459,850
6	Physical Works						
	• Enabling Works	540,100	0		540,100	177,498	362,602
	• Stage 1 Construction	19,704,523	(116,632)		19,587,891	8,017,273	11,570,618
	• Stages 2 and 3 Combined Construction (Clark Street Extension and Totara Avenue West and Todd Triangle)	25,217,700	0		25,217,700	0	25,217,700
	• Stage 4 construction (Interchange Option 2) post- electrification	9,380,000	0		9,380,000	0	9,380,000
7	Communications	231,000	217,407		448,407	235,332	213,075
8	Risk and Escalation	19,417,412	(2,133,626)	11.0%	17,283,786	0	17,283,786
	TOTALS	144,924,615	0		144,924,615	50,697,585	94,227,030

Table 1: Summarised Financial Status

IMPLEMENTATION ISSUES

Timeline/Milestones

40. Current established key milestones for the New Lynn Transport Interchange include:

Key Milestones	Timeline
Approval of TOC 2 contributions (Council/ARTA) by end of August 2009	completed
First train track installed in trench and new rail station partially complete for single line public service	completed
Completion of transport interchange including 2 nd train track	October 2010

Table 2: Key Milestones for New Lynn Transport Interchange

41. Current established key milestones for the Council roading works include:

Key Milestones	Timeline
Council roading works (Stage 1) commenced	September 2009
Council roading works (Stage 1) due for completion	October 2010
Clark Street Extension and Totara Avenue West (Stages 2 and 3) due to commence	November 2010
Clark Street Extension and Totara Avenue West (Stages 2 and 3) due for completion	March 2012

Table 3: Key Milestones for Council Roding Works

Project Risks

42. An alternative vehicle exit road from the New Lynn Community Centre car park is required. Additional land is needed to accommodate the alternative vehicle exit road and construction of the alternative access must be completed before construction of the Stage 2 (Clark Street Extension) can commence.
43. An alternative access road to 1B and 1C Rankin Avenue is required off Ambrico Lane. Additional land is needed to accommodate this new road and construction of the new road must be completed before construction of Stage 2 (Clark Street Extension) can commence.
44. Traffic delays and associated complaints are likely to increase as the construction of new signalised intersections are completed and construction of both Stage 1 and the Interchange progress. However, now that the trains are running in the trench, a significant point of conflict has been removed.
45. Harkers are still behind the programme agreed between the Council and Watercare for construction of the new sewer in Clark Street. Various setbacks on the Harker programme are now affecting Dempsey Wood, Fletchers and the proposed re-routing of buses over the new Memorial Drive Bridge. Harkers have agreed to disestablish from site to enable Dempsey Wood and Fletchers to complete their work in Clark Street and Rankin Avenue. Harkers will complete two manholes in Rankin Avenue before they disestablish to facilitate completion of the sewer at a later date with minimal impact.

46. Concerns have been raised by local business owners over the proposed removal of car parking spaces from the New Lynn Community Centre car park and from Totara Avenue West. A year-by-year transition plan showing parking availability throughout the various construction phases of the project is being prepared and will be communicated with affected businesses.
47. Land acquisitions at 24 and 30 Totara Avenue have stalled due to unresolved issues over the value of nine slot machines at each of the properties which according to regulations are not permitted to be relocated. The tenant at 24 Totara Avenue has indicated that he may object to the Public Works Act proposal. This could impact on the design and construction of McCrae Way and the proposed Infratil car park building.

AUCKLAND COUNCIL TRANSITION ISSUES

48. The Local Government (Tamaki Makaurau Reorganisation) Act 2009 section 31(4)(b) imposes restrictions on Waitakere City Council's decision making capabilities in respect of a decision to adopt or amend a long-term council community plan or to adopt an annual plan.
49. The Auckland Transition Agency notified Council on 29 June 2009 that it approved the Long Term Council Community Plan 2009-2019, but issued a notice under section 20 and 31(1)b of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, that any decision with regards to the wider New Lynn project required specific Auckland Transition Agency confirmation prior to implementation.
50. Subsequently the Auckland Transition Agency notified Council on 31 August 2009 of approved expenditure on the New Lynn project (ATA No. 0099) and thus the recommendations in this report do not require confirmation by the Auckland Transition Agency.

Report prepared by: John Schermbrucker, Special Projects Manager (Programme Director: New Lynn Integrated Programme).



7 HEARING OF OBJECTIONS TO PROPOSED STORMWATER DRAINAGE WORK, 11 TRAM VALLEY ROAD, SWANSON

GLOSSARY

Local Government Act 2002	(LGA)
Public Works Act 1981	(PWA)
Infrastructure and Works Committee	(the Committee)

EXECUTIVE SUMMARY

The purpose of this report is to enable the Infrastructure and Works Committee (the Committee) to hear an objection on Council's proposals to construct stormwater drainage at 11 Tram Valley Road, Swanson. One objection has been received from the property owner with regard to compensation issues under the Local Government Act 2002 (LGA) and the Public Works Act 1981 (PWA).

Following on from the hearing, the Committee is invited to determine what action it wishes to take.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

- A17
1. **Receive** the Hearing of Objections to Proposed Stormwater Drainage Works, 11 Tram Valley Road, Swanson report and receive the submission from the objector.
 2. **Either**
 - (a) **Agree** to take no action and approve the proposed stormwater drainage works at 11 Tram Valley Road, Swanson as attached at page A17, or
 - (b) **Direct** the Acting Director: City Services to alter the proposed stormwater drainage works at 11 Tram Valley Road, Swanson as attached at page A17 to take into account objections, or
 - (c) **Direct** the Acting Director: City Services to abandon the proposed stormwater drainage works at 11 Tram Valley Road, Swanson.

BACKGROUND

- A17
1. Due to a failed stormwater pipeline at 1 Tram Valley Road, there is a significant risk that the road will flood at this location. It has not been possible to reach agreement with the owner of 1 Tram Valley Road regarding permanent repairs to this pipeline and an alternative has been designed comprising a stormwater pumping station.
 2. The Council proposes to construct stormwater drainage works at 11 Tram Valley Road. The extent of works includes a stormwater pumping station and piping, as shown on the plan attached at page A17. The stormwater pumping station will be mainly constructed in the road reserve, while the piping will be constructed through the property at 11 Tram Valley Road.
 3. Notices have been served on land owners in accordance with procedures in section 181 and schedule 12 of the LGA.

DECISION MAKING

Issues

4. An objection has been received from the owner of 11 Tram Valley Road.
5. The objection relates to the requirements to create an easement over the land and settling compensation under the LGA and PWA. Property valuers have been engaged by Council and the property owner and it has not been possible to reach agreement over the valuation.
6. Section 181 and schedule 12 of the LGA enables the Committee to hear the objections, and the Committee may, after hearing any person making any objection, determine to abandon the works proposed, or to proceed therewith, with or without such alterations that the Council thinks fit.

Options Identified

7. Three options have been identified, as follows:
 - Do nothing;
 - Construct the stormwater pumping station with the discharge pipeline located on 11 Tram Valley Road;
 - Reconstruct the failed pipeline through 1 Tram Valley Road.

Assessment of Options

8. The do nothing option is not satisfactory as it will result in road flooding and cut off access for residents with a probability of at least three times a year.
9. The stormwater pumping station can be constructed rapidly at an estimated cost of \$250,000 and will provide an acceptable level of service to ensure that the road does not flood. This option requires approval from the land owner.
10. Reconstruction of the failed pipeline at an estimated cost of \$1 million. This has a number of construction issues due to a pipeline being located within a closed hardfill site. As well, it has not been possible to reach agreement with the property owner to date.

Consideration of Community Views

11. There has been no consultation over this issue. However, residents of Tram Valley Road have expressed concerns to the Deputy Mayor regarding their access being cut off during periods of rain.

Preferred Option

12. The preferred option is to construct the stormwater pumping station at Tram Valley Road as this will avoid the ongoing costs of temporary pumping.
13. With regard to the objections raised by the property owner, the Committee can determine the preferred options and give effect to the legal requirements as determined in section 181 and schedule 12 of the LGA.

STRATEGIC CONTEXT

14. Council's strategy is to provide stormwater services while ensuring that there is minimum impact on the receiving environment.

CONSULTATION

15. There has been no internal consultation for this work.

RESOURCES

16. A budget of \$600,000 has been provided in the stormwater capital works projects in the Annual Plan 2009/2010.

IMPLEMENTATION ISSUES

17. The only implementation issue arising from this report is amending the current proposed plans for stormwater drainage at 11 Tram Valley Road to take into account the determination of the Committee on the objections received.

AUCKLAND COUNCIL TRANSITION ISSUES

18. 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: Tony Miguel, Acting Director: City Services.



8 ROAD STOPPING AND SALE OF LAND AT WEST COAST ROAD, ORATIA

GLOSSARY

Local Government Act 1974 (the Act)

EXECUTIVE SUMMARY

- A18 The purpose of this report is to seek approval from the Infrastructure and Works Committee for the stopping of an area of paper road adjacent to the property at 636 West Coast Road, Oratia and then selling that area of stopped road to the owners of that adjacent property. The location of this portion of paper road is shown on the diagram attached at A18.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Road Stopping and Sale of Land at West Coast Road, Oratia report.
- A19 2. **Agree** that the area of paper road adjacent to 636 West Coast Road, Oratia shown hatched black and bordered with the bold black line and marked "unformed road" on the diagram attached at A19 be stopped in accordance with the procedures set out in the Tenth Schedule to the Local Government Act 1974.
3. **Agree**, subject to resolution 4 below, that after the land ceases to be road it be sold to the adjoining owners at 636 West Coast Road, Oratia, under the provisions of section 345 of the Local Government Act 1974.
4. **Note** that resolution 3 above be subject to confirmation by the Auckland Transition Agency.

BACKGROUND

- A19 1. The owners of the property at 636 West Coast Road, Oratia, have approached the Council with a request that the land shown on the diagram attached at page A19, hatched black and marked "unformed road", be stopped as road and sold to them.

2. Section 342 of the Local Government Act 1974 (the Act) authorises Council to stop a road or part thereof in its district by following the procedures set out in the Tenth Schedule to that Act. These procedures include a comprehensive public consultation process.
3. Section 345 of the Act permits land no longer required as road to be sold to the owner of any adjoining land at a price to be fixed by a valuer. A registered valuer has placed a figure of \$30,000 on this land and the adjoining owners have accepted this figure.
4. The owners have been advised that any agreement made with Council would be subject to the approval of the Infrastructure and Works Committee and confirmation of that approval by the Auckland Transition Agency.

DECISION MAKING

Issues

5. The Council must now decide whether or not to proceed with the proposed road stopping and the sale of the land to the adjoining owner.
6. It is considered that the public notification process required by the Tenth Schedule to the Act will ensure that all persons who might be affected by the action proposed to be taken by Council will have an opportunity to present their views.
7. It is recommended to proceed with the proposed road stopping and sale because the section of road of proposed to be stopped is part of a road which once linked West Coast Road with Parker Road, Oratia, but it has fallen into disuse and road traffic now operates under the current road pattern which joins West Coast with Parker Road by a more direct route. Should this former road be sold, it will relieve Council of its obligation to maintain the land and will realise its value in cash.
8. The balance of this former road will remain as unformed road.

STRATEGIC CONTEXT

9. Council's Transport Strategy aims to achieve a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city.
10. Sale of this land will not result in any adverse impact on the implementation of Council's Transport Strategy.

CONSULTATION

11. Consultation has been undertaken with Council's Transport Assets Division and also the other adjoining owner from whom written confirmation has been received that they do not wish to purchase any part of the road proposed to be stopped. It is considered that the consultation taken place satisfies the requirements of the Local Government Act 2002.

RESOURCES

12. It has been agreed that with respect to the proposed road stopping and sale each party will pay their own costs. The Council's costs will be drawn from the proceeds of sale.

IMPLEMENTATION ISSUES

13. If the resolutions sought are passed by the Infrastructure and Works Committee, then an agreement will be drawn up and signed by both parties. The necessary steps set out in the Tenth Schedule to the Act will then be taken. When the land loses its status as road, a title will be ordered and then settlement of the sale will take place. The former road will be amalgamated to the adjoining owners existing property and a memorial placed on the new amalgamated title will prevent the two parcels of land being dealt with separately thereafter.

AUCKLAND COUNCIL TRANSITION ISSUES

14. Section 31(4)(f) of the Local Government (Tamaki Makaurau Re-Organisation) Act 2009 imposes restrictions on Waitakere City Council's decision making capabilities in respect of any disposition of assets other than in accordance with its Long Term Council Community Plan. The disposition of the road proposed to be stopped is not in accordance with that plan and accordingly the consent of the Auckland Transition Agency will be sought.

Report prepared by: Maurice Hieatt, Solicitor.



9 ROAD OPENING NOTICES - POLICY FOR HIGH PRESSURE GAS AND FUEL PIPELINE AREAS

GLOSSARY

Road Opening Notice	(RON)
Infrastructure and Works Committee	(the Committee)
Vector Limited	(Vector)
High Pressure Gas and Fuel	(HPGF)

EXECUTIVE SUMMARY

The purpose of this report is to seek approval from the Infrastructure and Works Committee (the Committee) for the process followed in assessing road opening notice (RON) applications in high pressure gas and fuel (HPGF) pipeline areas.

Vector Limited (Vector) administer all HPGF pipelines in Waitakere and have expressed a desire to work more closely with the Council to promote safe working practices where there are road openings in the road reserve in the vicinity of these pipelines.

The RON process has been modified and the Committee's approval is sought for this process to be adopted as Council policy.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Road Opening Notices - Policy for High Pressure Gas and Fuel Pipeline Areas report.
2. **Agree** that the proposed process for road opening notices in high pressure gas and fuel pipeline areas be adopted as Council policy.

BACKGROUND

1. In greater Auckland, there are underground transmission pipelines for the transmission of high pressure gas from Taranaki north to Whangarei and for the transmission of various fuels including petroleum from Marsden Point to Auckland Airport.
2. Within Waitakere, HPGF pipelines are predominantly co-located within the road reserve through Bolton Street, Portage Road, Links Road, Margan Avenue, Seabrook Avenue and Parker Avenue, New Lynn, Croydon Avenue, Rua Road, Clayburn Road, Waikumete Road and Albionvale Road, Glen Eden and Parrs Cross Road, Holdens Road and Forest Hill Road, Oratia.
3. HPGF pipelines also cross under roads in Waitakere at the following locations:
 - (a) 80 O'Neill's Road, Swanson;
 - (b) 33, 40, 74, 80, 97 and 101 Coulter Road, Henderson Valley;
 - (c) 70 Perris Road, Henderson Valley;
 - (d) 95 and 168 Candia Road, Henderson Valley;
 - (e) The junction of Sturges Road and Candia Road, Henderson Valley;
 - (f) 316 and 369 Henderson Valley Road, Henderson Valley;
 - (g) 143, 150 and 157 Forest Hill Road, Waitatarua;
 - (h) The junction of Forest Hill Road and Holdens Road, Oratia;
 - (i) 70 and 90 McEntee Road, Waitakere;
 - (j) Waitakere Road, west of the junction with Kay Road;
 - (k) Scenic Drive, north east of the rail bridge;
 - (l) 25 and 28 Tram Valley Road, Swanson; and
 - (m) and 48 Christian Road, Swanson.
4. Vector, by agreement with the New Zealand Refining Company Limited, is responsible for the routine surveillance and approval of work permits along the pipeline routes and provides pipeline location and on-site supervision free of charge as well as permitting the work.
5. At least twice in the last 18 months unauthorised excavation, associated with the erection of signs, has occurred in close proximity to HPGF lines in Waitakere. On both occasions no RON was applied for from the Council or approval given by Vector.
6. Although it would not have influenced the outcome of these two unauthorised excavations, Vector requested greater involvement in the Council's RON process in HPGF pipeline areas and a new process was developed to reflect this.

DECISION MAKING

Issues

7. The new process, proposed for adoption as Council policy, for approving RONs in HPGF pipeline areas is:
 - (a) Principle or contractor (applicant) submits RON to the Council as normal;
 - (b) The Council processes the RON to "Pending" stage, allocating a unique RON number;
 - (c) Council copies the numbered RON to the Pipelines Locations Team, Vector Gas Limited, New Plymouth;

- (d) Vector contacts the applicant, discusses the proposed works and applies conditions from a pipeline security perspective and advises the Council that they can release the RON to the applicant. Vector has undertaken to advise within 24 hours of notification. Vector may also provide specific conditions;
 - (e) The Council applies road opening conditions, appends any Vector conditions and sends final approval to the applicant;
 - (f) At least five working days prior to commencement, the applicant advises both Vector and the Council of the confirmed start date;
 - (g) No more than five working days after the final reinstatement, the applicant advises the Council of completion; and
 - (h) For emergency works, such as broken water mains in the road reserve in HPGF pipeline areas, Vector must be contacted immediately. No excavation should occur until Vector personnel are on site. If the emergency works must commence prior to Vector personnel arriving on site, only hand tools shall be used when excavating below 400mm.
8. The current policy in the Council's Code of Practice for City Infrastructure and Land Development in relation to road openings in the vicinity of HPGF pipelines is:

“Any work within 2m of the (HPGF) pipelines requires a permit from the Network Utility Operator. Seventy-two hours notice must be given and acknowledgement of the proposed works will be given. This is not a permit; the permit will be issued on site on the day of the works by the Network Utility Operator.”

9. The new process, proposed for adoption as Council policy, clarifies the roles and responsibilities of both the Council and Vector in relation to RONs in HPGF pipeline areas in Waitakere and promotes a closer working relationship. This is the preferred option.

STRATEGIC CONTEXT

10. Safe City is one of the Council's five priorities. Adopting a policy for controlling all road openings in HPGF pipeline areas that require consultation and direct input from the controlling network authority reduces the likelihood of damage to HPGF pipelines and injury to people reinforcing the Council's commitment to safety and working collaboratively with key stakeholders.

CONSULTATION

11. Consultation has been undertaken with Transport Assets, Ecowater and Project Services.
12. Vector (Gas and Power) have been consulted in development of the revised process. Similarly Visionstream Pty Limited (Telecommunications) and Bilfinger Berger Services New Zealand Limited (Three Waters maintenance), being major applicants for RONs in Waitakere, have been consulted.

RESOURCES

13. There are no resource issues envisaged in adopting the new RON process as Council policy.

IMPLEMENTATION ISSUES

14. The changes to the RON process in HPGF pipeline areas will be included in the next release of the Council's Code of Practice for City Infrastructure and Land Development.

AUCKLAND COUNCIL TRANSITION ISSUES

15. 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: Max Wilde, Manager: Field Services and Acting Group Manager: Animal Welfare and Vehicle Testing Station.



10 REALM ESPLANADE RESERVE FOOTBRIDGE REPLACEMENT

GLOSSARY

Watercare Services Limited (WSL)

EXECUTIVE SUMMARY

The purpose of this report is to seek the Infrastructure and Works Committee's approval of the concept design and location of the proposed replacement footbridge at Realm Esplanade Reserve, Massey.

The existing footbridge connecting Realm Esplanade Reserve and Moire Park, Massey is located on top of a Watercare Services Limited (WSL) wastewater pipe. The footbridge is difficult to maintain, is too narrow for multiple pedestrian use, and the handrails cannot be widened due to design and building code limitations.

The replacement footbridge will be wider with improved access and visibility. Once completed the existing footbridge will be closed off to pedestrian use.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

1. **Receive** the Realm Esplanade Reserve Footbridge Replacement report.
2. **Approve** the proposed concept design and location for the replacement footbridge at Realm Esplanade Reserve as attached at page A20.

A20

BACKGROUND

1. Funding has been provided in the draft Annual Plan 2010/2011 for the upgrading of the Realm Esplanade Reserve footbridge.

- A20
2. The existing footbridge is accessed from the Realm Esplanade Reserve walkway at the end of Allington Road, Massey, and provides pedestrian access to the back of Moire Park over Lawson Creek.
 3. The existing footbridge is situated on top of a WSL wastewater pipe and is approximately 20 metres long and constructed of timber with a concrete decking walking surface. A photo of the existing footbridge is attached at page A20 of the agenda.
 4. Moire Park is a Citywide park, therefore jurisdiction for development resides with the Infrastructure and Works Committee.

DECISION MAKING

Issues

Current Footbridge

5. The existing footbridge presents a number of difficulties for users. The width is 800 millimetres allowing only for one way movement across the bridge at any one time. Gravel boxed steps at the Moire Park (western) end of the footbridge make the use of the walkway difficult for mobility impaired people, or users pushing prams. The footbridge is located at the end of the gravel walkway from Allington Road and has issues with poor sightlines and entry in to Moire Park.
6. Approaches have been made previously to WSL to investigate the feasibility of upgrading the existing footbridge on top of the wastewater pipe to comply with the Council Park footbridge specifications. This would include an extension of the bridge width to a 1.5 metre wide timber decking surface, and replacement of the horizontal timber handrail barrier with standard vertical timber panel barriers. Watercare have previously advised that an upgrade to the existing footbridge would not receive their approval as their pipe structure will not sustain the increased loadings and would put their asset at risk.

Location

- A21
7. It is proposed to relocate the footbridge off the WSL pipe structure and place it 20 metres to the north where a better alignment can be made with the connection to Moire Park. The repositioning of the footbridge will enable the approach at the western end to achieve a gradient of 1:12 which meets mobility access requirements. The existing gravel boxed steps will no longer be required and can be removed. The new alignment will improve visibility and sightlines from Realm Esplanade Reserve through to Moire Park. The proposed location for the new footbridge can be seen on the plan attached at page A21.

Design

- A22
8. The proposed footbridge will involve utilising an existing timber footbridge structure that Parks and Open Space Assets currently have in storage. The footbridge was previously installed at the Sunnyvale Train Station and was removed two years ago when double tracking and station works were undertaken.
 9. The condition of the footbridge is very good, is of a heavy gauge of timber, is 1.5 metres wide, and is ideally suited to this proposed re-use in the bush environment of Moire Park. The footbridge is currently in two 15 metre sections and after some refurbishment work will be reassembled on site to create a useable 30 metre long footbridge. A photo of the proposed footbridge currently in storage is attached at page A22.

STRATEGIC CONTEXT

10. This project contributes to Council's Social Strategy which aims to develop community infrastructure. The relocation of the existing footbridge would be in accordance with the Parks and Open Space Strategic Plan 2009.
11. The project also contributes to Council's Transport Strategy which aims to develop sustainable multi-modal transport systems that are integrated with land use and contributes to Waitakere as an eco city. The development of the footbridge improves the pedestrian linkages to Moire Park and facilitates increased walking opportunities.

CONSULTATION

12. The proposed location and design of the new footbridge was sent to the Massey Rugby Club and the Massey Athletics Club in May 2010. Any feedback received will be discussed at the meeting of the Infrastructure and Works Committee to be held on Wednesday, 2 June 2010.
13. A mail drop was undertaken to residents in Allington Road and Pipitea Place in May 2010. This mail drop showed the proposed location of the replacement footbridge. No feedback has been received to date. Any late feedback from this mail drop will be discussed at the meeting of the Infrastructure and Works Committee to be held on Wednesday, 2 June 2010.
14. Approval from the Parks Assets Design Review Committee has been obtained.

RESOURCES

15. A budget of \$100,000 has been provided for in the draft Annual Plan 2010/2011 for all costs associated with the construction and relocation of the Realm Esplanade Reserve footbridge.
16. The cost of using the existing footbridge in storage will comprise the following cost components:
 - Refurbishment of existing bridge (water blasting, sanding, repainting);
 - Transportation to site;
 - Preparation of suitable roadway through park to crane bridge in two sections to site (mostly required anyway);
 - Installation of new piles and abutments (required anyway);
 - Clearance of vegetation for suitable lay down area (required anyway); and
 - Bridge placement and connections (required anyway).
17. The design will refine this cost as more detail is confirmed.

IMPLEMENTATION ISSUES

18. Contractor access will be required to transport the bridge through Moire Park along existing gravel walkways, most probably with a crane. Some part of the track network will require closing during the works, however alternative pedestrian routes will remain open and be appropriately signposted.

AUCKLAND COUNCIL TRANSITION ISSUES

19. 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: Andreas Lilley, Team Leader: Parks Projects Development.



11 SEYMOUR ROAD / PARRS CROSS ROAD, SUNNYVALE - NEW ROUNDABOUT AT INTERSECTION UPDATE

EXECUTIVE SUMMARY

The purpose of this report is to update the Infrastructure and Works Committee on the operation of the new roundabout installed in April 2010 at the intersection of Parrs Cross Road and Seymour Road, Sunnyvale. These works were undertaken as part of the Citywide minor improvement programme.

A report will be presented to the Henderson Community Board meeting on 3 June 2010 seeking approval for a new Clear Way 7am to 9am and 4pm to 6pm Monday to Friday on the north kerb line of Parrs Cross Road from a point approximately 70 metres west of the west kerb line of Seymour Road and extending west for a distance of approximately 45 metres.

RECOMMENDATIONS

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the Seymour Road / Parrs Cross Road, Sunnyvale - New Roundabout At Intersection Update report.

BACKGROUND

1. Seymour Road and Parrs Cross Road are classified as district arterial roads in the Waitakere City Council District Plan, and carry approximately 12,000 and 30,000 vehicles per day respectively.
2. Prior to the roundabout being installed in mid-April 2010, driver delays for vehicles turning right into or out of Seymour Road could be substantial during peak periods and the Council had received many requests to improve this situation. In addition, there was a pattern of accidents at this intersection with 17 being reported between 2004 and 2008. Five accidents involved vehicles turning into Seymour Road, including two injuries.
3. The new roundabout is designed to address the safety problems at this intersection, and substantially reduce delays for Seymour Road traffic with overall reduction in driver delays. The location and design of the new roundabout is indicated on the diagram attached at page A23.

ISSUES

4. During construction of the roundabout as well as the immediate weeks afterwards, substantial congestion at morning and evening peak periods was being experienced on Parrs Cross Road. The main issue was traffic queues on Parrs Cross Road in the south-bound direction (i.e. headed from Henderson). This was due to drivers not using both lanes through the new roundabout. Diverted traffic from the Sturges Road bridge works was also possibly a factor. This generated a number of public complaints to the Council.
5. Operation of the roundabout during peak periods has been closely monitored since installation. Following additional lane marking and signage being installed on 20 April 2010, the congestion issue has been observed to be substantially resolved as drivers are now satisfactorily using both south-bound traffic lanes on Parrs Cross Road.
- A24 6. Some questions have arisen regarding the width of traffic lanes on the approaches and through the roundabout. These have been designed to comfortably accommodate two large cars side by side, but large trucks and buses are expected to straddle both lanes. Warning signs of this nature have been installed on the approaches to the roundabout as per the photo attached at page A24. This arrangement has been successfully used elsewhere in Waitakere over the past few years. Two examples being the Margan Avenue / Hutchinson Road roundabout in New Lynn and the Sturges Road / Summerland Drive roundabout in Henderson Heights. Reasons for such a layout are:
- better speed control is achieved through the roundabout, which is beneficial to traffic safety (especially for pedestrians and cyclists);
 - a smaller diameter roundabout can be used which is significantly more economic to install; and
 - it is safer for cyclists to travel through the roundabout since cars are not able to overtake them within the traffic lanes.
7. A more thorough review of the roundabout is scheduled to be undertaken in July 2010, three months after installation. This is the standard period for such a review, after which it can be assumed the majority of drivers have adjusted to the new intersection arrangement.

STRATEGIC CONTEXT

8. 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.
9. The new roundabout is expected to address the previous operational and traffic safety issues being experienced at the intersection.

CONSULTATION

10. Adjacent residents were consulted in November 2009, and a notice was also put in the Western Leader shortly before installation.

RESOURCES

11. Funding of the estimated \$130,000 cost for this roundabout was provided in the Annual Plan 2009/2010 for minor improvement works.

IMPLEMENTATION ISSUES

12. Council officers will review the roundabout in July 2010 and decide if a further update is required to the Infrastructure and Works Committee.

AUCKLAND COUNCIL TRANSITION ISSUES

13. 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 PROJECT TWIN STREAMS UPDATE

GLOSSARY

Project Twin Streams	(PTS)
Auckland Regional Holdings	(ARH)
Auckland Regional Council	(ARC)
Integrated Catchment Management Plan	(ICMP)

EXECUTIVE SUMMARY

The purpose of this report is to provide the Infrastructure and Works Committee with an update of Project Twin Streams (PTS) outcomes and highlights from January 2010 to April 2010.

The 2010 planting season for riparian restoration has had a slow start due to the extended dry season, hence only 8,756 plants have been planted so far.

Over the months January to April 2010, community involvement has focussed around maintenance and site preparation, to ensure that sites planted in prior years are weed free, and to ready new sites for planting.

Property acquisitions are progressing on 38 properties (this includes full purchases, partial purchases and conservation covenants). As at the end of April 2010, 107 property purchases had been completed.

All PTS walk/cycleways have been completed. Only artworks need completing and minor defects repaired along the Upper Opanuku walk/cycleway before it can be officially opened.

RECOMMENDATION

It is recommended that the Infrastructure and Works Committee resolve to:

Receive the Project Twin Streams Update report.

BACKGROUND

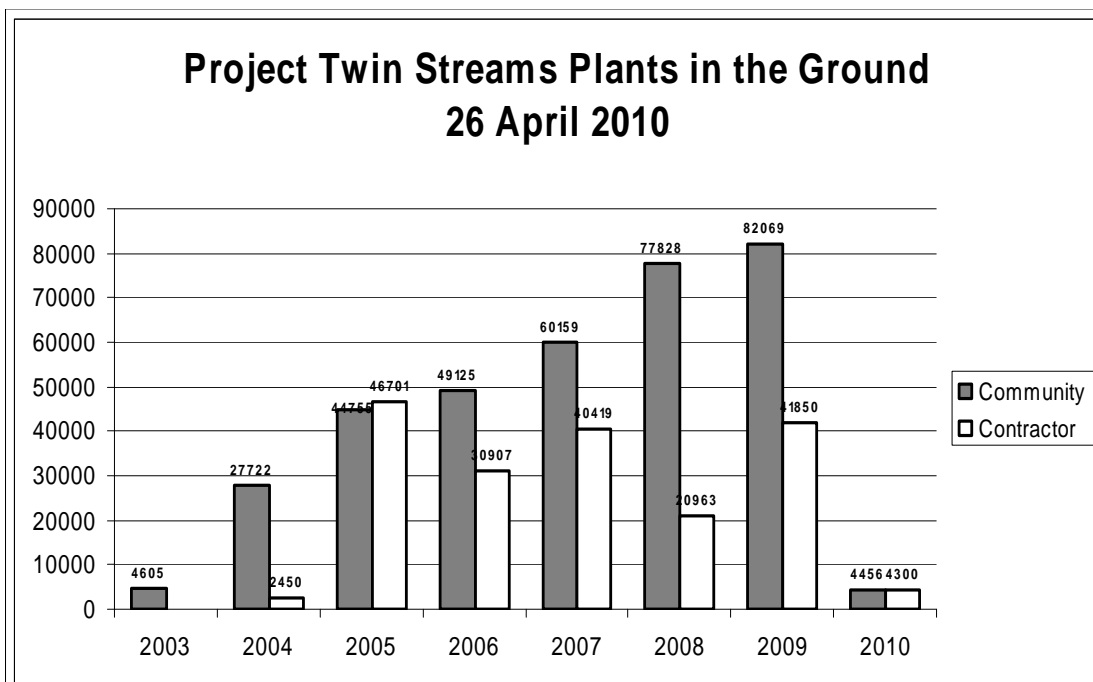
1. The purpose or kaupapa for PTS is: working together for healthy streams and strong communities: creating a sustainable future.
2. PTS is a Council-Community project that focuses on achieving long-term sustainable integrated management of the Henderson Creek and Huruhuru Creek catchments. PTS uses a community development approach to tackle the issues around integrated stormwater management and the restoration of stream banks along the Oratia, Waikumete, Opanuku, Pixie and Swanson Streams.
3. PTS is funded by a grant from Infrastructure Auckland, now Auckland Regional Holdings (ARH). The grant consists of \$40 million over a ten year period from 2003-2012. PTS broadly aims to avoid, remedy and mitigate adverse stormwater effects in ways that also achieve social, cultural and economic outcomes. A further \$8.6 million (\$5.2 million from ARH and \$3.4 million from New Zealand Transport Agency) was received to build 10km of new walk/cycleways alongside three of the streams in the PTS catchment.
4. The key driver for PTS was to achieve environmental quality improvement. There are critical issues facing the catchment, such as:
 - high levels of pollution in the discharge from Henderson Creek to the Waitemata Harbour;
 - sporadic flooding, erosion and sedimentation of stream beds; and
 - Unacceptable levels of sewer overflows during storms.
5. However, it was clear from the start of PTS that to improve environmental quality an approach was needed that integrated the four wellbeings (environmental, social, cultural and economic) and recognised the spiritual connection between people and the natural environment. This quadruple bottom line approach is reflected in the PTS Strategic Plan that was approved by Council in July 2005.
6. The point of difference between PTS and other environmental projects is that it takes a sustainable community development approach. The assumptions underpinning this approach are:
 - People are more likely to make changes in behaviour when they understand the problem and are part of identifying the solutions;
 - Local community organisations are more knowledgeable about their community, and therefore better at engaging local people;
 - Each community has its own diverse characteristics;
 - Creative learning methods that engage people are more effective in creating meaningful and long-term behaviour change; and
 - A partnership approach between local communities, non-government organisations, and local, regional, and central government, will be a very effective way of achieving long-term change towards sustainability.

DECISION MAKING

7. This report is for information only, hence no decision making is required.

Planting and Maintenance Programme

8. Planting generally starts in April/May of each calendar year, depending on the weather. Because of the extended dry period, planting has been delayed this season. This has meant that only a small amount of planting has been carried out. Graph 1 below summarises the number of plants that PTS has planted in each calendar year with 2010 figures to 26 April 2010.



Graph 1 - Number of plants that have been planted by community and contractors.

9. The majority of the works carried out between January and April 2010 has focused on maintaining sites, or preparing sites for planting.

Community Contracts and Community Engagement

10. There are four community organisations and one local resident (as listed in Table 1) who are contracted by PTS to engage their local communities. These organisations and individuals are meeting their targets for stream planting and community engagement. The table below provides a summary of the community contract organisations' performance on the basis of the number of plants planted and volunteer attendance numbers.

Community Contract Organisation	Stream	No. of Plants Planted by Community Over 2010	No. of Volunteers (attendance)	Number of Groups
Te Ukaipo Mercy Initiatives for Rangatahi	Swanson, Waimoko and Momutu Streams	0	84	3
Swanson (local resident contracted)	Swanson	0	0	0
Community Waitakere	Henderson Creek	2,850	343	4
McLaren Park Henderson South Community Initiative	Opanuku	0	555	12
McLaren Park Henderson South Community Initiative	Oratia	0	545	5
EcoMatters Environment Trust	Waikumete, Bishop and Whakarina Streams	355	246	3
TOTALS		3,205	1,773	27

Table 1 - Contracted Community Group Deliverables for the Period January to April 2010

11. All contracted community organisations have expressed interest in expanding the works they are currently involved in, and are assessing their capacity to take on roles which are currently carried out by contractors.

Creative Processes and Innovative Learning

12. Using creative learning methods to engage people is a tangible and fun way for people, particularly children, to engage in PTS.
13. Between January and April 2010, various creative learning projects have brought together a range of diverse groups and ages to engage in PTS. These include:
- Launch of two books - one illustrating artworks by Sunderland School students themed around PTS, and the other documenting the sculpture project on Ulrich Reserve;
 - Running a “learning outside the classroom” programme which has been attended by students from primary to high school level;
 - Mosaic and pou installed by Banardos, Holy Cross Primary, and Sunnyvale Primary;
 - Murals for the Epping Road community garden and Lucinda Place community orchard; and
 - Painting on canvas project - where individual paintings from Opanuku Stream community groups will be joined together to create larger art pieces.

Walk/Cycleways

14. The Upper Opanuku walk/cycleway was completed in April and 1.85km has been unofficially opened for public use. Minor defect repairs are outstanding, after which the paths can be officially opened to the public.
15. Planning is currently underway to install five anemometers as artworks along the walk/cycleway network.

Property Purchases and Covenants

16. PTS is acquiring properties for the purposes of mitigating flooding hazards and obtaining land for riparian restoration works. Progress with property acquisitions is summarised in Table 2 below. The Council deadline for completion of all acquisition negotiations in order to allow sufficient time to undertake the stream restoration works is June 2010.

	Full Property Purchase	Partial Property Purchase	Conservation Covenants	TOTAL
Acquisitions Completed	79	46	19	144
Acquisitions in Progress	0	21	17	38

Table 2 - Summary of number of properties purchased by PTS and those still in negotiations as at April 2010

Relationship with Manawhenua and Iwi

17. PTS consults with local iwi groups for new works programmes or proposed amendments on an as required basis.

18. The contract with Ngati Whatua o Orakei Limited for carrying out restoration works along a portion of Opanuku Stream is being re-negotiated with the view of extending the contract period.

Integrated Catchment Management Plan

19. Council is planning to implement an integrated catchment management plan (ICMP) for the PTS catchment. The ICMP is a regulatory requirement primarily for stormwater discharges within a catchment (in particular the effects of stormwater flows and quality on natural water bodies). Currently, the focus is on responding to requests for further information from the Auckland Regional Council (ARC). Information gathering in preparation to complete the application document is ongoing.

Future Planning

20. The intention of PTS has always been to develop a community governance structure sitting outside of, but including, Council. The PTS future governance project recognises the urgency required to establish a future governance structure as:
- funding from ARH phases out between 2010 and 2012;
 - the Auckland Council transition moves ahead; and
 - Community expectations build.
21. Work on developing a future governance structure is ongoing. This is being undertaken in collaboration with PTS community partners and options identified are being further investigated.
22. Scientific research on the environmental state of the PTS catchment is underway at present as part of the information gathering exercise to justify a case for Council to provide future funding for PTS (beyond 2012).

STRATEGIC CONTEXT

23. PTS has been identified as one of Council's catalyst projects and is contributing to the implementation of the vision of Waitakere as an eco city through all Council's strategies. Specific strategies which PTS strongly aligns with in particular are:
- **Environment:**
 - Maintaining, protecting and enhancing the natural environment;
 - Enabling community care and conservation of the green network; and
 - Weed and pest management to support native biodiversity.
 - **Social:**
 - Creating natural environments that are accessible, sustainable and promote the health and wellbeing of all people; and
 - Building strong resilient communities and developing community leadership.
 - **Cultural Wellbeing:**
 - Supporting diverse identities and cultures to be expressed and celebrated.
 - **Transport:**
 - Increasing walking and cycling network.

24. PTS is identified as contributing to several Community Outcomes. These include:
- Green Network;
 - Strong Communities;
 - Sustainable Environment;
 - Strong Economies;
 - Waiora (Environmental protection); and
 - Whaiora (Participation in society).

CONSULTATION

25. Where a new works programme is proposed, or works deviate from approved plans, then consultation with one or more of the following is undertaken, dependent on the type of works:
- ARH;
 - Contracted community partners;
 - Private property owners;
 - Relevant Council unit, for example Parks Assets and Parks Planning for works carried out on public lands;
 - Local iwi; and
 - PTS Steering Group, which includes representatives from Council, community groups, and ARC.

RESOURCES

26. Project budget of \$1,429,000 was spent during the January - April 2010 period.

IMPLEMENTATION ISSUES

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

AUCKLAND COUNCIL TRANSITION ISSUES

28. 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.

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