Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

CITY DEVELOPMENT COMMITTEE

I hereby give notice that a Meeting of the City Development Committee will be held on:-

DATE: Thursday, 3 February 2005 TIME: 9.30 am

VENUE: Civic Centre, 6 Waipareira Avenue, Lincoln, Waitakere City

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

27 January 2005

Owena Schuster
COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8864

MEMBERSHIP:

Councillors	PA	Hulse (Chairperson)
	LA	Cooper (Deputy Chairperson)
	DQ	Battersby, JP
	PJ	Booth, OBE
	MFP	Chan, JP
	JM	Clews, QSO, JP
	RI	Clow
	AK	Corban, OBE, JP
	RP	Dallow, QPM, JP
	WW	Flaunty, QSM, JP
	DE	Gilmour
	JP	Lawley
	VS	Neeson, JP
	CA	Stone

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

★★★★★★★★★★★

(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.)

WAITAKERE CITY COUNCIL

Waitakere City Council
Te Taiao o Waitakere

AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE HELD IN THE CIVIC CENTRE, 6 WAIPAREIRA AVENUE, LINCOLN, WAITAKERE CITY, ON THURSDAY, 3 FEBRUARY 2005 COMMENCING AT 9.30 AM.

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WAITAKERE CITY COUNCIL

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

The 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 CONFIRMATION OF MINUTES

Meeting Minutes - Thursday, 2 December 2004

RECOMMENDATION

That the minutes of the Meeting of the City Development Committee held on Thursday, 2 December 2004, as circulated, be taken as read and now be confirmed.

4

PRESENTATION - WESTPARK MARINA LIMITED

A delegation from Westpark Marina will make a presentation on their proposal to expand and further develop the Marina and associated operations. Details of the presentation are attached to the Confidential Supplement of this Agenda.

PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

1. That the public be excluded from the following part of the proceedings of this meeting namely, Presentation - Westpark Marina Limited.

   The general subject of the matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matter, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of the matter to be considered.	Reason for passing this resolution in relation to the matter.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
• Presentation - Westpark Marina Limited	The withholding of information is necessary in order to: • enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

   This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(i) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

   - *The presentation contains confidential information relating to ongoing negotiations.*

2. That Russell Mathieson (General Manager, Westpark Marina), Peter Williams (Director Boffo Property Management Limited Shareholder Westpark Marina Limited) and Jonathan Ash (Management Consultant, Boffo Property Management Limited) be permitted to remain at this meeting, after the public has been excluded for the purposes of making this presentation, because of their knowledge of the matter to be discussed.

NEW ZEALAND URBAN DESIGN PROTOCOL

PURPOSE OF THE REPORT

The report presents the final text of the New Zealand Urban Design Protocol for the City Development Committee's decision on the invitation to become a signatory.

BACKGROUND

The New Zealand Urban Design Protocol (hereafter, 'the Protocol') will be a national cross-sector commitment to achieving good urban design, with a linked programme of actions to give it effect. It is aimed at those sectors involved in urban design and development, specifically central government, local government, developers and investors, professional bodies, and educational institutes. It is anticipated that the Protocol will lead to a series of actions by government and other stakeholders that will lead to practical outcomes and positive change in the way the design of cities is approached.

The draft Protocol was reported to the City Development Committee on 2 September 2004. The Committee resolved:

> *"1. That the New Zealand Urban Design Protocol report be received.*
>
> *2. That Council make a submission to the Ministry for the Environment by 30 September 2004, indicating:*
>
> *a. congratulations to the Ministry on its recognition of the importance of urban issues to New Zealand's well-being, and its preparation of the draft Protocol;*
>
> *b. willingness to sign up to New Zealand Urban Design Protocol statement;*
>
> *c. a desire to see a strong dedicated Urban Affairs Unit within Central Government to support implementation of the Protocol; and*
>
> *d. concern to ensure the approach advocated within the Protocol is reflected in relevant legislation, particularly in light of the current review of the Resource Management Act.*
>
> *3. That Council develop a cross-council action plan within six months of signing the Protocol, and report on progress annually to the Ministry for the Environment.*
>
> *4. That Council recommend to the Auckland Regional Growth Forum that the New Zealand Urban Design Protocol become a reference document for the Regional Policy Statement."*
>
> *1673/2004*

The draft Protocol was also reported to Te Taumata Runanga on 13 September 2004. Te Taumata Runanga resolved:

> *"1. That the New Zealand Urban Design Protocol report be received.*
>
> *2. That Council's submission to the draft Protocol should highlight specific issues from the Maori perspective to be in the final document.*
>
> *3. That Council ensure iwi consultation in preparation of their action plan."*
>
> *1774/2004*

A1-A2 Due to the short timeframes of the Ministry's submissions process, the submission was unable to be passed back through City Development. Instead, the draft submission was circulated by the Chair of City Development to all Councillors. No issues were raised, and the submission was sent to the Ministry for the Environment on 28 September 2004 as attached at pages A1 to A2.

The Protocol has now been revised in light of submissions. The text of the final version was made available to submitters on 14 January 2005. The Ministry is seeking early sign-on to the Protocol and has indicated it will list early signatories in the published Protocol, which will be launched in March 2005. It is probable that most local authorities in the Auckland Region will be early signatories.

STRATEGIC CONTEXT

Waitakere City Council has been pursuing a work programme for some years that is well aligned with the urban design vision and principles set out in the draft Protocol. Through its town centres revitalisation programme, its work on safety and access by design, and the District Plan, Council has worked to achieve a greater level of sustainability (the Eco-City concept) in its built urban form. The Protocol reflects many of the efforts already being undertaken within the City, and is an important strategic step in securing national-level and nationwide uptake of these ideas.

Development of the Protocol is a key action identified through the New Zealand Sustainable Development Programme of Action. It complements the regional efforts of the Auckland Sustainable Cities Programme, and particularly the Urban Form Design and Development work strand which is co-sponsored by Waitakere City Council and the Ministry for the Environment.

ISSUES

Contents of the Protocol

The Protocol outlines a vision of 'making our towns and cities more successful through quality urban design'. It calls for a significant step-up in the quality of urban design in New Zealand, and sets out to:

- Create a national cross-sector commitment to quality urban design.
- Provide a national resource of tools, actions and experiences.
- Set up partnerships between government, the private sector and professionals.
- Increase the awareness of quality urban design and demonstrate its value.

It suggests six attributes of successful towns and cities, and seven key urban design qualities.

<u>Attributes of Successful Towns and Cities</u>

Successful towns and cities are:

- competitive, thriving, creative and innovative;
- liveable; and
- environmentally responsible.

Successful towns and cities have:

- opportunities for all;
- distinctive identity; and
- shared vision and good governance.

Key Urban Design Qualities - the seven "C's"

1. Context
   - eg. the social, cultural, economic and physical context of sites and their surroundings.

2. Character
   - eg. strengthening local identity.

3. Choice
   - eg. diversity, flexible and adaptable places.

4. Connections
   - eg. choice of paths and destinations, opportunities for social interaction.

5. Custodianship
   - eg. environmentally responsive and sustainable design solutions, safety.

6. Creativity
   - eg. incorporating art and artists into design processes, encouraging innovative solutions.

7. Collaboration
   - eg. a collaborative approach to design, coordinating individual activities and incremental developments to achieve a cohesive overall result.

The Role of Local Government in the Protocol

The Protocol identifies the following contributions of local government to quality urban design:

- Lead at a regional/local level.
- Demonstrate quality urban design through its own development and activities.
- Develop appropriate statutory policies, rules and guidance.
- Manage statutory decision-making processes to ensure quality urban design outcomes.
- Promote regional/local awareness of urban design.
- Share research and 'best practice'.
- Integrate urban management.
- Work collaboratively with the private sector.

Revisions to the Protocol

- The final text of the Protocol has undergone minor editing and revision, but the content does not differ substantially from the draft. Key amendments include:
- Discussion of the history and unique identity of New Zealand's urban development.
- Recognition of the role of iwi and iwi authorities, as well of the importance of Maori heritage to New Zealand's cultural identity. (This responds to Council's submission.)
- Strengthened discussion of Custodianship, for example including mention of 'green' technology in the design and construction of buildings and infrastructure.
- Adding a seventh "C" (Creativity) to the key urban design qualities.

It is considered that the revisions improve the readability of the Protocol, and strengthen some elements that were weak in the draft.

Becoming a Signatory to the Protocol

A protocol is a formal undertaking between signatories. Parties to a protocol agree to support and demonstrate the principles outlined in the document and to make demonstrable progress towards achieving its vision. A protocol is an agreement and has no force in law.

Signatories to the Protocol will commit to the following statement:

> *"We, the undersigned, are committed to creating quality urban design and we recognise our role and responsibility in achieving this. Within six months of signing we will develop a set of actions to implement our commitment, and we will monitor and report by 31 August 2006 to the Ministry of the Environment on these actions."*

Benefits of Being a Signatory

Becoming a signatory to the Urban Design Protocol signifies an organisation's commitment to continuous improvement of its urban areas, and recognises its role in helping set an example for others in their sector.

Signatory organisations will have exclusive access to the 'Design Champions Network', providing a valuable forum for sharing information and experiences in developing policy and actions on urban design issues. Nominated design champions will be able to attend training sessions and workshops and meet high level representatives from both their own sector and other sectors. Signatories also have access to the package of resources developed to support the Urban Design Protocol, to help them develop and implement their action programmes.

Signatory organisations will be eligible for special categories of award within the overall 'National Urban Design Awards' for relevant programmes, projects and developments. Signatories will also be given preference in future funding or support programmes developed as part of the Protocol implementation package.

Preparation of an Action Plan

Signatories to the Protocol will develop an Action Plan that they will undertake to fulfil their commitment to quality urban design. The only mandatory commitment is to 'appoint a 'Design Champion' - someone influential at a senior level who can promote and champion urban design, and who can challenge existing approaches throughout the organisation.'

Any further commitments to action need to be developed by the signatories themselves. An 'Action Pack' developed as part of the Protocol provides examples of possible actions an organisation might take. The ideas are grouped in categories, including:

- championing urban design and raising awareness;
- developing strategy and policy;
- planning futures;
- being a good client;
- making decisions;
- exchanging information and research;
- integrating management;
- building capacity;
- monitoring and evaluation.

Waitakere City Council already regularly undertakes many of the actions proposed in the draft Protocol. Developing an Action Plan could usefully organise these efforts as well as identifying further mechanisms to improve urban design outcomes for the City.

Should Council choose to become a signatory, an action plan will need to be developed and report to the Ministry for the Environment within six months. The Ministry will maintain a publicly available list of actions.

Timing

The final text of the Protocol was released on 14 January 2005. The Ministry for the Environment is asking for signatories to indicate their commitment to the Protocol by 18 February 2005. This is so that they can be listed in the published Protocol, in time for the official launch in March 2005. Signatories will have six months from the date of their commitment to develop their action plans.

RESOURCES

Should Council decide to become a signatory to the Protocol, preparation and implementation of the action plan would fit within existing work programmes and budgets.

CONCLUSION

The New Zealand Urban Design Protocol aligns with Waitakere City Council's commitment to creating quality urban environments. Council has already indicated its willingness to become a signatory to the Protocol, subject to review of the final wording. Revised in light of submissions, the final wording is considered to be not substantially different from the draft. It is therefore considered appropriate that Council proceed with becoming a signatory.

By becoming a signatory to the Protocol, Council would indicate its commitment to urban design on a national stage, and would support the widespread efforts to improve urban design across New Zealand. Early sign-on would enable Council to be listed in the published Protocol, and benefit from the national programmes planned as part of the Protocol's implementation. Developing an action plan under the auspices of the Protocol would help to coordinate and advance Council's urban design-related programme of work.

RECOMMENDATIONS

1. That the New Zealand Urban Design Protocol report be received.

2. That Council resolve to become a signatory to the New Zealand Urban Design Protocol, and communicate its commitment to the Ministry for the Environment by 18 February 2005.

Report prepared by: Megan Howell, Project Manager: Urban Design.

UPDATE ON BEACON PATHWAY CONSORTIUM

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee by way of a short presentation on the progress of the Beacon Pathway Limited Consortium.

BACKGROUND

Beacon Pathway Limited Consortium is a consortium of public and private organisations focused on optimising the sustainability of residential built environments and bringing the vast majority of New Zealand homes to a high level of sustainability by 2012.

The participating organisations are New Zealand Forest Research Institute Ltd, Fletcher Building (Winstone Wallboards), Building Research Association of New Zealand Inc, Housing New Zealand Corporation and the Waitakere City Council. Key stakeholders include the Energy Efficiency Conservation Authority, the New Zealand Climate Change Office and EcoMatters Environment Trust.

BEACON has received a research grant from the Foundation for Research, Science and Technology worth $6 million over six years and this has been matched by investment from the consortium members, bringing the total investment to a value of $12 million. It is expected that at least one other shareholder will join the Consortium by July 2005.

On 30 June 2003 a Special Meeting of Waitakere City Council agreed to contribute $200,000 (excl. GST) to the Beacon Pathway Limited Consortium in 2003/2004 with a commitment to continue funding on an annual basis for a further two years. The Council is represented on the BEACON Board of Directors by Ann Magee, Director: Strategy and Development and Robert Rudd, Director: Quality Assurance (Alternate)

Since its establishment in March 2004, Beacon Pathway Limited Consortium has completed the first phase of its research programme, which was designed to confirm that the direction it was proposing to take was realistic and reasonable and not duplicative of other initiatives. The Board has approved the next phase of the programme which will be launched in February 2005.

Specific benefits from the Council's investment include:

- Participation in sustainable building programme with potential reduction of infrastructure costs.
- Advancing strategic objectives of sustainable housing through collaborative partnerships.
- Potential to use the programme to contribute to sustainable housing initiatives at a regional level.
- Progressing the Sustainable Cities (Auckland) component of the New Zealand Sustainable Development Action Plan by participating at a national level.
- Ability to use the Consortium to leverage other funding to meet specific Council goals.
- Access to revenue from intellectual property generated by the research programme
- Publicity and kudos from specific projects such as the Now Home, which will generate readily accessible general knowledge about sustainable building for Waitakere ratepayers.
- Opportunities for the Council's community-based partners, such as Earthsong and EcoMatters Trust to participate and benefit from the Consortium's programme.
- Part of the decision-making process from the beginning - ensure outputs suit local authority objectives.

- Development of Council staff human capital as various officers will be involved in the research programme.
- Part of a good "line-up" of organisations with expertise in research and implementation.
- Being part of a national partnership working to deliver on sustainable development in the residential built environment.

STRATEGIC CONTEXT

Beacon Pathway Limited Consortium's objectives are consistent with the Council's Urban & Rural Villages, Economic Development, Green Network, Three Waters, Sustainable Energy and Zero Waste Strategies. In particular, it is consistent with the Council's goal to advocate for and demonstrate best practice urban development and to develop ways that planning processes can support innovative and affordable housing provision.

ISSUES

Beacon Pathway Limited Consortium Research Programme

The Beacon Pathway Limited Consortium Research Programme comprises five streams. These are summarised as follows:

1. Regulatory

The development or amendment of policy and regulation by Government in most cases requires the preparation of a Regulatory Impact Statement. This includes an analysis of the costs and benefits associated with any proposed policy or regulation. This project aims to extend the capabilities of conventional economic cost/benefit models to include the capability to calculate costs and benefits associated with social and sustainability issues.

2. Neighbourhoods

Researchers will develop a model strategy for designing or redesigning neighbourhoods to accelerate the opportunity to enhance the sustainability of the Residential Built Environment, and to produce evidence to justify interventions at the neighbourhood level. The intention of the project is to inform decisions about neighbourhood development and redevelopment, so as to enable residents to make sustainable lifestyle choices and to enable investors, regulators and other groups to develop appropriate interventions.

3. Now Home

The Now Home project is focussed on developing an affordable house that is as energy, water and resource efficient as possible using technologies, systems and materials available today. The purpose of the Now Home is to show how far we can go towards achieving Kyoto and Climate Change goals using existing and affordable technologies. The end goal is to develop a sustainable house "brand" that consumers and the building industry can relate to and duplicate.

The Now Home is being constructed at Olympic Park, New Lynn. The Now Home is not a "Show Home" but more of a research home that will house a family for two years and be monitored for its performance. It will be open to the public from time to time, but on a very limited basis because of the need to preserve the integrity of the research project and to respect the privacy of its tenants. However, the Consortium will ensure that information about the Home and its performance will be made available through a variety of media - including virtual tours of the Home.

The lessons learned from the Now Home will be documented and applied to the retrofit programme and to the broader issues of neighbourhood design. It is also anticipated that "Then (retrofit) Home" and "Future Home" building projects will flow from the outcomes of the Now Home research project.

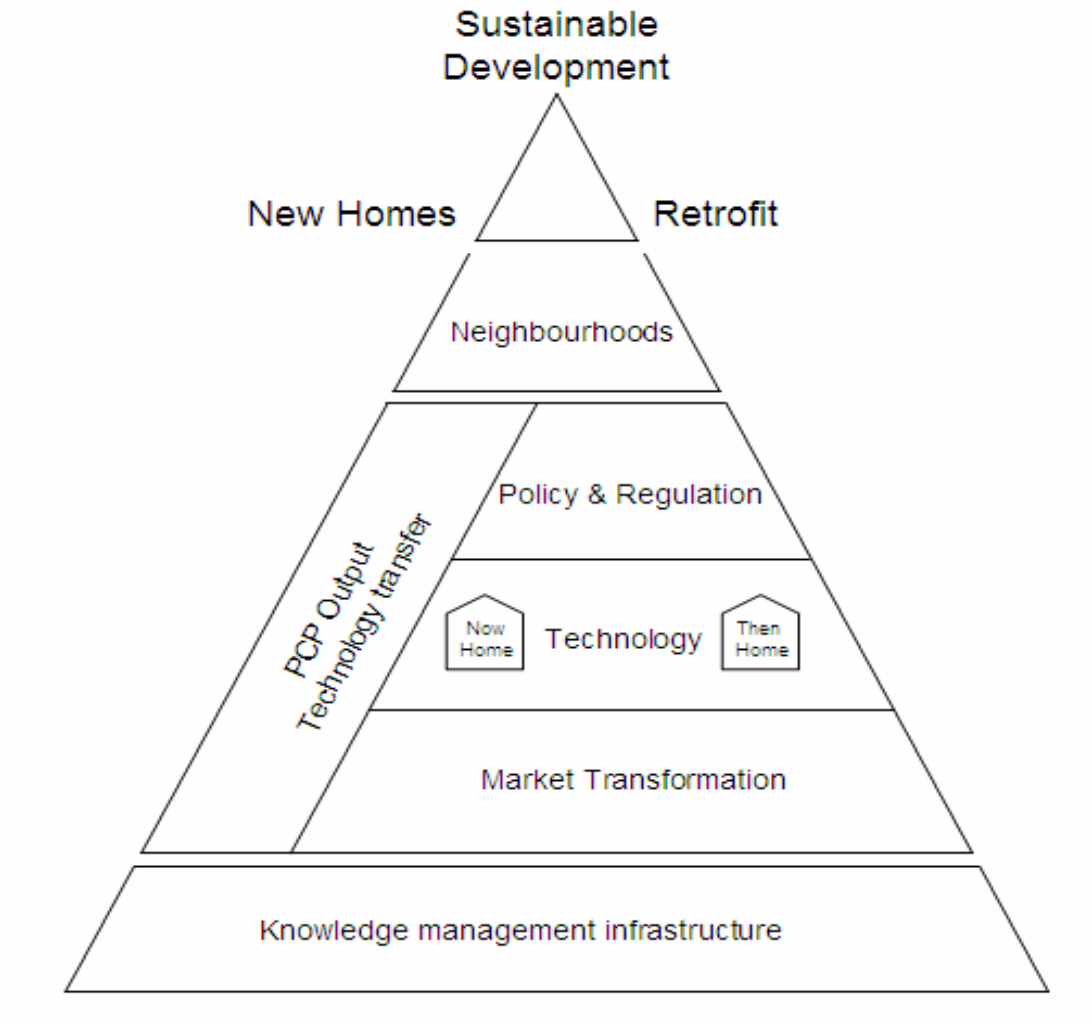
4. Technology

Through building projects such as the Now Home, Then Home and Future Home, this research will develop technologies, products and systems for both new and retrofit buildings. It is anticipated that the implementation of these technologies will enhance the sustainability of the Residential Built Environment. Development of new technologies through innovation is an expected outcome of the research programme and by using a combination of collaboration, knowledge sharing, knowledge enhancement and market linkages, Beacon Pathway Limited Consortium will be able to identify "fast track" technology driven solutions for both new and retrofit build.

5. Market Transformation

Beacon Pathway Limited Consortium's success relies on the generation of consumer demand for sustainable technologies, and the willingness of industry to deliver. This research stream focuses on finding out how to ensure that consumers demand and industry delivers sustainable solutions, systems and services in the most efficient way possible.

The Research Programme is summarised in a pyramid diagram below.



Links to Other Initiatives

Beacon Pathway Limited Consortium is collaborating with project leaders from the Sustainable Cities (Auckland) component of the New Zealand Sustainable Development Action Plan and the Tool for Urban Sustainability Code of Practice, sponsored by Waitakere City Council and Ministry for the Environment to avoid duplication of effort and to achieve the best outcomes.

RESOURCES

The Council has agreed to a three-year commitment to Beacon Pathway Limited Consortium. Consistent with Council's funding of other investments the Council's initial investment of $225,000 was funded by way of a loan. The next $200,000 investment is included in the draft 2005/2006 Annual Plan. The next three years of funding will be considered as part of the 2006 Long Term Council Community Plan development.

CONCLUSION

Beacon Pathway Limited Consortium is a consortium of public and private organisations focused on optimising the sustainability of residential built environments and bringing the vast majority of New Zealand homes to a high level of sustainability by 2012. Beacon Pathway Limited Consortium has received a research grant from the Foundation for Research, Science and Technology worth $6 million over six years and this has been matched by investment from the consortium members, bringing the total investment to a value of $12 million. It is expected that at least one other shareholder will join the Consortium by July 2005.

Waitakere City Council is a participating shareholder because Beacon Pathway Limited Consortium's objectives are consistent with the Council's Urban & Rural Villages, Economic Development, Green Network, Three Waters, Sustainable Energy and Zero Waste Strategies. In particular, it is consistent with the Council's goal to advocate for and demonstrate best practice urban development and to develop ways that planning processes can support innovative and affordable housing provision.

RECOMMENDATIONS

1. That the Update on Beacon Pathway Consortium report be received.

2. That a status report on the Beacon Pathway Limited Consortium research programme and outcomes be brought to the City Development Committee in September 2005 to enable the Committee to evaluate its commitment to the Beacon Consortium and to include funding for continued shareholding in the 2005/2006 Annual Plan.

Report prepared by: Annika Lane, Group Manager: Strategic Planning & Policy (Acting).

HENDERSON HERITAGE TRUST APPOINTMENT

PURPOSE

The purpose of this report is to enable the City Development Committee to confirm the appointment of a Councillor to the Henderson Heritage Trust.

BACKGROUND

The Henderson Heritage Trust is not a Council Trust but comprises a group of Henderson Business People who have formed a Trust to restore heritage buildings in Henderson and heritage related projects. They work alongside the Council's Henderson Project Manager in joint heritage projects.

ISSUES

The Trust Deed allows for one Councillor and the appropriate Council Staff Members to be appointed for each triennial term of Council.

In the past Council triennial term 2001/2004, the appointment of a Councillor was made by the Henderson Community Board and the appointee regularly reported back to the Board under the Board Members' Reports regarding the activities of the Trust. However, all Henderson Integrated Projects to develop the Waitakere Central Business District in Henderson are dealt with by the City Development Committee. Therefore, it is appropriate that the appointment of a Councillor to this external Trust is made by the City Development Committee.

The appointment for the 2004/2007 triennium was inadvertently made by the Henderson Community Board which appointed Councillor Gilmour. Councillor Stone was concurrently appointed by the City Development Committee. Councillor Stone has since agreed that Councillor Gilmour be the appointee to the Henderson Heritage Trust.

CONCLUSION

The City Development Committee needs to confirm this appointment.

RECOMMENDATIONS

1. That the Henderson Heritage Trust Appointment report be received.

2. That Councillor Gilmour be appointed to the Henderson Heritage Trust replacing Councillor Stone.

3. That future appointments to the Henderson Heritage Trust be made by the City Development Committee or the appropriate committee.

Report prepared by: Audrey Chan, Committee Secretary.

8 COUNCIL REPRESENTATION AT THE LOCAL GOVERNMENT TRANSPORT FORUM 14 FEBRUARY 2004, WELLINGTON, NEW ZEALAND

PURPOSE OF THE REPORT

This report seeks the City Development Committee's approval for the Mayor and Deputy Mayor to attend the Local Government Transport Forum in Wellington on Monday, 14 February 2005.

BACKGROUND

Transport has been identified as a critical priority for both the Auckland region and for this Council. The meeting is intended to brief Councils on the changes in structure, policy and funding initiated by Government over the past 12 months. There is a particular focus on financial issues.

STRATEGIC CONTEXT

The development of an integrated transport system with a particular focus on significant public transport improvement is a key platform in the Council's Long Term Council Community Plan. Government has recently made an additional $160 million available to enable more rapid progress to complete regionally agreed priorities. However gaps remain, in funding of the required infrastructure and service improvements.

ISSUES

The Forum will provide opportunities for an exchange of views on improving Central/Local Government working relationships in the Transport sector.

RESOURCES

The Forum fee ($130 exclusive of GST), overnight accommodation and airfare for Deputy Mayor, Councillor Stone, can be met within existing resources. (Note: The Mayor has his own funding).

CONCLUSION

The City Development Committee is asked to approve resourcing and the attendance of the Mayor and Deputy Mayor at the Local Government Transport Forum in February 2005.

RECOMMENDATIONS

1. That the Council Representation at the Local Government Transport Forum 14 February 2004, Wellington, New Zealand report be received.

2. That the City Development Committee recommend to Council to approve the attendance (and resourcing) of the Mayor and Deputy Mayor at the Local Government Transport Forum in Wellington on Monday, 14 February 2005.

Report prepared by: Ann Magee, Director: Strategy & Development.

9 COUNCIL REPRESENTATION AT THE AUSTRALIAN CONGRESS FOR NEW URBANISM 11 - 13 MARCH 2005, SYDNEY, AUSTRALIA

PURPOSE OF THE REPORT

A3-A9 This report seeks the City Development Committee's approval for the Chair and Deputy Chair of City Development Committee and the Chair of the Hearings Committee to attend the Australian Congress for New Urbanism from 11 - 13 March 2005 in Sydney, NSW, as attached at pages A3 to A9.

BACKGROUND

The quality of the urban environment has been identified as a critical priority for both the Auckland region and for this Council. This Congress focuses on the implementation of urban policy at regional, city and neighbourhood levels. It brings together leading international and Australian speakers on urban development.

STRATEGIC CONTEXT

The promotion of high quality urban centres is a core platform of Council's Long Term Strategic Plan. The development of a quality public transport system depends on the reshaping where urban growth occurs and greatly improving the quality of urban design at all levels from local to regional. This involves new growth and the redesign of existing areas to enable additional households and economic activity to be accommodated in ways that enhance the places where people live and work.

ISSUES

The Congress will address issues by key importance to this Council as it seeks to integrate transport initiatives with urban form, to grow local jobs and to improve the quality of the urban environment.

RESOURCES

The funding required is for airfares, accommodation and the conference fee. These costs can be met within existing budgets.

CONCLUSION

The Committee is asked to approve resourcing and the attendance of the Chair and Deputy Chair, City Development Committee and the Chair, Hearings Committee at the Australian Congress for New Urbanism in Sydney, NSW from 11 - 13 March 2005.

RECOMMENDATIONS

1. That the Council Representation at the Australian Congress for New Urbanism 11 to 13 March 2005, Sydney, Australia report be received.

2. That the City Development Committee recommend to Council the approval of the attendance (and resourcing) of the Chair and Deputy Chair, City Development Committee and the Chair, Hearings Committee at the Australian Congress for New Urbanism in Sydney, NSW from 11 - 13 March 2005.

Report prepared by: Ann Magee, Director: Strategy & Development.

10

TRANSIT TRAFFIC DEMAND MANAGEMENT

PURPOSE OF THE REPORT

The purpose of this report is for the City Development Committee to consider the Transit New Zealand's proposed traffic demand management programme including ramp metering.

BACKGROUND

Transit New Zealand's principal objective is to operate a safe and efficient state highway system. In developing its strategic plan, Transit New Zealand's board has identified ways to manage the traffic on its state highways. This is at the early stage of development.

STRATEGIC CONTEXT

The Northwestern Motorway (State Highway 16) and the Upper Harbour Motorway (State Highway 18) carry significant volumes of vehicles through and to Waitakere City. Significant congestion at peak times is currently experienced along arterial connections to these motorways, particularly at Te Atatu Road, Lincoln Road and Hobsonville Road.

Traffic demand management is part of a broader travel demand management programme which is aimed at minimising the need to travel by vehicle where appropriate.

Waitakere City's general approach is to encourage a compact city form.

ISSUES

In November 2004, Transit New Zealand presented to the Regional Transport Executives Group a proposed traffic demand management programme which comprises:

1. Advanced Travel Management and Information Systems - real time information signs and real time traffic management through the traffic control centre.

2. Ramp metering - controlling the flow of traffic on state highways through signalling at on ramps and information provision. This involves changes on the motorway, on-ramps and arterial connections to the motorway.

A10-A12 Attached at page A10 is a diagram which summarises the programme. A copy of an article from New Zealand Herald regarding Transit New Zealand's programme is also attached at pages A11 to A12.

The aims of the programme are to:

- Reduce trip times;
- Reduce overall queuing on on-ramps and local streets that feed them;
- Increase the capacity of the motorway system;
- Reduce emissions and achieve energy savings;
- Reduce crashes;
- Provide opportunities for priority for buses and high occupancy vehicles.

Transit New Zealand officers intend to run workshops in early 2005 to develop this programme and to conduct an investigation of ramp metering on the Southern motorway, followed by investigations of ramp metering on the northwestern and northern motorways. It is unclear whether ramp metering will be considered as part of the review of the Upper Harbour Motorway or at a later stage.

An analysis is required to determine the impacts of the proposals as they develop. Initial comments about these proposals include:

- The Advanced Travel Management Systems proposal needs to be developed with local, regional and national stakeholders to optimise performance of the network as a whole.
- Real time information about traffic could assist people in planning their journeys. The extent to which the proposals will reduce the number of vehicle journeys is unclear.
- Ramp metering would have significant impacts on local roads' ability to accept higher volumes leaving motorway off-ramps, to cater for traffic queuing at on-ramps, and to maintain local levels of service.
- If ramp metering is shown to assist in managing traffic at interchanges and connecting arterials, then it could be supported.
- Ramp metering provides an opportunity to prioritise entry onto the motorway to selected vehicles, for example, emergency vehicles, buses, trucks.
- If ramp metering is successful in helping to improve the free flow of traffic on the motorways, there is a risk that this would provide a disadvantage to traffic entering the motorway system at Te Atatu and Lincoln Roads and an advantage to traffic entering the motorway system at the fringes or outside the metropolitan urban limit.

RESOURCES

Transport Assets has the capacity and technical ability to ensure the Council's interests are taken care of and reported on. The Long Term Council Community Plan does not provide for staff time or budget for implementation of ramp metering proposals on local roads. This proposed programme arose after the Long Term Council Community Plan and the 2004/2005 Annual Plan. Transit officers have indicated that Transit is seeking funding from Land Transport New Zealand for the entire project.

CONCLUSION

The proposed traffic demand management programme needs to be considered with caution to ensure a fit with management of arterial and local roads. The Council's resourcing for this programme will need to be considered in the 2005/2006 Annual Plan process.

RECOMMENDATIONS

1. That the Transit Traffic Demand Management report be received.

2. That Waitakere City Council support further investigation of Transit New Zealand's traffic demand management proposals including the impacts on arterial and local roads.

Report prepared by: Kevin Wright, Manager: Transport Strategy.

11 COUNCIL SUBMISSION ON NEW ZEALAND VEHICLE EMISSIONS SCREENING PROGRAMME

PURPOSE OF THE REPORT

To seek Council endorsement of a submission to the Ministry of Transport on the New Zealand Vehicle Emissions Screening Programme - Discussion document.

BACKGROUND

A13-A37 In November 2004, the Ministry of Transport released the New Zealand Vehicle Emissions Screening Programme - Discussion document, as attached at pages A13 to A37. Submissions were sought with an initial deadline of 24 January 2005, however this has been extended to allow Council to discuss this through the committee process.

A38-A42 Council has in the past lobbied to have compulsory emissions screening adopted as part of the Warrant of Fitness process, Council's submission and letters are attached at pages A38 to A42, so it would appear appropriate to provide feedback now that this is being proposed.

STRATEGIC CONTEXT

The Sustainable Energy and Clean Air strategic platform has as part of the 2020 vision the aim that the City's "air quality will be amongst the best in the world (with consequent health benefits)". The proposed screening programme will directly contribute to achieving this vision.

ISSUES

The main issue at stake here is the air quality in the City and the subsequent health of the residents and ecosystem. The screening programme will aim to target the 10% of the worst polluting vehicles that are estimated to contribute 40 to 50% of total vehicle pollutants. The screening will target both petrol and diesel powered vehicles including particulate emissions from diesels.

When this screening programme is implemented it will require operational and procedural changes at the Council owned testing station. Costs associated with this can be passed on to the end consumer as part of the charge for the testing procedure.

RESOURCES

There are no additional financial or staff resources required to achieve the recommendations of this report.

As stated above, when this screening programme is implemented whether or not the recommendations in this report are implemented, it will require operational and procedural changes at the Council owned testing station. Costs associated with this have not been included in the 2005/2006 draft annual plan as it is too early at this stage to provide accurate estimates. However, the cost can be passed on to the end consumer as part of the charge for the testing procedure and will therefore have nil net impact on the budget.

The 2005/2006 draft annual plan does include $25,000 capital expenditure to upgrade the existing emission tester, and to purchase an additional petrol emission tester and a diesel emission tester.

CONCLUSION

By endorsing this submission on the New Zealand Vehicle Emissions Screening Programme, Council signal their support for this important initiative. When the screening programme is eventually implemented, it will take a significant step towards reducing the air pollution associated with motor vehicles in the city.

RECOMMENDATIONS

1. That the Council Submission on New Zealand Vehicle Emissions Screening Programme report be received.

A38-A42 2. That the submission attached at pages A38 to A42 be endorsed by Council and sent on behalf of the Chair of the City Development Committee to the Ministry of Transport.

Report prepared by: Brent Bielby, Project Manager: Sustainability Projects.

12 RAIL UPDATE - STAGE 2 DOUBLE TRACKING

PURPOSE OF THE REPORT

This report gives an update on the Stage 2 Double Tracking in the context of the overall upgrade of the western rail corridor and outlines the proposed consultation programme.

BACKGROUND

An upgrade of the western rail corridor, including double tracking has been planned to allow for increased rail frequency and service reliability. Auckland Regional Transport Authority proposes that this will be undertaken in four stages.

Stage 1

This includes creating continuous double tracking between Boston Road and Morningside and the upgrade of related stations. This will create 7.5km of continuous double track by adding approximately 2.2km of new track and realigning parts of the existing line. This is expected to allow 15 minute peak frequency of services to New Lynn. The work commenced in April 2004, has progressed to timetable and it is anticipated that completion will occur within the next month.

Stage 2

This comprises double tracking from west of New Lynn to north of Henderson. Auckland Regional Transport Authority has commissioned New Zealand Railways Corporation to develop concept plans for stage 2. A draft report has been provided to Council officers for comment. New Zealand Railways Corporation has advised that the double tracking works are due to start in September/October 2005 and to be completed in the first quarter 2006 dependant on funding. The works currently included in the concept plan include:

- Complete double tracking from west of Titirangi Road to west of Mt Lebanon Lane, including bridges and signalling;
- A cycle/walkway within the rail corridor (there is an area of the network at Glen Eden which appears to need to be off the rail corridor due to corridor width constraints);
- Upgrade of the Fruitvale, Glen Eden, Sunnyvale and Henderson rail stations - including the provision of second or centre platforms.

Stage 3

This comprises double tracking from Avondale to west of New Lynn. Auckland Regional Transport Authority has advertised a Request for Tender for the development of Stage 3 concept designs. Tenders closed on 23 December 2004 and are currently being evaluated. Waitakere City Council will be represented on the Project Control Group for the development of the concept plans.

Stage 4

This comprises double tracking from west of Henderson to Swanson. Concept design work for this stage has not yet commenced.

Key Players

Waitakere City Council plays a key role in working with parties responsible for planning and implementing the upgraded rail network to ensure it meets the needs of the local residents. The Council also provides much of the supporting infrastructure outside the rail corridor, including pedestrian accesses and potentially park and ride, bus and taxi facilities where relevant.

Other key players include:

- **Auckland Regional Council** - sets the broad transport strategy and provides funding to Auckland Regional Transport Authority.
- **Auckland Regional Transport Authority** - contracts passenger rail services and infrastructure improvements and specifies related performance outcomes.
- **Auckland Regional Transport Network Limited** - holds long-term leases for stations on the Auckland rail network and is responsible for the upgrade and ongoing maintenance of rail stations.
- **New Zealand Railways Corporation** - owns the national rail network on behalf of the Crown.
- **Toll Rail** - rail freight operator.
- **Connex** - operates Auckland's urban rail passenger services under contract to Auckland Regional Transport Authority.
- **Land Transport New Zealand (formerly Transfund)** - provides funding for land transport, including rail passenger services, rail infrastructure improvements and other transport related projects.

STRATEGIC CONTEXT

Transport planning at a regional level is guided by the Regional Land Transport Strategy and the Regional Growth Strategy. Waitakere City Council has been a key stakeholder in the development of these documents and the direction they provide. Development of the rail network is a key component of meeting Council's goals, particularly given that the rail network runs through some of the City's main town centres. Development of the rail network and its integration with other transport modes are key components of meeting the goals of the Regional Land Transport Strategy and the Regional Growth Strategy. Double tracking will allow for increased frequency and improved reliability, ensuring that rail is a viable transport option for an increased number of people.

Station location, development, and linkages are important parts of developing the rail network. Stations are the key interface between the rail corridor, town centres and communities. Their location and design is critical, in terms of the tone they set for the rail corridor and the way in which they interface with the town centre or community. Therefore, it is important that stations are sited in the best possible location and that design work is undertaken to a high standard.

ISSUES

1 Design

A43-A53

Waitakere City Council officers were provided with a copy of the draft concept design report for comments. The Stage 2 Double Tracking Concept Design report is currently being finalised and will be provided in the Councillor's Lounge once received. A copy of officers' comments on the concept design is attached at page A43 to A49. A copy of the draft station plans is also attached at pages A50 to A53.

Fruitvale Station

The station will be relocated to the west side of Fruitvale Road (adjacent Mason Park), with two new platforms being constructed. The present single platform will be demolished.

The current station is poorly located in terms of visibility from the road and from time to time incidents related to this are reported.

Glen Eden Station

The double tracking report proposes modifying the existing platform by reducing its width and building a second side platform, with a standard Auckland Regional Transport Network Limited shelter opposite the existing one (behind the kindergarten). It is proposed to fence between the tracks to discourage people from crossing the tracks and to provide a new footbridge between Brandon Ave and West Coast Road with access to the platforms from both ends.

Council officers have raised a number of concerns with this proposal, including:

- It will result in the need to cut back the canopy on the heritage station;
- The width of platform immediately in front of the heritage station will be below Auckland Regional Transport Network Limited's minimum width standard.

Officers will investigate the issue regarding the close proximity of the new platform to the kindergarten.

Officers are continuing to work with other rail parties over options to address these concerns.

Sunnyvale Station

The existing platform will remain in its current location, with a second platform proposed to be built oppose the current. It is proposed to fence between the tracks to discourage people from crossing the tracks. The primary access to the station will be from Seymour Road. However it is proposed to provide a secondary access under the Oratia Stream Bridge to the north of the platform as an alternative to the current high level of track crossing in this location.

A54

Sunnyvale station has been identified as a major station for park and ride. Attached at page A54 are the two sites identified for potential park and ride. The Council has agreed to purchase Site A (bounded by rail corridor, Waikumete Stream and Seymour Road) with settlement due in June 2005. Council officers have commenced discussion with the developer involved with the site at 33 Seymour Road with regard to the possible development of a park and ride within the rail corridor and partially on the development site.

Key issues for the Council at this location include ensuring that the best possible walking and cycling linkages are provided and integrated with the Project Twin Streams Walk/Cycleway and provision of park and ride.

Henderson Station

A centre platform station is proposed to be located north of the existing station. The design is consistent with the Council's planning for Henderson Station except for the following components:

- It includes a second pedestrian bridge (stairs only) at the southern end of the platform;
- Lifts and escalators at the northern over bridge have not been allowed for.

Council officers support the inclusion of the second pedestrian bridge as this would provide direct access to the proposed park and ride. Costs related to this are currently provided in the trackworks estimate, not the station estimate.

Lifts are required for disabled access and officers have responded that these should be considered a standard station cost at Henderson. Lifts are being provided instead of ramps and are similar in capital cost, however have significantly higher maintenance costs. Work previously commissioned by the Council did not provide support for escalators from a public transport perspective.

Further details on the Henderson station are provided in the report titled "Waitakere Central Henderson Transport Interchange - Update".

Rail Corridor Walk / Cycleway

The Council's Walking and Cycling Strategy identifies a walk/cycle route along the rail corridor as a major route which forms the backbone of the walking and cycling network. As such the Council has been working with Auckland Regional Transport Authority and New Zealand Railways Corporation to ensure that a high quality walk/cycle route is provided.

The concept design report identifies that a walk/cycleway can fit within the rail corridor for the majority of the route, with a small segment around Glen Eden which may need to be off-corridor. While supporting the project, the report raises a number of concerns regarding the process for implementation, including recommending that the rail corridor cycle/walkway should be treated as a separate project for consultation with the public and for consenting purposes.

New Zealand Railways Corporation has raised concerns that public objection to the cycle/walkway could delay the consent process for the double tracking, but following further discussion has agreed that this should be progressed. Officers have requested, in order to save on construction costs that the majority of the earthworks for the cycle/walkway can be done in parallel with the double tracking earthworks. In principle, New Zealand Railways Corporation and Auckland Regional Transport Authority have agreed that there are benefits to this. Consenting issues are currently being investigated.

Funding applications for the rail corridor walk/cycleway have been lodged with Land Transport New Zealand by Auckland Regional Transport Authority for those components within the rail corridor, and by Council for those components outside the rail corridor. A final decision on funding is expected by June 2005.

Outline Plan of Works

New Zealand Railways Corporation proposes to include the double tracking works in the rail corridor, excluding the cycle/walkway, in an Outline Plan of Works. The Council's Consents Department is working closely with New Zealand Railways Corporation, prior to the lodgement of any Outline Plans of Works.

Scope of Stage 2 Double Tracking Project

Original concept plans were developed starting east of Titirangi Road. The Council requested that Stage 2 commence west of Titirangi Road on the basis of:

- Ensuring that no options for Stage 3 double tracking including the possibility of undergrounding the New Lynn rail station were foreclosed;
- Uncertainty over the best ways to provide for cyclists, pedestrians and motorists within the vicinity of the Titirangi Road bridge, including the possibility of needing to increase the width provided under the rail bridge.

This has been agreed verbally and will be reflected in the final concept design report.

2 Public Consultation

Auckland Regional Transport Authority is responsible for communications with the public about the double tracking programme. It is understood that this will involve the provision of information rather than a consultation process.

In relation to the station upgrades as part of stage 2 (Fruitvale, Glen Eden, Sunnyvale and Henderson), a consultation programme is currently being developed. This is proposed to be led by Auckland Regional Transport Network Limited and Waitakere City Council with input from Auckland Regional Transport Authority and New Zealand Railways Corporation as appropriate. The consultation will focus around:

- provision of information regarding proposed station upgrades;
- pedestrian accesses to the station;
- related facilities including park and rides, drop-off spaces;
- any safety issues, both perceived and actual.

Officers are advocating that the consultation process should combine several transport projects along the rail corridor, including the Rail Corridor Cycle/walkway, Station Park and Rides, and Twin Stream access way linkages.

Public open day dates have been tentatively set for Waitakere Central on 14 March, Sunnyvale 21 March, and Fruitvale and Glen Eden mid to end April. Councillors and Community Board members will be provided with dates and venues (once confirmed) and supporting information to enable them to effectively participate at the open days.

The consultation process is still being developed and has yet to be approved by officers from Auckland Regional Transport Authority. It is intended to provide local newspaper information, including Waitakere City News, outlining the Council's vision of the rail corridor transport system, addresses for Council and Auckland Regional Transport Network Limited websites, a central telephone contact, and access to information packs and feedback forms. In addition, the article will state the dates and venues for the public meetings. Information and feedback forms are proposed to be sent to residents within the rail corridor catchment area and major stakeholders such as local schools, marae, community centres and retailers.

Public information provision related to service disruptions will be provided by Auckland Regional Transport Authority.

The timeframe for this project is tight and is largely determined by other organisations. Given this, officers need to be able to respond quickly and appropriately, particularly on public communications. To avoid delays on communications copy, the Committee is asked to delegate authority to the Chair - City Development Committee and Council's Transport representative to view and approve communications material when it is not possible to take that material to a meeting of this committee or to the Communications and Facilitation group.

3 Funding

A funding application for double tracking (Stages 2-4) was submitted to Land Transport New Zealand by Auckland Regional Transport Authority in December 2004. This will be considered by the Land Transport New Zealand Board at its January 2005 meeting. A verbal update will be provided to the Committee.

New Zealand Railways Corporation has underwritten the next $250,000 of design work to ensure that planning progresses prior to consideration of the funding application by Land Transport New Zealand in late January.

RECOMMENDATIONS

1. That the Rail Update - Stage 2 Double Tracking report be received.

2. That the consultation process, as outlined in the Agenda report, be approved.

3. That copies of this report and consultation information are provided to all Community Board members for their information.

4. That authority be delegated to the Chair of the City Development Committee and Council's Transport representative to approve communications material as appropriate.

Report prepared by: Glenda Lock, Project Manager: Transport Projects.

WAITAKERE CENTRAL - HENDERSON TRANSPORT INTERCHANGE

PURPOSE OF THE REPORT

The purpose of this report is to provide an update to the City Development Committee on the key issues in relation to Waitakere Central - Henderson Transport Interchange, including:

- Developed design and costings;
- Funding options and implications for Waitakere City Council.

BACKGROUND

In December 2002, Waitakere City Council formally resolved to relocate to Henderson town centre, and in particular the site at 2-6 Henderson Valley Road, in order to, among other things, support public transport. The basis for this decision was a triple bottom line analysis which identified the positive impacts of the project in terms of supporting public transport. Once the decision was made to locate Council offices on the Henderson Valley Road site adjacent to the rail station, a rail overbridge link to Railside Avenue and the rail station became of vital strategic and functional importance. Planning for the development of the new building and the transport interchange has been undertaken over the past two years.

Regionally, planning for stations is generally led by Auckland Regional Transport Network Limited with input from Territorial Local Authorities, Auckland Regional Transport Authority (previously as Auckland Regional Council), New Zealand Railways Corporation and other organisations as appropriate. Given the critical importance of the transport interchange project to the Council and the complex nature of the overall project which includes track work, signalling and bridging as well as station development and linkages to the civic development, a decision was made for Waitakere City Council to lead the project, at least through the concept design stage and funding application to Infrastructure Auckland.

In April 2004, a joint funding application was made to Infrastructure Auckland by Waitakere City Council and Auckland Regional Transport Network Limited for a grant of $11.5 million for the Henderson Station Precinct project. The estimated cost of the project was $4.9 million for track work and $6.6 million for the station (a six-car platform, shelters, canopies, an 8.5metre overbridge, lift and stairs to the platform and Railside Ave, bus facilities, walk and cycle facilities, and a basic park and ride area).

The Council made a number of concessions to the scope of the funding application at Infrastructure Auckland's request, including:

- the removal of escalators, toilets, a ticketing office, an overbridge at Smythe Road and also a reduction in the quality of the park and ride facility;
- Council committing to operational and renewal costs of transport components to the extent that they exceeded the current station specifications. This commitment is subject to the Council's Annual Plan and Long Term Council Community Plan process.

In May 2004, Infrastructure Auckland approved a grant of $8,050,665 for the full cost of the trackworks/ signalling and bridgeworks ($4,940,200) and a $3,110,465 contribution to the station, overbridge, park and ride and bus interchange. An additional $1.5 million was granted subject to the Council accepting that this was a reallocation from other stations within Waitakere City.

In May 2004 the Council confirmed its desire to proceed with the full station and rail over bridge concept including escalators and reflected this decision in the Annual Plan for 2004/2005.

Auckland Regional Transport Authority commissioned New Zealand Railways Corporation to undertake concept design work for Stage 2 double tracking of the western rail corridor. This is from west of Titirangi Road, New Lynn, to approximately Mt Lebanon Lane, Henderson. This work includes the Henderson station, based on the regionally agreed concept design.

Council is leading the design work related to the overbridge, access from the overbridge to station platform and Railside Avenue (including stairs, lifts and escalators), the park and ride and bus/taxi/drop-off area.

Auckland Regional Transport Authority is leading the design work for the station platform and amenities and trackworks. A regular fortnightly meeting is held between the relevant parties to ensure coordination of these planning works.

Auckland Regional Transport Authority has lodged a funding application with Land Transport New Zealand for double tracking of the western rail corridor, including Stage 2. This includes funding for the development of the Henderson station and overbridge. This will be considered by the Land Transport New Zealand Board in late January 2005 and the Committee will be updated on the outcome verbally.

STRATEGIC CONTEXT

Development of the rail network is a key component of meeting Council's strategic goals, particularly given that the rail network runs through some of the City's main town centres. Development of the rail network and its integration with other transport modes are key components of meeting the goals of the Regional Land Transport Strategy and the Regional Growth Strategy.

Station location, development, and linkages are important parts of developing the rail network. Stations are the key interface between the rail corridor, town centres and communities. Their location and design is critical, in terms of the tone they set for the rail corridor and the way in which they interface with the town centre or community. These factors can have a large bearing on how well the rail network can capitalise on transit supportive development. Given the importance of Henderson town centre, and the level of development occurring, including the Waitakere Central Library/UNITEC, Waitakere Central and the many other private sector developments, the linkages that the station makes between rail, other public transport, surrounding development and the Henderson town centre are critical.

ISSUES

Developed Design

Work on the development of Waitakere Central - Henderson Transport Interchange is progressing to programme, with the Council receiving a copy of the developed design in early December 2004.

A55-A63 A copy of the relevant pages of the developed design report is attached at pages A55 to A63. A full copy of the developed design report and costings has been provided in the Councillors Lounge.

Comments on the developed design were sought from relevant parties both within Council and externally, including New Zealand Railways Corporation, Auckland Regional Transport Authority and Auckland Regional Transport Network Limited. Agreement with these parties is being sought on the developed design and costings.

A64-A65 Based on the above, officers' comments, as attached at pages A64 to A65 have been provided to the architects as the basis for proceeding with the detailed design, subject to confirmation at this meeting. Key changes requested are:

- Alter the design to prevent water ingress to the overbridge and accesses (lifts, escalators);
- Minor design alterations to the overbridge and pedestrian area to address safety and maintenance concerns;
- Changes to the landscaping to meet Council, Auckland Regional Transport Network Limited and New Zealand Railways Corporation requirements, including increasing the width of the pedestrian plaza around the bus interchange;
- Improved lighting standards and coordination of Close Circuit Television between Council and the station managers.

Several major changes which occurred between concept and developed design should also be noted, and include:

- An increase in scope (quantity and quality) of the streetscape along Railside Avenue;
- To reduce costs, the overbridge roof material will be metal, not glass;
- NZ Rail Corporation has proposed a second bridge at the southern end of the platform as part of Stage 2 double tracking, subject to this being funded by the Auckland Regional Transport Authority.

Costs and Funding

An analysis of costs and funding is provided in the table below. This shows a total construction cost for the rail station and amenities, bus/taxi/drop-off area, park and ride and overbridge of nearly $10.8 million. This excludes the costs of a second pedestrian overbridge and any trackwork, signalling, and bridgeworks. The funding available is based on a grant from Infrastructure Auckland, and possible Council and Transfund funding. The Infrastructure Auckland funding covers the full cost of the trackworks/signalling and bridgeworks ($4,940,200) and $3,110,465 for the station, overbridge, park and ride and bus/taxi interchange. An additional $1.5 million was granted subject to the Council accepting that this was a reallocation from other stations within the City.

HENDERSON TRANSPORT INTERCHANGE	WCC
PROJECT COST	
Site clearance	104,065
Civic Centre link bridge	2,875,842
Bus interchange / drop-off	1,771,912
Park & ride	625,794
Landscaping	49,220
Design / project management	733,000
Bus / taxi / drop-off interchange shelters	600,000
Remainder of station precinct	3,229,531
Escalation provision (8%)	799,149
Total Project Cost	10,788,513

HENDERSON TRANSPORT INTERCHANGE	WCC
Initial Request*	6,600,000
FUNDING	
Council Commitments	
- 2004/2005 Annual Plan	960,000
Total Council current funding commitments	960,000
External Funding	
- Infrastructure Auckland (IA)	
- Initial grant approval May 2004	3,110,465
- reallocation from other station projects	1,500,000
- Funding application with Land Transport NZ	3,000,000
Total External Funding	7,610,465
Total anticipated identified funding	8,570,465
Current shortfall in funding	2,218,048

The difference in costs between the initial request in the funding application and the current costs is a result of scope change including escalators, park and ride, canopy and streetscape changes and cost escalation and more clarity in costs as design has been firmed up.

The cost of Councils current commitment ($960,000) is approximately $72,000 per annum in interest. If Council were required to fund the shortfall that interest cost would increase to approximately $238,000 per annum.

The current shortfall is $2,218,048 if Land Transport New Zealand were to fund the full $3 million. It is officers' view that this shortfall would need to be funded by the Council to the extent of the components that are beyond the standard specifications and Land Transport New Zealand and/or Auckland Regional Transport Authority for the balance.

An alternative source of funding may be available through Stage 2 Double Tracking, which is currently the subject of a Transfund funding application. This potentially includes funding for Henderson station including the overbridge, platform, amenities and a second bridge at the southern end of the platform.

The level of funding through this process is currently uncertain and will depend upon final decisions by Land Transport New Zealand regarding the level of subsidy and the total amount applied to the project. It is anticipated that a final decision on funding will be made by the Land Transport New Zealand Board in late February, with preliminary feedback received after their January 2005 meeting. This will provide a basis for Council to continue negotiation with Auckland Regional Transport authority over the allocation of costs including funding of those components of the station development up to agreed Auckland Regional Transport Network Limited and Auckland Regional Transport Authority standard.

In the meantime, Council has requested and received an extension of the deadline for acceptance of the terms of the Infrastructure Auckland grant to 30 June 2005. This allows for funding to be finalised for Stage 2 double tracking and for the Council alongside regional rail partners to agree on the funding sources and processes for project management and development of the components of Waitakere Central Henderson Transport Interchange.

The Council has lodged a funding application with Land Transport New Zealand seeking $3 million for Waitakere Central – Henderson Transport Interchange. This covers the additional costs for those components which are not funded by the Infrastructure Auckland grant. Land Transport New Zealand is expected to provide preliminary feedback on the application at the end of February 2005 and a decision by June 2005.

In addition, a consultant was commissioned to further investigate alternative funding sources for Waitakere Central - Henderson Transport Interchange including:

1. Developing a case to present to the Auckland Regional Transport Authority Board for the pick up of the additional $1.5m grant without a detrimental impact on other stations.
2. Negotiations with the private sector regarding the overbridge extension and contribution to the overbridge.
3. Other minor initiatives including procurement of a café in the overbridge and promotional opportunities.

A summary of funding options and their status is provided in the table below.

Funding Options		
IA grant	$3,110,465	Approved subject to Council agreement to conditions by 30 June 2005.
IA special grant	$1,500,000	Case for removal of associated conditions being developed. To be put to ARTA Board in February 2005.
Council's 2004/05 Annual Plan	$960,000	Approved as a contribution to the overbridge and park and ride.
2005/06 Annual Plan - Transport Strategy budget	$2,200,000	For consideration in draft budget for 2005/06 for components above standard specification.
Land Transport New Zealand Application	$3,000,000	Application lodged in December 2004. Approval by June 2005.
Stage 2 Double Tracking – as part of Land Transport New Zealand application	To be confirmed	Application lodged by ARTA in December 2004. To be considered by Land Transport New Zealand Board in January 2005.
Negotiations with private sector regarding contribution to overbridge	$?	Under investigation.
Other minor initiative (café, promotional opportunities)	$?	Further investigation January/February 2005.
ARTA funding of station up to regional standard	$?	Under investigation.

Cost Saving Options

Should the Council wish to achieve cost savings by reducing the scope of the project, there are a number of areas which could be investigated. These include:

Escalators - Current plans and costs include four escalators, one each way from the overbridge to the station platform, and one each way from the overbridge to Railside Avenue. A number of options exist to potentially reduce costs relating to escalators including:

- Providing escalator(s) only to Railside Avenue and not to the station platform.
- Providing one escalator - either upwards or a reversible escalator in the peak directional flow to both the station platform and Railside Avenue, or to Railside Avenue only.
- Potential cost savings are estimated at approximately $180,000 to $200,000 depending upon the exact scope of the reduction.

Park and Ride - Savings could be achieved by reducing the size of the park and ride facilities and/or the standard of amenities:

- Negotiations with New Zealand Rail Corporation have commenced regarding the amount of land that could be made available for a park and ride.
- A final decision is yet to be made by Auckland Regional Transport Authority regarding the provision of a second overbridge at the southern end of the platform, linking between Smythe Road and Edsel Street. This would provide direct access from the park and ride to the platform and would support the Council's decision to provide park and ride at this site. Should it not be provided it is the officers' recommendation that Council reconsider whether park and ride is provided at this site, and if so, at what level of amenity.
- It has been suggested that Council provide a full amenity (sealed, swales, Close Circuit Television etc.) park and ride on the site and recoup costs through charging for the site. It should be noted that further work would be needed to confirm any benefits from this including -
  - Any additional lease costs for the land from New Zealand Railways Corporation. The lease would be at a very minimal level should Council be providing free parking, however if charging were implemented it is likely that the lease costs would increase significantly to reflect this.
  - Costs of implementing a charging regime.
  - Fit between charging and regional rail policy.

Currently, park and ride costs are estimated at:

- Full - $626,000 (Nov 04 estimate)
- Basic - $249,000 (April 04 estimate)

It should be noted that a very basic park and ride was implemented at New Lynn for approximately $25,000 including provision of lighting, fix up of seal and fencing from the rail corridor. This option could be considered to investigate likely usage prior to implementing a more formalised park and ride.

Shelter at Bus/Rail Interchange - The developed design assumes an Adshel design will be provided at no cost on the basis that advertising will cover costs. Adshel has advised that the estimated cost of a continuous shelter is $600,000, but this would not extend to fit with the access to the overbridge. Should Council wish to cut costs with this shelter options could include:

- Delaying of development to a later date;
- Provision of a minimal number of Adshel shelters;
- Reduced quality of shelter;
- Reduced quantity of shelter.

Potential savings with regard to the shelter are not available at this stage but could be provided should Council wish to consider cost savings in this area.

All the above cost savings options could be implemented in a way to allow for later retrofitting, should it be appropriate to provide increased standards.

It would be appropriate for the Committee to identify any cost savings that they wish to further investigate at this stage. The Committee may also wish to direct changes in scope to be incorporated into the detailed design process. A workshop could be held if required or if it appears that there is a significant change in cost or funding arrangements.

Other Work Areas

An application for resource consent for the removal of the Henderson heritage station to Corban Estate was lodged on 29 November 2004. Public submissions closed on 24 January 2005.

RESOURCES

The major resourcing constraints and potential areas for cost savings are identified in the above section on funding. In addition, it would be appropriate for Council to consider additional funding, particularly for those components of the project above regional rail specification as part of the 2005/2006 Annual Plan process.

CONCLUSION

Feedback on the developed design is required to be confirmed to allow the detailed design to proceed. Options for funding a shortfall in the project continue to be explored.

RECOMMENDATIONS

1. That the Waitakere Central - Henderson Transport Interchange report be received.

2. That the Council confirm the developed design, as amended by the direction already provided by Council officers and taking account of any direction given by this Committee, as the basis for detailed design of Waitakere Central Henderson Transport Interchange.

3. That the funding information be provided to the Long Term Council Community Plan and Annual Plan Committee for consideration as part of the 2005/2006 Annual Plan process.

Report prepared by: Glenda Lock,: Senior Project Manager: Public Transport.

14 WAITAKERE INFORMATION ACCESS PROGRAMME - UPDATE REPORT

PURPOSE OF THE REPORT

The purpose of this report is to provide Council with an update on the Waitakere Information Access Programme, which involves a number of projects designed to provide improved access to Information and Communications Technology across the City.

STRATEGIC CONTEXT

The vision of the Waitakere Information Access Programme is to improve Information Communications Technology infrastructure and services necessary to support Council's goals and priorities for developing Waitakere as an Eco-City, as outlined in the draft Waitakere Information Access Strategy. This strategy will be taken to the public as part of a wider consultation process in the first half of 2005. The strategy will be reviewed and adopted once public submissions have been received and considered. The programme involves working toward this vision by providing improvements to Information Communications Technology infrastructure within the City to facilitate ongoing sustainable economic growth, and by enabling the people, business and communities of the City to take maximum advantage of communications technologies and access to information to improve their, and the City's, levels of social and economic wellbeing.

This programme fits within Council's long term strategic platform for achieving integrated transport and communications, and contributed to goals in the Strong Communities and Strong Innovative Economy platforms as well. It is also essential in enabling Council to contribute toward delivery of aspects of the Government's Draft Digital Strategy.

BACKGROUND

The Waitakere Information Access Project (WIAP) involves four key workstreams:

- **E-Government** - Council's participation in the delivery of public information online.
- **Infrastructure** - Council's involvement in the facilitation and provision of high speed infrastructure across the City. This report highlights the work being undertaken by Council to adopt new standards for the installation of Information Communications Technology infrastructure, significant changes to road opening notice procedures, and the development of an Information Communications Technology Infrastructure Strategy.
- **Access** - Council's delivery of access to the hardware and software (computers and associated programmes) and associated training necessary to use these services. The report provides Council with information about initiatives to improve access to Information Communications Technology through the development of a Learning Centres Strategy.
- **Community Information Communications Technology** - Council's support for Community driven Information Communications Technology projects, such as the Waitakere Online Portal. In particular, this report will inform Council about the development of a Memorandum of Understanding between Workraft Trust and Council, providing a partnership approach to the delivery of Information Communications Technology projects in the community. A further report will be taken to this Committee at a later date, providing background on the Waitakere Online City Web Portal, a community driven initiative.

Information Communications Technology Infrastructure and Changes to Road Opening Notices

At Council's Finance and Operational Performance Committee of 7 April 2003 a report sought to clarify the role of Council in funding the provision of Information Communications Technology infrastructure and/or conduits and to seek the endorsement of a proposed strategy for any such investment by Council. The Committee resolved:

> *"That the following approach towards potential Council investment in ensuring the provision of information Communications Technology infrastructure be approved:*
>
> *a) Council continues to develop and strengthen relationship with Information Communication Technology investors and service providers to actively facilitate appropriate service provision within Waitakere City.*
>
> *b) Council utilises its regulatory powers to ensure collaborative planning and implementation of current and future service provision between all utility operators and investors.*
>
> *c) Direct Council investment in the provision of conduits for Information Communications Technology infrastructure (either on its own or in partnership) should only be considered where a transparent analysis demonstrates that:*
>
> - *Council has not been able to get other parties to invest*
> - *Council investment would enable one or more of its strategic urban form objectives to be achieved in this particular priority location that would not otherwise occur*
> - *There is a business case that demonstrates an appropriate risk-adjusted rate of return on the investment."*
>
> *756/2003*

Further to these resolutions, Council staff have been talking with Information Communications Technology providers to encourage private investment in improved Information Communications Technology investment, and promoting the benefits on linking infrastructure to public investment in our town centres.

Council has also invested in Information Communications Technology infrastructure where there is a clear business case to do so and it is unsuitable to require third parties to invest. A good example of this is the fibre optic connection between Council leased premises on Central Park Drive (EcoWater Office) and Moselle Avenue office building. Investment in this infrastructure not only provided the necessary high speed connections between Council offices, but a return on this capital investment was achieved within three years. Other Council infrastructure also exists between Council buildings, along key connection routes such as the link between the EcoWater building and the junction of Lincoln Road and State Highway 18, and as vacant conduits in greenfields subdivisions. This infrastructure may in future be shared with the community and competing operators through open access arrangements.

Thirdly Council has been developing a new Code of Practice for the installation of Information Communications Technology infrastructure and has also developed more stringent conditions on road opening notices to future-proof infrastructure being installed in the City and protect Council's roading assets.

A66-A85 The final draft conditions and engineering standards are attached at pages A66 to A85.

Eco-Tech Advisory Group and Memorandum of Understanding with Workraft Trust

An Eco-Tech Advisory group was established by the City Development Committee as an advisory group for Council on Information Communications Technology projects and initiatives. This group consisted of Councillors, community representatives, and people from business and social service sector agencies, and operated through the last term of the Council. It assisted Council both in developing its own strategy in this area, and working with stakeholders and interested parties in the community. Much of the work being done by the group has reached a stage where the Group is no longer necessary. Council has developed a better understanding of it goals and potential roles in the Information Communications Technology are, and is now in a position to be able to engage with stakeholders in the community on specific projects.

A86-A97 Alongside progress made by Council, some of the members of the Advisory Group have formed the Workraft Trust, which is a non profit, charitable trust established to develop and drive community based Information Communications Technology projects in Waitakere City. A Memorandum of Understanding was development between Workraft and Council, and approved at 8 August meeting of the City Development Committee. Under this Memorandum, Council staff have met with Workraft to develop a collaborative work programme, this is attached at pages A86 to A97. Before this can be finalised and developed into future years, it is necessary to get a 'steer' from the new Council as to the direction the City wants to take in this area. This 'steer' will also inform work on the Long Term Council Community Plan. Council staff are also currently awaiting a project specific work programme from Workraft, and will identify any costs associated with collaborative projects (if identified by the Trust) through to the Annual Plan process.

This approach presents a number of issues for Council related to resourcing, continued financial support and accountability for any funding provided. These are discussed below.

Waitakere Learning Centres Strategy

Council staff are in the process of developing a Strategy for the Waitakere Learning Centres. These centres are currently located within or adjacent to Council libraries, Ranui and Te Atatu Peninsula (as an example of a retrofitted model), and the new facility within the Glen Eden Library. There are also plans for a learning centre within the Waitakere Central Library currently under construction. Learning Centres provide access to Information Communications Technology as an extension of the services provided through the library environment, and fit well with Council's stated desire to provide Libraries of the 21st century. These centres could also be established in other Council facilities, such as the Sturges West Community Learning Centre, other Libraries, and potentially in collaboration with other private providers. These centres provide a location for all members of the community to use computers, access free internet services to restricted sites, and have access to the necessary training to provide basic skills that enable all members of the community to use this technology. Council's partnership with Unitec ahs assisted with the delivery of these programmes. The existing and future Waitakere Learning Centres are aimed at providing opportunities for Lifelong Learning and access to information for communication, employment, leisure, and local services. This strategy will be taken back to this committee for approval before release. The centres are a contribution that Council can make to address affordability as a barrier to Information Communications Technology.

ISSUES

Key issues to be considered by Council are as follows:

Council Approach to Work in the Information Communications Technology Area

As noted above Council's work and activities in this area supports a range of goals in the current Long Term Council Community Plan. While Council's and the community's goals, and the extent to which Council invests resources into Information Communications Technology will be determined through the Long Term Council Community Plan process, and to a more limited extent through the 2005/2006 Annual Plan , it would be useful to get some view from the new Council on its approach to this area. This will assist staff in formulating programmes for consideration in the Annual Plan process, and in dealing with community groups such as Workraft Trust.

The draft Waitakere Information Access Strategy (formerly known as the Waitakere Online Strategy) to the City Development Committee in 2002. At this time Council resolved to support this strategy. Components of the work programme associated with this strategy have evolved over time and the strategy is subsequently being revised. Once complete, the revised draft will be taken back to this committee for approval, before being taken to the community for review as part of the wider programme of consultation.

Information Communications Technology Infrastructure and Changes to Road Opening Notices

The changes to the Code and Road Opening Notices are unique and go beyond standards agreed by regional (AUOG) and national (NZUAG) bodies. A legal review of the conditions, (imposed under the powers of the Telecommunications Act 2001), will be undertaken before final adoption. The proposed changes are likely to be challenged by telecommunications operators and developers because they are likely to incur some additional costs and perceive that there will be time delays in processing. Actual costs are likely to be minimal because the infrastructure itself is relatively affordable (around $10 - $15 per metre of PVC ducting) and a significant portion of the installation costs are attributed to the excavation and reinstatement of trenches, which will already have been factored into development proposals as they will be necessary to install other compulsory infrastructure.

Time delays will be incurred by the installation of additional infrastructure, but with heightened awareness of Council's new requirements, the transition period between the status quo new contracts that incorporate these new requirements should be relatively short. These operators have had significant forewarning of the proposed changes through stakeholder workshops and the circulation of draft documents.

The processes envisaged are considered as being necessary in order to:

- Ensure that infrastructure being installed is sufficient to meet public needs in the event of rapidly changing information technologies;
- To ensure that a 'dig once' philosophy is adopted whereby utility operators and cross Council departments make a determined attempt to align work programmes and ensure, where possible, that Council land and transport assets are excavated as infrequently as possible;
- To take the opportunity to ensure that open access infrastructure is installed while trenches are open and installation costs are relatively low; and
- To achieve Council's vision for achieving information infrastructure across the City, capable of providing its residents and businesses with up to date technology to meet changing needs.

Council approval of the proposed changes to the Code and Road Opening Notices is sought in order to enable these benefits to be realised.

Memorandum of Understanding with Workkraft Trust

A98 The Memorandum of Understanding with Workkraft Trust envisages that the parties may wish to work together on projects of benefit to the City. This may involve the Trust seeking external funding for projects or Council funding the trust to undertake work. In certain circumstances the Trust may even fund Council to undertake work. Council need to consider the draft work programme as attached at page A98, together with proposal being developed by Workkraft Trust through the Annual Plan process. Initial consideration of the programme at this meeting would be useful.

Waitakere Learning Centres Strategy

Council has supported the development of Learning Centres both as part of the Library Development Strategy and the objective of making Libraries relevant in the 21st century, and as part of its early work in expanding community access to Information Communications Technology. Work on learning centres has reached the stage where it is now timely to crystallise Council's goals now and into the future into a formal strategy.

Work has been undertaken on a draft strategy. One of the key next steps in making the strategy relevant is to ensure that it has community acceptability and is targeted at real community needs and aspirations. It is intended that the draft strategy will be presented to the committee within the next three months, after which it will be used as a basis for engagement with community stakeholders and interested parties.

Key issues to be addressed in the strategy are:

- The demand for expansion in the depth of services currently provided to the community;
- Requirements for addressing the digital divide;
- Potential for competition and/or collaboration with other community and commercial providers;
- The demand for future learning centres - location and quantum.

Following a period of consultation, the strategy will be reported back to Council for decision and reflection in the next Long Term Council Community Plan.

RESOURCES

Council has already provided funding and infrastructure support for Waitakere Online, the City portal, which is a community driven initiative, during the incubation phase. This support is forecast to continue in the current Long Term Council Community Plan. Further funding is likely to be required if development of the Portal is to be undertaken in line with community expectations.

Resourcing for any specific initiatives associated with the Memorandum of Understanding with Workraft is yet to be addressed. This will occur in ongoing discussions and will be considered either as part of the Annual Plan process, or within the context of the existing work programmes.

CONCLUSION

The Waitakere Information Access Programme reflects Council's goal of achieving an electronically enabled City, where residents and businesses have access to information, technology, markets and services via electronic means. Council direction is now sought on a number of components of the overall strategy that Council has been pursuing.

RECOMMENDATIONS

1. That the Waitakere Information Access Programme - Update Report be received.

2. That, subject to an external legal review, the proposed changes to Road Opening Notices and the Code of Practice be approved.

3. That the implications of the draft work programme being prepared under the Memorandum of Understanding with Workraft Trust be considered as part of the Annual Plan Process.

Report prepared by: Rochelle Edwards, Project Manager: Waitakere Information Access Project.

15 WAITAKERE CITY HOCKEY TURF DEVELOPMENT STUDY

PURPOSE OF THE REPORT

The purpose of the report is to update the City Development Committee on research undertaken on the issues of developing an artificial hockey turf in Waitakere City and to seek the Committee's comments and direction on the next stage.

BACKGROUND

Waitakere City currently provides 71 sports fields across the City. The sports fields allow for sport such as rugby, rugby league, soccer, touch rugby, cricket and kilikiti. Prior to 1994 hockey was played on grass fields and shared the resource allocation with other sports. However, when hockey started to be played on astroturf the fields were reallocated and distributed amongst sports who still use grass fields while hockey was not catered for. Hockey experienced a significant decrease in player numbers.

Waitakere City currently provides no full size artificial hockey turfs. Manukau has one for every 140,000 residents and Auckland City has one for every 120,000 residents. There are five half size or three quarter sized multi purpose artificial turfs developed by local schools within Waitakere City. The turfs are used by schools and the community for activities ranging from tennis through to hockey practice (in the same manner as Council fields were utilised pre 1994). The lack of an appropriate full size turf within the City means all current Waitakere City hockey players and teams have to travel outside Waitakere City to participate in hockey competitions.

In October 2002 Auckland Hockey Association, the governing body for hockey in the Auckland region, completed a Facilities Strategy in collaboration with Auckland City Council, Manakau City Council and Waitakere City Council. The strategy was commissioned by Auckland Hockey Association to guide the development, provision and placement of artificial hockey turfs and related facilities in the wider Auckland region. The main objectives of the strategy were to:

- Understand likely growth and demand issues for hockey in the Auckland Hockey Association region.
- Identify current gaps in turf provision including geographic location, type of turf and to prioritise each gap.
- Identify the most beneficial partnership models for turf development and operation, including identifying key stakeholders and the advantages and disadvantages for each model.

The strategy identified that a new full-size artificial hockey turf was one of the top five medium term (2002-2007) priorities and that a central Henderson location was the preferred area for a turf. Following the completion of the Auckland Hockey Association strategy, the City Development Committee passed the following resolution at its December 2002 meeting:

> *"That an investigation be undertaken that will research the appropriate site having regard to more even distribution of sports fields and facilities across the City, appropriate management structure and an estimate of costs and potential funding sources to develop an artificial hockey turf in Waitakere City."*
>
> *3542/2002*

Visitor Solutions Limited were contracted to establish the overall feasibility of developing a hockey turf and were briefed to make recommendations about turf location and potential management structures ensuring Council has the necessary information to make an informed decision regarding the potential of an artificial turf in Waitakere City.

STRATEGIC CONTEXT

Leisure facilities and activities contribute to the wellbeing of the City's residents, by providing recreation opportunities that promote health and social cohesion. The Council's Leisure Strategy, Community Facility Plan, Parks Strategy and Revenue and Financing Policy guide the provision of facilities and activities to ensure that they are available to all residents, responsive to changing demands and provided efficiently.

Council's strategic objective for leisure is that a comprehensive range of leisure, recreation and sports services and facilities are provided. To improve the wellbeing of the City's people and communities, the Council provides and supports a diverse range of leisure opportunities through facility operation and development, direct funding, assistance to access other funding and support of activity initiatives.

Through its Strategic Plan Council has adopted a platform of 'Strong Communities' stating that in the next 10 years Council will develop the City as a renowned hub of social activity, arts, leisure, sports and recreation.

The Parks Strategy supports the improved use, range and quality of sports facilities within the City.

ISSUES

The purpose of the study was to establish the overall feasibility of developing a hockey turf and make recommendations concerning feasibility in relation to the location, scale and management structure. The study focused on the following key areas:

- The most appropriate site(s) for the location of an artificial hockey turf;
- The most appropriate management structure under which a turf could be developed;
- The estimated costs associated with a development; and
- A breakdown of how these costs could be funded.

Need for an Artificial Hockey Turf in Waitakere City

There are currently five half-size or three-quarter turfs located within the City. There are no turfs located within Council owned reserves or parks.

The prime reasons identified during Auckland Hockey Association consultation for developing a site within Waitakere City are:

- The size of catchment population in Waitakere City and relatively low numbers of teams.
- The increasing travel difficulties to reach the existing turfs (the closest being Avondale).
- To release pressures on existing turfs resulting in travel at late hours as well as during peak traffic periods.
- The inequity in access and opportunities for players.
- The loss of players, especially in the Massey area, being drawn to North Harbour because of more accessible facilities.

The Auckland Hockey Association identified a turf in the West as critical to the growth of Hockey in the Auckland Region. Without the development of a turf within Waitakere City the sport will not grow, although it is difficult to ascertain to what degree the sport will grow if a turf is built within the City. Although player numbers seem relatively low (there are approximately 800 players within Waitakere City) they are significant considering there is no Club within Waitakere City and there is no turf locally. Currently 206 club players (nearly 50% of all Club players in Waitakere City reside in Henderson which supports the case for a central turf. In addition to Club players there are a number of schools which have hockey teams. The number of school players are estimated at 300-380.

Auckland Hockey Association sets a national guideline of 1 turf per 89,416 residents however the current actual ratio is 1 turf per 149,777 residents across the wider Auckland region. All three Auckland regions involved in the Auckland Hockey Association study were well below the recommended ratio. The table below shows the current number of club players, the overall player percentage for the region, the number of turfs, the area population and the turf to player ratio.

Table 1 Number of Club players in each zone and Council turfs in 2002.

Zone	Players	% of Total Players by Area	Turf	Population	Turf to Player Ratio
West - Waitakere City	507	10 %	None		
Total for Waitakere City	507	10%	None	168,750	
Centre-West	2023	42 %	Three		
Centre-East	1194	25 %	None		
Total Auckland City	3217	67 %	Three	367,734	1072
East	607	14%	Two		
South	443	9 %	None		
Total Manakau City	1113	23 %	Two	283,200	556
Total Region	4837	100%	Five		

Potential Sites

Auckland Hockey Association Facilities Strategy identified that a central Henderson site was preferred. Visitor Solutions Limited examined infrastructure and historical socio demographic census data with the use of Geographic Information Systems and socio economic projections.

Following the evaluation of the appropriateness of a central location a catchment area was established, from which all potential sites were required to be drawn. Site owners were contacted and asked if they wished to participate in the study. In excess of 20 sites were evaluated. The criteria to evaluate potential sites included:

- Position within the Henderson hockey turf zone;
- Good road access;
- Clear sight lines from public areas (road frontage);
- Suitable space for car parking;
- Suitable space for correctly orientating a full sized hockey turf;
- Suitable space for a pavilion;
- Potential synergies with other open spaces;
- The potential to be muilti use (ie. Community access as well as Secondary School access);
- Potential for management/government synergies;
- Potential for capital development costs associated with a site; and
- A willing potential partner or partners.

The Trusts Stadium was proposed as a possible site in the Auckland Hockey Association Strategy however upon further investigation by Visitor Solutions it was rejected. To develop a full size turf at the Stadium would require the purchase of adjoining land parcels and significant engineering work and was therefore not ranked as one of the top three potential sites.

It was fitting to select three sites rather than highlight a single site because detailed negotiations between Council and site owners may impact on the preferred location. The three following sites were identified:

- Henderson High School
- Waitakere College
- Te Atatu South Park

Henderson High School

There is one potential site within the Henderson High School grounds which offers suitable road frontage and view shafts from multiple angles. The site is currently occupied by a grass playing field and some tress. The site has multiple entry points with significant room to accommodate the required parking. It is likely that if this site was chosen, the removal of some trees and the relocation or removal of a building by approximately five metres would be required.

Waitakere College

There are three possible layouts suitable within the school grounds each offering good viewing shafts however a number of mature trees would need to be removed that are currently bordering the road. If these trees were not removed they would significantly impact on the lines of site for the field. Consideration would need to be given to minimising a turf impact on current playing fields, in particular two cricket wickets are likely to be realigned. The realigning of the fields would not negatively impact on the fields.

Te Atatu South Park

This reserve offers numerous development opportunities including the potential to develop a multi sport facility because of the large open space. There are plans to develop a new road through the south-western corner of the site and this will extensively improve the reserve's road frontage. From a multi sport development perspective Te Atatu South Park offers several advantages that are not possible at the other sites.

Types of Turfs

There are three categories for artificial turfs: sand, wet dressed and wet. Sand turfs (in which sand is spread over the artificial surface) are generally considered to be inferior to the wet turfs. Predominately because they are harder, have more jarring effects on the player and are therefore not used for senior or elite play. Sand turfs do however have lower ongoing operational costs. The estimated costs for developing a sand based turf is between $900,000 - $1,150,000.

Wet dressed turfs are partially sand-filled and are watered. The sand is thinly spread over the turf and is not visible thus not creating the friction as with sand turfs. They generally sit between sand and wet turfs in playing surface quality and operational costs due to the large amount of water required. The estimated costs for developing a wet dressed turf is between $950,000 - $1,200,000.

Wet turfs are viewed as offering the best playing characteristics and are strongly favoured by senior and elite players, primarily because wet turfs give more than sand filled turfs and are therefore less abrasive. Wet turfs are considered a hockey specific surface and are not suitable for sports such as netball. The trade off for a superior surface is higher operational costs due primarily to the large amounts of water required. The estimated costs for developing a wet turf is between $1,000,000 - $1,350,000. There are 47 turfs in New Zealand, a total of 51% are wet turfs.

Given that it is likely the purpose of this turf is to have regional significance and attract top level players it is proposed a wet turf is developed. Hockey players prefer playing on a wet turf and preliminary discussions have indicated that players would not be interested in moving from an existing wet turf to a wet dressed turf, even if the geographical position of a new turf favoured their player catchment.

Construction Costs

Development costs were separated into four categories, the building of a pavilion, car parking, roading and the costs of the turf. Costings are estimates completed by MPM Projects in May 2004. There are currently no resources allocated in the Long Term Council Community Plan towards the development of the project.

Table 2 Estimated Costs

	Estimated Cost
Pavilion Costs	$2,100,000
Car Parking	$150,000
Roading	$20,000 or more precisely $760 per metre. *(It is difficult to put an estimated figure on the cost of roading as each of the three proposed sites have different roading requirements and this is something that may need to be taken into account when looking at which site is the best option. Although at this stage the amount of $20,000 would be an estimated cost)*
Wet Turf	$1,500,000
Total	**$3,770,000**

The costs for the pavilion could be reduced if the pavilion was built in stages or the overall size was reduced.

It is proposed that should Council choose to go ahead with the project that partnerships be formed with other organisations to assist with the funding. Establishing the precise capital development funding contributions at this stage is difficult because the mixture of potential partners can not be defined.

Operational Costs

There are regular maintenance costs that need to be taken into account. It is estimated these cost will be between $25,000 to $30,000pa. The replacement cycle for turf mats is between 7-10 years. In general terms at today's costs it is realistic to assume that a mat replacement will cost approximately $440,000. In addition there is likely to be a cost associated with the administration of a facility depending on the management structure chosen. Allowances should be made for such costs in the form of a part time manager or turf co-ordinator.

There are also costs associated with water and power however the use of sustainable features could significantly reduce these associated costs. Possibilities exist to collect rain water from the roof as well as using alternative energy sources for flood lighting. With rises in electricity costs it is predicted electricity will cost between $17-$20 per 30 minutes of turf time after dark. Solar power would have significant costs for the initial set up but in the future could provide cost savings. Table 6 tabulates the estimated operational costings.

Table 3 Preliminary Estimates Operational Costs.

Item	Annual Depreciation / Cost Estimate	Capital Replacement
Water Mat Depreciation	$63,000 (over 7 years)	$440,000
Pavilion Depreciation	$40,000 (over 50 years)	$2,000,000 (hypothetical cost)
Sub Total	$103,000	
Item	**Annual Operational Cost Estimate**	
Maintenance	$30,000	
Insurance	$3,000 (turf and pavilion)	
Administration	$40,000 (based on part time position and admin costs)	
Sub Total	$72,000	
Item	**Hourly Cost Estimates**	
Water	$9-12 (traditional city water supply) or $2 estimate for tank water system. *(Establishing the proposed turfs exact operational water use cost is difficult because so many variables are currently unknown, use levels over the different times of year, quality of sustainability features used, weather conditions etc. For turfs with water recycling systems Auckland Hockey has reported they are currently paying approximately $6,000 to $8,000 in water costs per year. These figures should be treated as preliminary estimates only)*	
Electricity	$17-20 per 30 minutes estimate *(This is an estimate based on a number of assumptions re use levels and lighting design etc. Operational electricity costs for a turf based on Auckland Hockey Association use figures and their cost history records would be approximately $7,000 to $8,000 p.a. (based on 2004 electricity prices).*	

Governance and Management

There are relatively equal merits in all three short listed sites and therefore site selection is likely to rely heavily on negotiation of governance, management and operational cost issues. The next step in establishing the proposed turf facility is likely to involve each stakeholder negotiating their best case for governance and management. Four particular issues are likely to be central to negotiations. They are:

- Capital development contributions;
- The ongoing operational cost responsibilities for a turf facility;
- Facility ownership; and
- The potential benefits derived for each partner from sharing facilities.

There are potentially four governance models:

- Council ownership;
- School ownership;
- Trust ownership; or
- Club ownership.

If Council ownership was chosen as the preferred form of governance then Council would be required to be the main stakeholder and provide the majority, if not all the capital costs. Council governance would enable Council to have full control over the management and running of the facility. If this option was preferred it is recommended that the turf be developed on a Council owned reserve or park.

The most likely form of governance is to form a Trust. The Trust would then be responsible for managing the facility. A Trust would be independent and each stakeholder would elect representatives to sit on the Trust.

There is also the possibility of either a school or Club having ownership of the facility however at this stage it is unlikely that either would have the capital funds necessary to be a major stakeholder and/or the resources required to manage the facility. However, a school or club may be the best organisation to manage the facility if the development is based on school land.

RESOURCES

No further budget has been set aside for this project. Should the Committee wish to pursue the project it would need to be included in the Long Term Council Community Plan for 2006/2007.

CONCLUSION

The report further supports previous studies identifying central Henderson as the best strategic location for a hockey turf. A central location would cater to a city wide catchment. Three sites emerged as offering suitable developmental characteristics: Henderson High School, Waitakere College and Te Atatu South park. The development of a central location for a wet turf does not exclude the development of supporting turfs in outlying areas of the City over time.

Each of the three sites offer slightly different development and strategic benefits. Selecting the most appropriate site will depend on the development, management and governance negotiations. Research supports a wet turf. Although wet turfs incur premium costs, research supports the need for a premium playing surface and the higher operational costs can be reduced if sustainable features were incorporated into the initial design. The most appropriate development, management and governance model is likely to be a Trust.

There is no further budget for this project. The Committee needs to decide whether to progress with the project and if so it is recommended that Council begin early stage negotiations with the identified stakeholders, primarily Auckland Hockey Association, Western Districts Hockey, Waitakere College and Henderson High School.

RECOMMENDATIONS

1. That the Waitakere City Hockey Turf Development Study report be received.

2. That Council Officers enter into discussion with the owners of the preferred sites to assess the level of interest and commitment towards the project.

3. That Council Officers report back to the City Development Committee with feedback from potential stakeholder negotiations.

Report prepared by: Clare Dwyer, Leisure Projects and Contracts Administrator.

16 HENDERSON COMMUNITY BOARD - PAID PARKING TRIAL

Henderson Community Board at its meeting held on Thursday, 2 December 2004 resolved minute number 2231/2004 that the City Development Committee be advised that the Board opposes the paid parking trial in Henderson, and requests that the Henderson Paid Parking Trial be terminated.

17 PROJECTS SPECIAL COMMITTEE

THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 1 DECEMBER 2004

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1. WAITAKERE SPORTS COMPLEX JETTY

The Special Committee Recommends:

That it be recommended to Council that consideration be given to a jetty being named Chris Tim Jetty in recognition of his contribution to the City and as a tribute to his achievements in the sport of yachting.

2. OTHER MATTERS CONSIDERED

A99-A103

The Special Committee dealt with a number of items for which is has delegated powers to act and a copy of the minutes of the meeting is attached at pages A99 to A103.

The Special Committee Recommends:

That the Meeting report of the Projects Special Committee held on Wednesday, 1 December 2004 be received.

RP Dallow, QPM, JP
CHAIRPERSON

18 ARTS AND EVENTS SPECIAL COMMITTEE

THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 8 DECEMBER 2004

MATTERS CONSIDERED

A104-A107 The Special Committee dealt with a number of items for which is has delegated powers to act and a copy of the minutes of the meeting is attached at pages A104 to A107.

The Special Committee Recommends:

That the Meeting report of the Arts and Events Special Committee held on Wednesday, 8 December 2004 be received.

JP Lawley
CHAIRPERSON

19 PROPOSED MEMORANDUM OF UNDERSTANDING WITH AMP CAPITAL INVESTORS (NZ) LIMITED

20 WESTPARK MARINA UPDATE

These items will be considered in the Confidential Supplement of the agenda, and has been circulated to members separately with this agenda.

PROCEDURAL MOTION TO EXCLUDE THE PUBLIC

That the public be excluded from the following parts of the proceedings of this meeting namely, Proposed Memorandum of Understanding with AMP Capital Investors (NZ) Limited and Westpark Marina Update.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation of the matters, and the specific grounds under Section 48(1) of the Local Government Official Information and Meetings Act 1987 for the passing of this resolution are as follows:

General subject of each of the matters to be considered.	Reason for passing this resolution in relation to each of the matters.	Ground(s) under Section 48(1)(a) for the passing of this resolution.
• Proposed Memorandum of Understanding with AMP Capital Investors (NZ) Limited • Westpark Marina Update	The withholding of information is necessary in order to: • enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	That the public conduct of the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

This resolution is made in reliance on Section 48(1)(a) of the Local Government Official Information and Meetings Act 1987 and the particular interest or interests protected by Section 7(2)(i) of that Act which would be prejudiced by the holding of the relevant part of the proceedings of the meeting in public as follows:

- *The reports contain information which if released could affect Council's negotiations.*