



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, 7 December 2006** **TIME:** **9.30 am**

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

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

30 November 2006

Nigel Mercurur
PROJECT OFFICER/COMMITTEE SECRETARY

Telephone (09) 836 8000 extn 8925

MEMBERSHIP:

Councillors	PA	Hulse (Chairman)
	LA	Cooper (Deputy Chairman)
	DQ	Battersby, JP
	MFP	Chan, JP
	JM	Clews, QSO, JP
	RI	Clow
	AK	Corban, OBE, JP
	RP	Dallow, QPM, JP
	WW	Flaunty, QSM, JP
	DE	Gilmour
	C	Harding, JP
	JP	Lawley
	VS	Neeson, JP
	CA	Stone
Mrs	M	Te Huia

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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

**AGENDA FOR A MEETING OF THE CITY DEVELOPMENT COMMITTEE TO BE HELD AT
WAITAKERE CENTRAL, 6 HENDERSON VALLEY ROAD, HENDERSON,
WAITAKERE, ON THURSDAY, 7 DECEMBER 2006,
COMMENCING AT 9.30 AM.**

TABLE OF CONTENTS

<u>ITEM</u>		<u>PAGE NO.</u>
1	APOLOGIES	1
2	URGENT BUSINESS	1
3	CONFIRMATION OF MINUTES	1
4	PRESENTATION	1
5	REVIEW OF THE SPORTS FIELDS ALLOCATION POLICY	2
6	NETBALL WAITAKERE LEASE OF TE PAI PARK	4
7	ACTION PLAN ON CLIMATE CHANGE AND ENERGY - QUARTERLY UPDATE	5
8	PRESSURE STANDARDISATION PROGRAMME	13
9	WAITAKERE WASTEWATER MASTER PLAN	17
10	CONSULTATION ON A PROPOSAL TO SPRAY AN AREA OF WILLOWS IN TE HENGA WETLAND	22
11	CORBAN ESTATE FUTURE DEVELOPMENT REPORT	27
12	WAITAKERE RANGES AND FOOTHILLS PROTECTION PROJECT - WORK PROGRAMME UPDATE	30
13	SUNDERLAND SCHOOL - REQUEST TO USE COUNCIL SPORTS FACILITIES	35
14	PROPOSED REVOCATION OF PART OF RECREATION RESERVE AND SALE OF LAND - (RESERVE KNOWN AS WAITEMATA CORNER)	42
15	GRANDSTAND AT WAITAKERE STADIUM FINAL FORM OF LICENCE AND LEASE	47
16	ORATIA RESERVES AND PUBLIC ACCESS PLAN	50
17	BUSES IN HENDERSON	59
18	NEW LYNN TRANSIT ORIENTATED DEVELOPMENT PROJECT NOVEMBER 2006 UPDATE	62
19	TE ATATU ROAD CORRIDOR IMPROVEMENTS - OPTIONS CONSULTATION	66
	<u>REPORTS FROM THE SUBCOMMITTEES</u>	74
20	PROJECTS SPECIAL COMMITTEE	74
	<u>PUBLIC EXCLUDED MATTERS</u>	74
21	WILSHER VILLAGE REDEVELOPMENT - OPTIONS ANALYSIS	74
22	PURCHASE OF LAND FOR ORATIA DOMAIN	74
23	WAITAKERE RANGES HERITAGE AREA BILL	74
24	WAITAKERE INVESTMENT MARKETING STRATEGY	74

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1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

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

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



3 CONFIRMATION OF MINUTES

Meeting Minutes - 2 November 2006

RECOMMENDATION

That the minutes of the Meeting of the City Development Committee held on Thursday, 2 November 2006, as circulated, be taken as read and now be confirmed.



4 PRESENTATION

Publisher, John Balasoglou and Sustainable Architect, Johann Bernhardt will make a presentation to the City Development Committee on the publication of a book on Sustainable Architecture and Building in New Zealand - the first and only resource specifically geared towards the NZ market.



5 REVIEW OF THE SPORTS FIELDS ALLOCATION POLICY

PURPOSE OF THE REPORT

The purpose of this report is to recommend to the City Development Committee that a working party be established to review and update the allocation policy for sports fields.

BACKGROUND

The Director: City Services has the delegated authority to authorise the allocation of sports and recreation grounds, winter and summer, the closing of grounds, as circumstances require from time to time and the authority to review and recommend to Council the setting of relevant fees and charges.

Sports fields are allocated to community sports organisations, regional sport organisations and community organisations for seasonal sports at the following times:

- Winter sports: 1 April - 31 August;
- Summer sports: 1 November to 31 March.

Fields are closed during the months of September and October for renovation and repair. This period may be extended subject to the weather conditions during those two months and the extent of the field repair. The annual allocation of sports to parks, for either the winter or the summer season, is based on the following priority:

- Home club status for a sports club based at a park;
- Child/youth/ women sports;
- Sports groups needs based on participation numbers;
- Equity to all users.

A1-A6 Each year clubs and organisations that wish to use sports fields are invited to apply for their use. For the winter season applications are requested by the beginning of February. For summer users, applications are due in early August 2007. Parks where organised sport is played can be found at pages A1 to A6.

A7-A18 Each year a "sports field information and agreement booklet" is sent to all sports park users and outlines the policies for sports field use. This information booklet is included in at pages A7 to A18.

STRATEGIC CONTEXT

Waitakere City Council's "Strong Communities" platform provides the basis for this report. This platform is about how we support the health and wellbeing of the City's residents, making leisure and recreational facilities accessible to communities.

ISSUES

It is recommended that a "sports field working party" is established to review the allocation process and policy for sports fields in the City. This working party would involve elected representatives, Council officers, and representatives from sporting organisations in the City. The existing field availability is at a capacity where the demand for some sports fields is exceeding the availability and there is a need to formally adopt a policy.

This review is necessary to manage a number of issues that have developed in the past years on the allocation of sports fields. These issues include:

1. The changing demographics of the City.
2. The changing participation numbers in sports.
3. The capacity of key sport fields and open space to meet demand.

4. The over lap of playing season between winter sports and summer sports.
5. Winter codes of rugby, league and soccer offering a summer programme of either touch, tag or seven a-side soccer, resulting in a reduced playing space for other summer codes.
6. Summer sports wanting to start their premier level grades in early October, before the field renovation period is finished.
7. Winter sports wanting to hold preseason matches from the beginning of March and requesting to extend their season into the renovation period.
8. The increasing popularity of minor sports. For example: Aussie rules, lacrosse, American football, baseball.
9. The demand on key sport fields by a range of sports and other community activities.
10. The regular requests from sporting codes for Council to alter its field renovation programme to cater for the playing fixtures of their particular sport.
11. An increasing demand to provide soccer fields in the summer for ethnic/cultural groups, restricting use of these fields for other summer codes
12. An increasing demand from kilikiti groups to provide concrete pitches for kilikiti, which can restrict open grassed space.
13. The disputed use of Parrs Park in the winter by both Oratia United AFC and Bay Olympic AFC has been on going for many years.
14. Damage to fields through over use.

It is anticipated that the working party will convene in February 2007, and that a final report will be presented to the relevant Council committee by July 2007.

RESOURCES

The review of the sports field allocation policy will be implemented by Council staff as part of the Parks and Open Space work programme for 2006/2007.

CONCLUSION

The playing field resources that Council can offer sporting codes and community organisations are limited. Demand for some playing areas is exceeding the availability of parks and there is a need to develop a formal policy and allocation criteria. It is proposed to establish a working party to review the current sports field allocation policy.

RECOMMENDATIONS

1. That the Review of the Sports Fields Allocation Policy report be received.
2. That a Council working party be established to review the Sports Fields Allocation Policy on the allocation of sports and community events to sports fields.
3. That the City Development Committee nominate two elected representatives to be members of the working party, to review the Sports Fields Allocation Policy on the allocation of sports and community events to sports fields.

Report prepared by Warren Ogilvie, Parks Operations Officer: Special Projects, Parks and Open Space.



6 NETBALL WAITAKERE LEASE OF TE PAI PARK

PURPOSE OF THE REPORT

A19

The purpose of this report is to seek the approval of the City Development Committee approval to grant Netball Waitakere a new lease in respect of the footprint area that it currently leases at Te Pai Park, a map of which is attached at page A19.

BACKGROUND

Netball Waitakere currently occupies part of the recreation reserve known as Te Pai Park, on the corner of Lincoln Road and Te Pai Place, for the purpose of providing a central netball centre for the Waitakere region. The original lease entered into between the Waitemata City Council and the formerly named Henderson/Waitemata Netball Association in September 1979 for a period of 33 years has 6 years remaining.

Netball Waitakere have, however, requested consideration by the Council to enter into a new lease arrangement of 35 years giving Netball Waitakere some security of tenure to allow the redevelopment of the netball centre building.

STRATEGIC CONTEXT

Netball Waitakere is the Waitakere City's only netball centre providing sporting opportunities to a predominantly female player base. Netball is New Zealand's principal female participation sport and a large part of New Zealand's sporting and social culture.

Waitakere City Council strategically supports sport in the City by providing playing fields, surfaces and facilities which allow sporting participation and competition at a range of levels. The provision of these facilities is based upon Council's 'Strong Communities' Strategic Platform whereby the vision is that people are active, informed, healthy and content and which addresses the health and wellbeing of the City's residents.

Providing sporting opportunities is critical to maintaining communities health and wellbeing as people active in sport will be fitter, healthier, socially connected and have purpose in their leisure time.

ISSUES

Netball Waitakere sought financial support from Council with a submission to Council's Long Term Council Community Plan and Annual Plan Special Committee in 2006 requesting funding contribution towards the \$4 million redevelopment of the netball centre. Council approved funding towards the project with \$200,000 for detailed design in 2006/2007, \$1,029,000 and \$1,057,000 contribution towards construction in 2007/2008 and 2008/2009 budgeted respectively. Netball Waitakere will raise the balance required to complete the project.

Netball Waitakere have appointed a Project Manager and architect to produce detailed design and manage the construction. A Project Director who is also responsible for fundraising has been appointed and Council's Leisure Services Manager is part of the Project Control Group.

Netball Waitakere have applied to Council to have a new lease for a period of 20 plus 15 years. Netball Waitakere still have six years to run on their current lease, however, to attract the level of funding required for the project funding agencies require a greater level of certainty than that which the current lease provides. Entering into the maximum allowable lease on a recreation reserve of 20 plus 13 years will provide the confidence to the funding agencies that there is a long term viability of the organisation and the investment is worthwhile. A 20 plus 13 year lease is also the maximum term that can be entered into without invoking subdivision rules which have additional costs and complications to the project. It is also the maximum term for a lease granted pursuant to the Reserves Act 1977.

RESOURCES

Council endorsed through the Long Term Council Community Plan and Annual Plan Special Committee to include \$200,000 for detailed design in 2006/2007, \$1,029,000 and \$1,057,000 contribution towards construction in 2007/2008 and 2008/2009 budgeted respectively.

CONCLUSION

Netball Waitakere currently hold a lease to occupy Te Pai Park for the purpose of running a netball centre for the City. The current lease is due to expire in 2011 however Netball Waitakere has requested a renewal of the lease, which it is proposed will include a term of 20 years plus one right of renewal for 13 years to allow the organisation to fundraise for the redevelopment of their netball centre administration building.

Netball Waitakere are embarking on a redevelopment of their administration building which is budgeted at \$4.1 million. Council is contributing a total of \$2.29 million towards the project over the next three years. The remaining money will be fund raised by the project. To attract the funding Netball Waitakere require a lease term which provides assurance to the funders that the organisation tenure is secure.

RECOMMENDATIONS

1. That the Netball Waitakere Lease of Te Pai Park report be received.
2. That the Chief Executive Officer be given authority to grant a new lease to Netball Waitakere Incorporated in respect of the footprint of the building occupied by Netball Waitakere Incorporated on Te Pai Park (being part of Lot 1 DP 84425), to enable Netball Waitakere Incorporated to obtain funding to re-develop the Netball centre and to continue to manage the Netball centre, for a term of 20 years with one right of renewal of 13 years pursuant to section 54(1)(b) of the Reserves Act 1977, subject to obtaining the approvals in resolution 3 below.
3. That approval be given to obtain the consent of the Minister of Conservation and to commence a public notice process of the intention to grant a lease to Netball Waitakere Incorporated pursuant to section 54 of the Reserves Act 1977, and that any objections or submissions received in response to the public notice be presented to the City Development Committee for consideration.

Report prepared by: Louis Rattray, Leisure Services Manager.



7 ACTION PLAN ON CLIMATE CHANGE AND ENERGY - QUARTERLY UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to provide an update to the City Development Committee of the initiatives in the Waitakere Action Plan on Climate Change and Energy and to obtain approval for submissions to be made on behalf of Council on two discussion documents released by Central Government, named 'Energy Efficiency of Buildings' and 'Vehicle Fuel Economy Labelling'.

BACKGROUND

A20-A45

Council adopted the Waitakere Action Plan on Climate Change and Energy and its greenhouse gas reduction goals in September 2006 (minute no. 1777/2006). The full Action Plan is attached at pages A20 – A45. At the time, the Chairman requested that Council staff provide quarterly updates of progress against the action plan.

Central Government's intention to introduce more stringent energy efficiency requirements for buildings and vehicles will help Council achieve its greenhouse gas reduction goals and staff have therefore drafted submissions on the published discussion documents, named 'Energy Efficiency of Buildings' and 'Vehicle Fuel Economy Labelling'.

STRATEGIC CONTEXT

Council and its community see the reduction of greenhouse gas emissions as a priority and this is reflected in Council's Strategic Platforms and Priorities and the Community Outcomes. The adoption of the Action Plan on Climate Change and Energy has confirmed this commitment. Central Government's commitment to a carbon neutral New Zealand and increased media coverage of climate change issues have added further impetus to Council's desire to increase energy efficiency and reduce emissions.

ISSUES

Update/news on key initiatives:

Transport	School Travel Plans	<ul style="list-style-type: none"> The programme is showing good results and a more formal evaluation of its success is underway. Staff are working with the Auckland Regional Transport Authority and the Auckland University of Technology to better measure the benefits of school travel plans.
	Walking School Buses	<ul style="list-style-type: none"> New walking school buses at Rutherford, Titirangi and Kaurilands primary schools. Walk to school club at Henderson North Primary (children are driven to a point where they meet with other children to walk to school together). Matipo Primary is looking at starting a second route. Te Kura Kaupapa o te Kotuku is looking at the possibility of a walking school bus for its Kura.
	Workplace Travel Plans	<ul style="list-style-type: none"> The Waitakere City Council travel plan was implemented during the move to the new building. It is now in the stage of continual improvement and monitoring. A separate report on the travel plan and its results will be presented to Council in the near future. There are now more than 80 regular public transport users and more than 60 car pool groups at Council.

	Sustainable Urban Planning	<ul style="list-style-type: none"> • The West Harbour neighbourhood retrofit options project by Beacon (previously called the Massey neighbourhood project) has been conditionally approved and work is now underway with the aim of assessing options for the retrofit of the neighbourhood and its dwellings to increase sustainability. • Staff continue to work with developers building near town centres to encourage good urban design. The number and scale of developments in these locations is encouraging. • Progress on the Growth and Transport Integration programme has been made. Half of the hearings are now completed and staff are optimistic that Waitakere City will be able to develop a more sustainable urban form that will result in real savings of transport related greenhouse gas emissions per household in the northern area of the city.
	Public Transport	<ul style="list-style-type: none"> • Henderson train station is complete; • Sunnyvale train station will be completed this month; • Work has commenced on the Glen Eden train station; • Double tracking is progressing well; • Design work for park and rides is under way; • Waitakere line rail patronage has increased by 40% between the financial years 2004/2005 and 2005/2006; • Railway station precinct upgrade at Ranui Station is approaching completion; • Timetables have been provided at an additional 140 bus stops in Waitakere City over the last six months; • Upgraded bus stop signage was provided at 220 stops in Waitakere City over recent months; • Expanded programme of new and upgraded bus shelters is underway citywide; • Henderson bus interchange is under construction (due for completion in February 2007); • Henderson bus re-routing is occurring in conjunction with the Henderson bus interchange. This will significantly improve the penetration of bus services in the Henderson town centre (due February 2007); • A strategic bus priority study will commence shortly to identify a 10-year programme of bus priority measures citywide; • Waitakere City is working closely with the Auckland Regional Transport Authority on the review of the city's bus services to better integrate bus and rail and to provide stronger connectivity within the city.

	Walking and Cycling	<ul style="list-style-type: none"> Streetscapes have been upgraded in the Henderson Central Business District to connect the bus/rail interchange with the retail core, Unitec/ Central Library and Westwave. Streetscapes work is continuing on Railside Avenue to Pioneer Street in conjunction with the bus interchange construction.
	Charged Car Park Trials	<ul style="list-style-type: none"> Henderson charged parking trial has been completed and charged all-day parking has been made permanent in Council-owned facilities.
	Corporate	<ul style="list-style-type: none"> Investigations are being carried out to look at options for some ethanol (blended) powered Ford Focus vehicles for the Council fleet. The fleet now contains a number of hybrid vehicles. These cars are managers' cars, that tend to be replaced after two years. Staff are investigating if the hybrids could be moved to the pool fleet after that time.
	Independent Eco Design Advisor	<ul style="list-style-type: none"> Fred Braxton, Council's Eco Design Advisor, started in September. To date he has visited several group housing companies, including Harmony Homes, Sovereign Homes, Thermobuild Homes and GJ Gardner and has provided more than 30 individual consultations to people renovating or building in the city. Flyers about this service have been distributed to libraries and hardware stores and visitors at the home show and are now part of the building consent pack.
Buildings	Cleaner Production	<ul style="list-style-type: none"> Cleaner Production has worked with 55 businesses on environmental sustainability since the beginning of the financial year; The Sustainable Construction & Demolition Project has been launched. Visits are being made to every group builder in Waitakere City to introduce ideas related to eco-design, construction waste reduction and pollution prevention on building sites. A presentation is being developed to give to drafting and project management staff at group building companies.

	Solar Hot Water	<ul style="list-style-type: none"> • Council is no longer charging for building consents relating to solar hot water. Response to this has been overwhelmingly positive; • Initial discussions have started with Enterprise Waitakere around an industry capacity building project, aimed at upskilling local plumbers to become installers. The aims of this project are to ensure the local industry benefits from the expanding market in solar hot water and to aid uptake of this technology through better quality installations. Staff are aware of several potentially large scale solar hot water projects in the city and this would ensure that local installers benefit from such projects. Staff are also in communication with Central Government about a possible partnership project in this area.
	EcoWise West Retrofit Project	<ul style="list-style-type: none"> • EcoMatters plans to retrofit 360 mainly low-income houses in Waitakere in 06/07. It also has a contract with Housing New Zealand to retrofit 100 Housing New Zealand houses in Waitakere. It has employed 10 full-time staff to work on the project.
	Household Energy Efficiency Advice Project	<ul style="list-style-type: none"> • 45 Waitakere houses have had personalised energy efficiency visits for their homes. The target for this project is 400 by the end of this financial year. Staff estimate that householders save an average of 10% of their energy use as the result of this service.
	Guidelines	<ul style="list-style-type: none"> • Waitakere has adopted the Good Solutions Guides for Mixed Use Development in Town Centres and Medium Density Housing developed by North Shore City Council. Both guides include energy considerations; • Staff are currently working with North Shore City Council and Auckland City Council staff in developing a Good Solutions Guide for Apartments, which will include energy efficiency considerations.
	Sustainable Neighbourhoods	<ul style="list-style-type: none"> • Staff are working with the New Zealand Housing Foundation to implement sustainability features into its development off West Coast Road in Glen Eden.

	Corporate	<ul style="list-style-type: none"> • The sustainable building event on 25 October 2006, which included tours of the Waitakere Central building, was well attended (over 100 people) and feedback has been very positive. Staff are planning to make regular tours (possibly fortnightly) available for people wanting to view the sustainability features of this building; • A brochure on the building's features has been completed; • An advertisement has been placed to invite expressions of interest in supplying Council with electricity from renewable sources for one of its buildings; • Significant energy efficiency improvements have been made to the Massey Library, which will result in lower costs and fewer overheating issues in summer; • A Draft Energy Management Plan which incorporates strategic, management, educational, and technological objectives has been developed and consultation with relevant staff has begun; • Staff are currently developing a template for building/facility energy management plans and using Massey Leisure Centre and Library as a test case; • A report on energy savings will be provided to the Finance and Operational Performance Committee in the near future.
	Encouraging Renewable Energy and Energy Efficiency Through the District Plan	<ul style="list-style-type: none"> • The District Plan team is investigating how the District Plan could be amended to better encourage renewable energy and energy efficiency; • The District Plan rules for the Living Environment are being amended at present. Staff are considering how the rules could better encourage good solar access as part of this process.
Waste	Cleaner Production	<ul style="list-style-type: none"> • Waste Minimisation and Management Plans are being developed for each Waitakere industry sector. A basic template has been established where different categories of solid waste outputs are grouped according to whether or not they can be reused, recycled or landfilled. Case studies with individual businesses will begin in December. The same template is being used to address recycling for events in Waitakere City.

	Corporate	<ul style="list-style-type: none"> The 2005-2006 Waitakere City Council waste audit was completed by students from Unitec prior to "da move" to Waitakere Central. The waste audit incorporated data from six council buildings - one day's worth of waste from each. The final results showed that council recycles 65% of waste produced with a large increase in the amount of paper recycled compared to previous years; Corporate worm farm is now fully operational in the new Civic Centre. This takes all the food waste from the staff kitchenettes and some paper towels.
	Eco Day	<ul style="list-style-type: none"> Climate change will be a major focus of Eco Day 2007 including an exhibition area for sustainable transport solutions.
Education and Awareness	Education Programme	<ul style="list-style-type: none"> In the Annual Plan Council approved additional funding for the EcoMatters Trust. As part of this funding staff are negotiating the delivery of a climate change education programme by EcoMatters. As part of this programme EcoMatters is planning to show a climate change film series; Public Affairs are planning to co-ordinate Council's environmental education initiatives, including Council's support for EnviroSchools.
	Sustainable Building	<ul style="list-style-type: none"> Staff are helping review material for the Smart Build website, which will incorporate the content of the Sustainable Home Guidelines. The website is based on the Australian Your Home website and will be hosted, maintained and updated at a national level. The project is funded by the Ministry for the Environment and delivered by the Consumers' Institute and Beacon Pathways.

Council staff have started investigating initiatives for next year. A report outlining suggested expenditure for the 2007/2008 Climate Change Projects budget will be brought to this committee in March 2007. A meeting with the working party formed at the September City Development meeting (minute no. 1777/2006) is planned for early February.

Submission on the 'Energy Efficiency of Building' discussion document

A46-A47

Staff have drafted a submission on this document (attached at pages A46-A47). The discussion document covers three proposed changes to building regulations prior to the more extensive changes planned to the New Zealand Building Code. The three proposals are:

- 1. Improved new house thermal insulation** - which would require new houses to have higher levels of insulation and double glazing and would require specific design solutions for houses with large areas of glazing.
- 2. Reduced energy consumption of commercial lighting** - which would require commercial buildings to have more energy efficient lighting.

3. **A new Acceptable Solution for solar hot water heating** - which would provide clarity around the requirements of such systems under the Building Code and should make the building consent process simpler for both the applicant and the consenting authority.

A46-A47

The draft submission as attached at pages A46 to A47 supports all three proposals as practical initial steps to improve the energy efficiency of New Zealand's buildings. It highlights the need to also increase the energy efficiency requirement for domestic hot water systems, be it at a later date. The submission also questions a minor technical detail in the proposed acceptable solution for solar hot water.

Submission on the 'Vehicle Fuel Economy Labelling' discussion document

A48-A52

Staff have also drafted a submission (attached at pages A48 to A52) on "Vehicle Fuel Economy Labelling", a discussion document published by the Energy Efficiency and Conservation Authority (EECA). The following summarises the key points of the discussion document:

- The Government seeks to introduce mandatory point-of-sale fuel consumption labels for light vehicles sold by motor vehicle traders. They could be similar to the star rating labels on fridges and other appliances;
- Schemes already operate in other countries, including Australia, Canada, the European Union and Sweden;
- At present, it is difficult for New Zealand buyers to compare the fuel efficiency of vehicles. Labels would enable informed decisions about vehicles' likely running costs and environmental impact;
- Vehicles are tested before they enter the country. Fuel economy information is available for all new vehicles, and for used imports from Japan manufactured from 2000 and imported after February 2005. This will account for around half New Zealand's vehicle imports in 2008, and the proportion will rise so that by 2012 it will be available for almost all Japanese used vehicles entering the fleet;
- Used vehicles from Japan have a different testing system from the standard European rating for new vehicles. This could make it difficult to provide standard information;
- The scheme for mandatory fuel economy labels could be introduced using existing legislation, particularly the Energy Efficiency and Conservation Act.

Introducing the fuel economy labels is consistent with measures to achieve the Council's greenhouse gas reduction goals expressed in the Waitakere Action Plan on Climate Change and Energy adopted in September 2006.

The draft submission supports the introduction of mandatory fuel economy labels, because this will provide information for buyers to make informed decisions about the environmental impact and running costs of the vehicles they choose. It also makes the following key points:

- The Council would like government to require labels for used imports that are manufactured before 2000, because these are the vehicles that are most likely to have poorer fuel economy, and because the labels need to be on as many vehicles as possible for the scheme to be effective. However, because as the years go by there will be a diminishing proportion of pre-2000 imports, Council would support waiving the labels for these vehicles if insisting on them is likely to jeopardise the introduction of the scheme;
- The Council would like the information to be an obvious fixture on the car, such as a sticky label on the windscreen, rather than hidden in the vehicle's Supplier Information Notice. The label should be easy to understand and should show fuel consumption and carbon dioxide emissions.

Decision Making

Staff consider that a quadruple bottom line assessment is not needed as part of this report to fulfil the requirements of the Local Government Act, 2004. No Council decisions are required in relation to the update on climate change initiatives. The submissions drafted relate to central government initiatives not directly implemented by Waitakere City Council.

RESOURCES

All resources for the delivery of the outlined initiatives are available within the current budget.

CONCLUSION

The climate change work programme is on track and staff will continue with implementation. At the same time, planning for next year's initiatives and projects will continue.

RECOMMENDATIONS

1. That the 'Action Plan on Climate Change and Energy - Quarterly Update' report be received.
- A46 2. That the submission on the 'Energy Efficiency of Buildings' discussion document (attached at page A46) be approved.
- A48 3. That the submission on the 'Vehicle Fuel Economy Labelling' discussion document (attached at page A48) be approved.

Report prepared by: Katja Lietz, Strategic Advisor Sustainability Initiatives.



8 PRESSURE STANDARDISATION PROGRAMME

PURPOSE OF THE REPORT

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

BACKGROUND

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

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

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

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

STRATEGIC CONTEXT

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

ISSUES

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

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

Wider Implementation of the Initial Programme

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

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

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

- **Huia Village Supply Zone** - where along Huia Road and Foster Avenue the pressure is higher than 900 kPa.

Improving Existing Operational Regimes

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

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

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

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

Introducing Newly Developed Pressure Management Technologies

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

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

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

Customer Relations and Fire Sprinkler Systems

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

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

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

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

RESOURCES

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

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

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

CONCLUSION

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

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

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

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

RECOMMENDATIONS

1. That the Pressure Standardisation Programme report be received.
2. That the pressure standardisation programme as described in this report, be approved.
3. That progress reports be submitted to the City Development Committee at critical stages of the implementation of the Pressure Standardisation Programme.

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



9 WAITAKERE WASTEWATER MASTER PLAN

PURPOSE OF THE REPORT

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

BACKGROUND

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

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

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

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

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

STRATEGIC CONTEXT

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

ISSUES

Objectives of the Waitakere Wastewater Master Plan

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

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

Key Issues

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

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

Previous analysis of the wastewater system confirmed that:

- The existing wastewater system is adequate for the City's current and future (2050) dry weather flow needs;
- There are some places within the City where the wastewater system is not meeting current wet weather flow needs and becomes overloaded. This will get worse as the City continues to grow;
- The main reason the wastewater system is not meeting Council's needs is due to:
 - Increased demands placed on the system through stormwater entering the wastewater system (infiltration and inflow);
 - Increasing environmental demands; and
 - Increase in wastewater generated.

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

Assumptions

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

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

Network Performance Objectives

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

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

Wet Weather Flow Capacity

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

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

- Predicted surcharging is most prominent in the Glen Eden, New Lynn and Swanson catchments.

Wastewater Option Types

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

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

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

Options Considered

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

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

A53 A summary of the costs for the seven main options is presented in graphical form attached at page A53.

Report Recommendations

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

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

A55 The overall 50-year wastewater strategy recommended in the report is outlined at page A55.

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

Decision Making

A54 A simple quadruple bottom line assessment of each option was carried out as part of the study, with scoring against social and cultural benefits, economic benefits and environmental benefits is included at page A54. All options included inflow and infiltration control as this programme is fundamental to managing wet weather peak flows.

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

RESOURCES

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

CONCLUSION

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

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

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

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

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

RECOMMENDATIONS

1. That the Waitakere Wastewater Master Plan report be received.
2. That the work programme set out in the Waitakere Wastewater Master Plan be approved, with reporting back on costs.
3. That progress reports be submitted to the City Development Committee at critical stages of the implementation programme of the Waitakere Wastewater Master Plan.

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



10 CONSULTATION ON A PROPOSAL TO SPRAY AN AREA OF WILLOWS IN TE HENGA WETLAND

PURPOSE OF THE REPORT

The purpose of this report is to update the City Development Committee on the consultation undertaken on a proposal to use a helicopter to spray an area of willows in Te Henga Wetland.

BACKGROUND

Past work by Waitakere City Council, Rodney District Council and Auckland Regional Council in the wetland has had the primary goal of flood mitigation. This involved clearing the river and wetland channels of willow trees and other environmental weeds as these plants block streams and increase the risk of flooding. Willows also exclude and take over the habitat of native vegetation.

The Mokoroa Arm is a side tributary on the northern side of the wetland, where the Mokoroa River flows into the wetland from farmland in the Rodney District. The Mokoroa Arm is around 22 hectares of the 150 hectare Te Henga Wetland. The Mokoroa Arm is private land, with three families owning parts of the area. This part of the wetland is surrounded by farming land and native bush. This area of the wetland has become heavily infested with crack willow, which now dominates the vegetation. Native plants are still present under the willow canopy.

In 1999 Waitakere City Council commissioned a report and weed management plan (the plan) for the Te Henga Wetland. This plan lists weeds of concern, provides recommendations for control, and prioritises the work programme.

The joint funding of this project by the three Councils reflects the complexity and size of the issues facing the wetland, the awareness that complete eradication requires a high level of coordination and the realisation that individual landowners within the catchment do not have the resources to fully support such a large scale conservation initiative.

The weed control in the Te Henga wetland has been coordinated by Waitakere City Council since 1999 on behalf of Waitakere City Council, Rodney District Council and Auckland Regional Council with the agreement and approval of the landowners who own the majority of the wetland. The decision on which methods of weed control to employ has been made by Waitakere City Council in consultation with the wetland landowners and the Bethells Valley community, and with approval from the other two contributing Councils.

STRATEGIC CONTEXT

Te Henga Wetland is recognised as a Protected Natural Area in the Waitakere City District Plan. The Protected Natural Area Programme survey report for the Waitakere Ecological District recommended the area for protection, having important landform, vegetation, wildlife and visual landscape characteristics.

The Green Network Strategic Platform in the Long Term Council Community Plan 2006-2016 includes Te Henga as an important landform in the City. One of the tasks listed under this platform includes establishing an inclusive process to manage and protect Te Henga Wetland.

The Waitakere Wetland is the largest freshwater wetland in the Auckland Ecological Region. The Auckland Regional Council identifies Te Henga - Wainamu Area as being of national importance in its Regional Policy Statement, as it is of national importance for wildlife species with a high diversity of freshwater wetland plant and bird species.

ISSUES

Work Programme

The proposed work programme would begin with aerially mapping the willows in Te Henga Wetland, preferably in December 2006 or January 2007 prior to any aerial spray control. Mapping will provide an accurate picture of areas suitable for boom spraying, and which areas will need spot spraying. Once the willows are mapped, a weed control work programme will be determined, resource consent will be applied for and an accurate budget for a spray programme can be determined. It is proposed that the Mokoroa Arm would be sprayed in early summer 2007. Follow up spraying would be required in 2008 or 2009.

Resource Consents

- **Waitakere City:** The Mokoroa Arm is not in Waitakere City so no resource consents will be required from Waitakere City Council;
- **Rodney District Council:** The three properties that make up the Mokoroa Arm are in Rodney District. They are all zoned landscape protection so no resource consent will be required for the removal of vegetation. Modification of a wetland greater than 100m² is a restricted discretionary activity. As the purpose of this work is to restore the wetland to a more natural state there should not be any issues with this consent process;
- **Auckland Regional Council:** The discharge of chemicals onto land or into water by any method other than handheld application is a Permitted Activity subject to conditions. These conditions include preparing a spray plan and notifying adjoining neighbours and upon request any potentially affected party. The property owner does not need the approval of neighbours to apply spray to private property, but notification is required. Another condition is that no spray drifts beyond the boundary of the premises where application is occurring.

Consultation

Consultation with the landowners who own the parts of the wetland that make up the Mokoroa Arm has been undertaken. There are three landowners in the Mokoroa Arm. All have given their support to the proposal to use a helicopter to spray the willows. Two of these property owners attended the public meeting to openly state their support for the proposal.

Another 15 immediate neighbours who own portions of the wetland were visited or phoned to gauge their opinion on the proposal. All gave their support for the proposal to spray in the Mokoroa Arm. Three of these people have reservations about the proposals and would not have wanted spraying to occur on their land. All agreed to a helicopter flying over their property to map the vegetation prior to a spray event.

An Open Day was organised by Waitakere City Council and held on the 30th of September 2006 at the Bethells Fire Station. Around fifty people attended on the day and discussions were held on the issues community members had with the proposal.

Submissions were called for and received. 51 submissions have been received. 55% were against the proposal and 45 % for the proposal.

A public meeting was organised by the Bethells / Te Henga Community Group and held at the Bethells Surf Club on 23 November 2006. Around 30 public attended and eight speakers covered the issues the community had about the proposal. Feedback forms were available at the meeting for further submissions from those attending the meeting. This information will be tabled at the meeting. The majority of people attending the meeting were in support of the proposal.

A meeting was held with a representative of Te Kawerau a Maki to discuss this proposal. There were no major issues noted. An agreement to keep Iwi informed of progress and to provide details of the work programme was made.

Community Concerns

The issues raised in the submissions and at the public meeting were similar to those raised on the open day and these are discussed below.

Swimming in the water hole after spraying

A 24 hour with-holding period is recommended after a spray application. Water testing will be undertaken in the swimming hole immediately, 24 hours, 48 hours and one week after spraying to detect glyphosate residue, and the degradation products glufosinate and AMPA. A water flow test will also be carried out to determine the flow rate of water through the Mokoroa Arm which will determine the time any herbicide residue is in the water of the wetland down stream of the spray area.

Spray signage and notification is not good enough

There was some concern that signs are only out while spraying is in progress and until the 24 hour with holding period is complete. Due to this concern the contactors now leave the signs out for one week following herbicide use. A mailing list has been created of people who have contacted Council about this proposal. These people will be sent updates on the spray programme as the work progresses.

Spray drift onto neighbouring properties

A56 Some people were worried spray drift would deposit herbicide on their roof, and they collect water for drinking from the roof. The helicopter operators at the public meeting provided information to show that spray drift will not reach the roof of any house due to the way the herbicide is sprayed. The droplets are large and fall like a curtain of water directly onto the trees below. The experience of the Department of Conservation was also shown, with clear lines thirty meters apart in a trial in the Kopuatai Wetland within the wetland (attached at page A56).

The nearest house in Waitakere City to the spray site is approximately 600 meters away, and the closest house in Rodney District is approximately 1200 meters away from the Mokoroa Arm. Both of these property owners have given their permission for the helicopter application to go ahead.

Alternative methods need to be considered

Drill and inject and manual foliar spray is the only alternative method, and this is impractical in the Mokoroa Arm due to the access and safety issues and the costs associated with this labour intensive method. Cost estimates show that it would take around 43 years to complete the Mokoroa Arm using this alternative method and with the current budget.

Herbicide safety

Glyphosate is approved for use in New Zealand by the Environmental Risk Management Authority. An Environment Court case in the Hawke's Bay accepted that a helicopter was the safest and most effective method for removing willow and was satisfied that the adverse effects of the herbicide would be limited to the willows and that eels in the lake would be safe to eat. Glyphosate is approved for use by Waitakere City Council, Auckland Regional Council and Rodney District Council.

Reports were presented on the effects of herbicides on people and other organisms. The major weakness of these reports is that the effects noted in the experiments or field observations are dependent on the brand of glyphosate used and the other additives or surfactants also used in each case. The surfactants added to the active ingredient glyphosate are the more toxic product to other organisms. This was an important point raised at the public meeting and further research will be undertaken to ensure the products used in the Mokoroa Arm are the least toxic effective products available. The Bethells community will be informed of the choice of products to be used in the wetland.

Aerial Spray Method

Aerial spraying of willows is not a new technique. It was used by the Department of Conservation in the Whangamarino Wetland as early as 1986. Aerial spraying of willows is still carried out in the Whangamarino Wetland and the Kopuatai Swamp in the Waikato by the Department of Conservation. Aerial spraying has also been used by the Auckland Regional Council this year to control pampas at Whatipu and South Head. In both cases the method was very effective at killing the target pest plant, with little off target damage. Experience in Waikato, Hawkes Bay and Auckland shows that aerial spraying has a high success rate and a low non target kill rate.

Aerial spraying is a technologically advanced method of vegetation control. On board computers run an aerial navigation software system called differential GPS, and the use of low drift nozzles allow for highly accurate spraying. Two passes are used, with a half overlap in the opposite direction. Print outs can be supplied to show exactly the areas that have and have not been flown. Portable weather stations allow the aerial spray operator to identify the best conditions to spray, and provide a record of what the weather was like when spraying occurred. Aerial spraying is commonly used in forestry, for tasks such as spraying pampas grass amongst pine trees.

Monitoring

Vegetation monitoring plots will be established in the wetland to monitor the results of the aerial spray work. The effectiveness of the aerial spray programme on the willows will be measured. Any effects on non-target vegetation will be assessed, and the success of natural native regeneration evaluated.

Replanting

Replanting should not be necessary following willow control as an understory of native plants and groundcovers already exists under the willow trees. There are also good native seed sources in the adjacent native bush which will supply seeds for the newly available habitat. These native plants will take back the space occupied by the willow trees, returning a native vegetation mix to the wetland.

RESOURCES

Rodney District Council and Waitakere City Council both contribute \$10,000 per annum for crack willow control in Te Henga Wetland. The Auckland Regional Council also contributes \$10,000, for the control of other environmental weeds in the wetland, such as Mexican water lily and alligator weed.

Based on the cost of past contracts, drilling and injecting the Mokoroa Arm of the wetland could cost \$850,000, which at current levels of funding will take a further 43 years to complete. As stated, access to the crack willows in the wetland adds greatly to the cost of this method.

The cost estimates for aerial spray are around \$50,000. This figure can be given accurately once an aerial map of the wetland has been produced. Even doubling this estimated figure makes the aerial spray method extremely cost competitive.

There will be additional costs with the aerial spray method, such as establishing and measuring vegetation monitoring plots, landowner consultation, and contingency costs. However, it can be seen that aerial spraying is still very cost competitive compared to the existing methods of control.

No additional funds are required for a work programme involving aerial spraying the Mokoroa Arm with a helicopter. The 2006-2007 budget of \$30,000 can accommodate the public consultation costs and mapping the wetland. The 2007-2008 budget can cover the vegetation monitoring plots and the initial spray by a helicopter. The only implication would be less drill and inject of crack willow in the main channel of the wetland in 2007-2008. However, as the floating water weeds are now mainly controlled and only require follow up this reduction in crack willow control will be minor. The follow up in 2008 or 2009 would also be included in the existing budget of \$30,000, with less drill and inject of crack willow in the main channel compensating for this work.

CONCLUSION

Te Henga Wetland is the largest freshwater wetland in the region and is of national importance for wildlife species with a high diversity of freshwater wetland bird species and native vegetation. Willows have invaded the wetland, blocking streams, increasing the risk of flooding, and forming dense stands, totally excluding native vegetation.

Individual landowners within the catchment do not have the resources to fully support such a large scale conservation initiative, and complete eradication of willows will require a high level of coordination and for every landowner to be involved.

The current drill and inject manual control of willows in the wetland is slow and expensive, the longer it takes the more willow stems there will be to kill in total.

Aerial spraying is a technologically advanced method of vegetation control, and is a cheaper alternative method. Aerial spraying of willows has been used by the Department of Conservation and recently by the Auckland Regional Council to control pampas. In both cases the method was very effective at killing the target pest plant, with little off target damage.

Community consultation has been undertaken with landowners and the wider community and the majority are in support of the proposal. Issues raised by the community can largely be addressed by proper planning of the spray programme, ongoing communication with the local community and notification of the spray programme in early summer of 2007.

RECOMMENDATION

That the Consultation on a Proposal to Spray an Area of Willows in Te Henga Wetland report be received.

Report prepared by: Jacki Byrd, Parks Ecology and Policy Co-ordinator.



11 CORBAN ESTATE FUTURE DEVELOPMENT REPORT

PURPOSE OF THE REPORT

The purpose of this report is to present an overview of the stages and decisions required from the City Development Committee to finalise and implement the concept plan for the Corban Estate.

BACKGROUND

The redevelopment of the Corban Estate is a substantial undertaking for the Council over the next few years. The Council has previously identified this area as the cultural centre piece for the City, an arts, cultural and heritage precinct. A multi-faceted draft concept plan was prepared in 2004. This plan included the development of a performing arts centre as a key feature of the Estate.

Since June 2006 officers have been in discussions with Unitec with the view to their School of Performing and Screen Arts and School of Design relocating to the Corban Estate. This has added impetus to the concept plan review. A revised concept plan is currently being prepared in conjunction with Unitec and the Corban Estate Arts Centre (CEAC).

Officers are currently taking reports to different Council Committees depending on the topic and the decision required.

STRATEGIC CONTEXT

The strategic platforms applicable to this project are:

Urban and Rural Villages - The Corban Estate is on the edge of the Henderson town centre. The redevelopment of the Estate will have a significant impact on the town centre and will act as a destination for visitors and a source of local jobs. This will contribute to the creation of a thriving place where people can live work and play.

Strong Communities - As the Estate is developed there will be a range of people that will be attracted to the site for employment, education and recreation.

Strong Innovative Economy - The future development of the screen and film industry in Henderson will be closely linked to the establishment of the School of Performing and Screen Arts and School of Design. These Schools are likely to be the source of the future employees in this industry.

Green Network - The corridor around the Opanuku Stream provides a green buffer to the Estate and a means to create a destination at the Estate as part of the expanded green network that extends across the City.

ISSUES

This project will span more than a single financial year. There is a range of decisions to be made which fall under different committees within the Council according to the scope of their delegation. Generally the delegation of decisions is suggested as follows:

Reporting Framework

Committee	Delegation	Decision
City Development Committee	To set and oversee the strategic direction of the City, by developing policies city-wide and oversee development projects such as Corban Estate, Regional Strategic Roles, Other strategic direction.	Receive regular updates on the development of the over all concept plan. Approve the final concept plan and concepts for any buildings on the site.
Finance and Operational Performance Committee	Overview operations and service delivery LGA 2002 Audits Business units Financial Asset management Funding, borrowings and investment	Review the business case and costs for the implementation of the various components of the concept plan and sub-projects including the performing arts centre, Pacific Island Arts and Cultural centre.

Committee	Delegation	Decision
Arts , Events and Cultural Special Committee	Recommend to City Development Committee Policy on Arts, Events & Sister Cities Citywide Events Monitoring Statements of Intent, Business Plans and performance agreements	Overview of the operational aspects of the Estate, the management of the key tenants (CEAC and PIAC) and direct leasing to other tenants (trams etc)
Planning and Regulatory	Building Act and code DP changes Appeals RMA Statutory processes	All buildings will need resource and building consent. Depending on the nature of the proposal and the conditions placed on the consents these may need a hearing to decide the application and there is the possibility of appeals to the Environment Court.
Project Special Committee	Recommend to City Development Committee Waitakere Central etc. Heritage Sites Property renewal and upgrade Any other council projects referred by the City Development Committee	Overview of the construction phase of the different components and sub projects such as the performing arts centre
Tenders Committee	Any call for tender of contractors over \$150,000 where tender may be awarded to other than the lowest tender	A robust tender process for the buildings proposed on the Estate will ensure that the Council meets its requirements under the LGA 2002

RESOURCES

There is a capital expenditure budget in the Long Term Council Community Plan 2006-2016 comprising:

- Link Bridge - \$ 5,145,000
- Performing Arts Centre - \$14,544,000
- Pacific Island Centre - \$ 3,259,000

There is also budget in the 2006/2007 Annual Plan of \$ 145,000 for concept design work.

The budgets were prepared on the basis that Council would not fund the total Estate development but rather there would be a major contribution from an anchor tenant, commercial development and fundraising.

The primary resources for this project are with the City Development and the Arts Sections. These Sections are supported by a cross Council project team that will vary depending on the nature of specialist advice required for any particular part of the project. Some resources and budget are with the City Services area in relation to the management of the basketball courts.

CONCLUSION

The development of the Corban Estate is a very important project to the Council. It is a substantial undertaking that has many components and associated sub-projects. Due to the complexity of the project there is no single committee within the Council that has delegation to decide on all matters. However, the primary Committee with responsibility for the early stages of the project is the City Development Committee. This report sets out a framework for the decision making process and suggests which Committee each matter should be directed to.

RECOMMENDATIONS

1. That the Corban Estate Future Development report be received.
2. That the above reporting framework be adopted for the redevelopment of the Corban Estate project.

Report prepared by: Yvonne Rust: Group Manager City Development.



12 **WAITAKERE RANGES AND FOOTHILLS PROTECTION PROJECT - WORK PROGRAMME UPDATE**

PURPOSE OF THE REPORT

The purpose of the report is to provide the City Development Committee with an update on the Waitakere Ranges and Foothills Protection Project work programme. In addition, approval is sought for the allocation of the Heritage Area rural economic development funding contained in the 2006/2007 Annual Plan.

BACKGROUND

In 2003 the Council initiated the Waitakere Ranges and Foothills Protection Project. Protection of this area was always perceived as requiring a range of regulatory and non-regulatory tools. The Waitakere Ranges Heritage Area Bill is a fundamental cornerstone of this package of protection and has taken precedence in development (a separate report on the Bill accompanies this report). In addition a number of non-regulatory projects have also been initiated to support and complement the Bill.

Historically, the heritage importance of the Waitakere Ranges has long been recognised. In its current context the natural and rural character of the Ranges and foothills are highly valued by the regional community and the resident community of about 21,000 people. Its character transcends tenure and covers 27,500 ha of both public and private land. For Waitakere the area contains defining features of the City. Extensive community consultation was undertaken through the project, highlighting four key issues:

- weeds and animal pests;
- subdivision and development;
- visitor impacts;
- cultural heritage.

It has also become especially apparent during the consultation that the proactive retention of a band of rural land between the urban area and the protected parkland is strategically important to the City. From this consultation, a programme of work has been developed to respond to the issues raised.

STRATEGIC CONTEXT

The protection of the Ranges and foothills is a central objective of the "Green Network" Platform of the City's Long Term Council Community Plan 2006-2016. The restricted growth and protection of this area is part of the City Growth Strategy and the corollary to the urban intensification objectives of the Council. As the urban city intensifies, the strategic importance of the unspoiled coast, the protected Ranges and the rural foothills will grow.

The Waitakere Ranges Heritage Area Bill is a policy framework, providing key guidance on the management objectives and outcomes sought for the area. It is within this context that any non-regulatory projects are developed. In particular, the Bill provides new mechanisms to facilitate the land use transition of this area. The Bill recognises that the Heritage Area is a place that people live and work, and provides for the transition to future rural use. Clause 9 of the Heritage Bill sets out the objectives for the Heritage Area, with the two key objectives regarding this report listed below being:

- Recognising that people live and work in the Heritage Area in distinctive communities and enabling them to provide for their social, economic, and cultural wellbeing;
- Providing for future rural uses in order to retain a rural character.

ISSUES

A number of projects have been initiated to act as a mutually reinforcing package of protection for the Ranges and Foothills alongside the Bill. These included:

- Heritage Area rural economic development;
- Joint Visitor Strategy (with Auckland Regional Council);
- Neighbourhood-based initiatives for ecological restoration;
- North-West Wildlink;
- West Coast Plan Liaison Group's Community Information Pack;
- Dalmatian Cultural project;
- Te Kawerau a Maki marae.

Heritage Area rural economic development

The Waitakere Ranges Heritage Area Bill defines the overall objectives for the area, thereby establishing the policy framework for any future rural economic activity. The Bill is essential in providing the parameters within which rural economic development can occur.

While orchards, market gardens (including glasshouse horticultural production), pasture, forest and vineyards remain a feature of the Waitakere Ranges foothills and rural countryside, they have become increasingly less economically viable. The area has experienced a decline in productivity and increased pressure for subdivision.

A critical issue facing the Heritage Area is the land use transition to new future uses. The transition to be made is from being a rural area with a mixture of obsolete and innovative land uses (but in many ways blighted by expectations of urbanisation) to a new rural character. The "new" rural foothills should attract innovative and mixed uses and enterprises that are rural in scale, intensity and character and identifiably different from the neighbouring metropolitan urban area, and from the protected bush areas of parkland.

The strategic task today is managing the transition to future rural uses, rather than necessarily protecting the existing uses. The strategic intent is to protect a rural character rather than the existing rural character.

A57-A107

Brookfields Consultants Limited were commissioned to investigate the regulatory processes and strategic/policy environment that rural economic development initiatives go through in order to identify barriers, gaps and opportunities (report attached at pages A57 to A108). Key recommendations identified in the draft report include:

- Continue submissions to the draft Auckland Regional Policy Statement regarding the constraining definition of urban development in rural areas;
- Pre-application support - provide resource consent applicants and specific promotional and support information around rural economic development;

- Development of an economic profile/survey for rural Waitakere;
- Establish a vision/strategy for economic development in rural Waitakere.

A programme of work is recommended to support the policy intention of the Bill and aims to foster and enable the land use transition to future uses. The scope of the work programme includes:

- Pre-application Support - provide specific advice to business wishing to establish in the Heritage Area, particularly focussing on location, scale and design. The extension of this work is being encapsulated within the Local Area Management Plans development work;
- Identifying the process barriers and opportunities to rural economic development - Brookfields Consultants Limited report on Process Barriers to Rural Economic Development - \$4,000 contribution;
- Rural Economic Development Vision for the Heritage Area - a review of Waitakere City's Economic Development Strategy work is about to commence. Rural economic development will be incorporated into this work;
- Develop a rural economic profile/survey including initiation of a business and employment monitoring programme. A summer student is to be engaged to forward this work - \$3,000;
- Heritage Area Rural Economic Forum - facilitate a community process to provide networking, sharing of ideas and case studies of places successful in transitioning to new innovative land uses - \$5000;
- Business Incentive Fund - to enable case studies of innovative enterprise developments that demonstrate the future uses potential within the Heritage Area - \$18,000.

It is proposed that the following criteria be used in determining the distribution of the Business Incentive Fund. Projects do not necessarily need to meet all criteria:

- Demonstrates innovative transition to future land uses;
- Enhances economic livelihood and retains a rural character;
- Incorporates innovative location, scale and/or design features;
- Consistent with the objectives of the Waitakere Ranges Heritage Area Bill;
- Demonstrates an effective business plan.

Joint Visitor Strategy

As reported to the City Development Committee's September meeting, a joint visitor strategy is being developed with the Auckland Regional Council (ARC). At that meeting the Committee resolved to support the development of a joint strategy and nominated Deputy Mayor Stone and Councillors Hulse and Cooper to participate on a joint political steering group. Currently officers from the Council and the ARC are finalising the project plan, including developing a community process. The scope of the project and structure of the community process will be presented to the political steering group's first meeting, planned for February 2007.

In addition, the Auckland Regional Council has recently advertised a partial review of the management plan provisions that relate to visitor management. A verbal update will be given on any proposed submission on this matter.

Neighbourhood Restoration Initiative

Working within a neighbourhood, this project aims to connect neighbours to develop and implement a restoration vision and plan for an area. Currently the Council reactively responds to individual community based restoration initiatives, with efforts scattered throughout the Heritage Area. This does not respond to the interrelated nature of weeds and restoration, often leaving individual efforts unsupported beyond their own property or area. This project seeks to support neighbourhoods to connect and coordinate their efforts collectively. The project is focussed on developing and implementing new knowledge and best practise, and is framed as a pilot, learning project. To date, a research report has been developed identifying best practise which is being used to prepare the implementation plan for the project. Officers are currently working with the Henderson Valley Residents Association to identify the pilot neighbourhood.

North-West Wildlink

The North-West Wildlink is an ecological corridor linking the Waitakere Ranges to the Hauraki Gulf Islands. This is a regional partnership involving Auckland Regional Council, North Shore City Council, Rodney District Council, Waitakere City Council, Forest and Bird and the Department of Conservation. Work to date includes the signing of the North-West Wildlink Accord that formalised the relationship between the partners, the holding of the first community forum in April 2006, and a regional planting day at Raroa, Whangaparoa in September 2006. Planned projects for 2006/2007 include a community education day, community-based monitoring initiative, development of a website, and regional planting days including one at Sunnyside in mid 2007. A more detailed report will be brought to the City Development Committee in February 2007.

West Coast Plan Liaison Group's Community Information Pack

Having audited the actions achieved to date through the West Coast Plan, the West Coast Plan Liaison Group initiated the development of a community information pack to be distributed to all households in the Heritage Area. Information will include restoration and pest and weeds advice, resource consent advice, best practise technology e.g. for stormwater and community information e.g. community groups etc. The group is currently scoping what information will be included in the pack, what form it will take, and potential funding options.

Dalmatian cultural project

There is a long history of Dalmatian families and culture within the foothills, including associations with the rural activities that were and are currently undertaken there. This has contributed substantially to the character of the area. As noted in the Long Term Council Community Plan 2006-2016, the support of culture is an important component of making a vibrant and attractive city, as well as providing a means for the community to express a sense of self and place. In recognition of this, officers are currently scoping what opportunities exist to acknowledge and support this long history within the area.

Te Kawerau a Maki marae

As acknowledged within the District Plan, Te Kawerau a Maki are tangata whenua of Waitakere, who hold manawhenua (customary authority) within the city. Discussions are currently being held with Te Kawerau a Maki regarding the establishment of a marae within the Bethells/Te Henga area. A perspective vendor has been identified and is also in discussions with officers.

RESOURCES

Resources for these projects are incorporated into the Council's 2006/2007 Annual Plan.

- Heritage Area rural economic development - \$30,000;
- Joint Visitor Strategy (with Auckland Regional Council) - \$25,000;
- Neighbourhood-based initiatives for ecological restoration - \$59,000;
- North-West Wildlink - \$10,000;
- West Coast Plan Liaison Group's Community Information Pack - \$5,000;
- Dalmatian cultural project - \$5,000 for scoping;
- Te Kawerau a Maki marae - \$25,000.

CONCLUSION

A number of projects have been initiated to support and complement the Waitakere Ranges Heritage Area Bill in the protection of the Ranges and Foothills. These projects include:

- Heritage Area rural economic development;
- Joint Visitor Strategy (with Auckland Regional Council);
- Neighbourhood-based initiatives for ecological restoration;
- North-West Wildlink;
- West Coast Plan Liaison Group's Community Information Pack;
- Dalmatian cultural project;
- Te Kawerau a Maki marae.

Of particular interest is the Heritage Area rural economic development project. The mix of rural uses historically associated with this area have experienced ongoing economic decline, resulting in increased pressure for subdivision. However, this area has limited capacity to absorb additional subdivision without impacting on its rural character. The strategic challenge today is to manage the transition of this area from its traditional land uses to new innovative future rural uses. The intent is to protect **a** rural character rather than **the existing** rural character.

A programme of work has been established to support the transition to future rural use in the Heritage Area that is both economic and protective of the area's rural character. The proposed Heritage Area rural economic development work programme consists of:

- Pre-application Support - provide specific advice to business wishing to establish in the Heritage Area, particularly focussing on location, scale and design. The extension of this work is being encapsulated within the Local Area Management Plans development work;
- Identifying the process barriers and opportunities to rural economic development - Brookfields Consultants Limited report on Process Barriers to Rural Economic Development - \$4,000 contribution;
- Rural Economic Development Vision for the Heritage Area - a review of Waitakere City's Economic Development Strategy work is about to commence. Rural economic development will be incorporated into this work;
- Rural economic profile/survey including initiation of a business and employment monitoring programme. A summer student is to be engaged to forward this work - \$3,000;

- Heritage Area Rural Economic Forum - facilitate a community process to provide networking, sharing of ideas and case studies of places successful in transitioning to new innovative land uses - \$5000;
- Business Incentive Fund - enable case studies of innovative enterprise developments that demonstrate the future uses potential within the Heritage Area – \$18,000.

Approval is sought for the allocation of the \$30,000 budget for the Heritage Area rural economic development work as described above.

Approval is also sought for the following criteria to be used in determining the distribution of the Business Incentive Fund. Projects do not necessary need to meet all criteria:

- Demonstrates innovative transition to future land uses;
- Enhances economic livelihood and retains a rural character;
- Consistent with the objectives of the Waitakere Ranges Heritage Area Bill;
- Incorporates innovative location, scale and/or design features;
- Demonstrates an effective business plan.

RECOMMENDATIONS

1. That the Waitakere Ranges and Foothills Protection Project – Work Programme Update be received.
2. That the City Development Committee approve the proposed Heritage Area rural economic development work programme and funding allocation for 2006/2007.
3. That the City Development Committee approve the criteria to be used to allocate the Business Incentive Fund.

Report prepared by: Kim Morresey, Strategic Partnerships Advisor, Environmental.



13 SUNDERLAND SCHOOL - REQUEST TO USE COUNCIL SPORTS FACILITIES

PURPOSE OF THE REPORT

The purpose of this report is to consider the options available to Council in respect of Sunderland School's (the school) request to use Council's sports facilities for the outdoor activity component of its curriculum.

BACKGROUND

The school approached Council around August 2006 requesting the use of Council's sports facilities including the Douglas Track and Field and associated fields numbers two and three at Waitakere Stadium (the Stadium), and other basketball, netball and tennis facilities on which to provide all of its outdoor activities that are required in its curriculum.

The school has taken a lease of the former Civic Building on Waipareira Avenue. The lease of the premises has not included any sports fields or outdoor facilities.

The Manager of Parks Assets met with the school in October 2006 and discussed the use of Council sports fields.

A timetable of the school's outdoor activity requirements has been requested but at the date of this report has not been received. It is however noted that the school has stated that it only requires use of sports fields on a short term basis for around one year.

It was indicated at that meeting that any options available to Council would be presented to this Committee for a decision to be made by Council.

STRATEGIC CONTEXT

Council's strategic platforms such as Strong Innovative Economy and Strong Communities support local enterprise and economic growth as well as the health and well-being of people within the City.

The existence of a private school within the City also helps the City to meet strategic platforms such as Strong Innovative Economy by retaining students and families within the City.

ISSUES

The following issues have been considered in terms of the school's request.

1. Consideration of Available Facilities.
2. Requirements of Reserves Act 1977.
3. Other Local Authorities - Arrangements with Schools.
4. Proposal - Sports Facility Agreement.
5. Other Options Available to Sunderland School.

These issues are set out below in more detail:

1. Consideration of Available Facilities

1.1 Waitakere Stadium - Sports Fields

The school initially requested the use of the sports fields at Waitakere Stadium. It has however been indicated to the school that these fields are top grade premier sand fields. The fields are used by premier grade sports teams and are maintained to a high level. As such these fields are not available for on-going use by schools. The use of these fields is not considered further in this report.

It is noted, however, that the school is able to book the fields at the Stadium for special school events in accordance with the booking policy for the fields and in the same way other schools are able to book these fields.

1.2 Te Atatu South and Henderson Park - Sports Fields

The sports fields at Te Atatu South Park and Henderson Park are the only fields within the City that have capacity for additional use. All other sports fields are at maximum capacity.

The fields are lower grade soil fields and are currently used for club training. The fields require less maintenance than sand fields as they are mainly used for training purposes.

The capacity for these fields is on average 10 hours per week, depending on the quality of the fields and maintenance. Also, the fields are closed for maintenance purposes for a period of eight weeks in each year between the winter and summer seasons.

Any use of these fields would need to be in accordance with the Reserves Act 1977 as the sports fields on each park are classified as recreation reserve under that Act (see below).

The use of these fields has been suggested to the school - and no issues were raised by the school.

1.3 Waitakere Stadium - Basketball Facilities

The Stadium manages the operation of the basketball facilities, and all other indoor facilities in the Stadium. Therefore, the school would need to book the courts through the Stadium in accordance with the booking policy for the Stadium.

1.4 Te Pai Park - Tennis and Netball Clubs

The tennis courts are privately operated through the tennis club - any bookings of the courts would need to be made through the club itself.

In terms of the netball courts, the booking system is managed by Council and therefore the school would need to book the courts through Council.

2. Requirements of Reserves Act 1977

2.1 Recreation Reserves

The fields at Te Atatu South Park and Henderson Park are vested in Council as recreation reserve under the Reserves Act 1977. Any use of the fields must therefore be in accordance with the Reserves Act 1977.

The Department of Conservation administers the Reserves Act 1977 and has made some comments on this issue.

2.3 Issues Raised by the Department of Conservation

a) Permanent or Exclusive Use

The Department of Conservation has stated that it has never been envisaged that the Reserves Act 1977 would provide schools with permanent or exclusive use of public reserves and that it is doubtful whether any exception could be considered to this long-standing policy.

The proposal provided in this report however would not be to provide permanent or exclusive use of the fields at Te Atatu South Park or Henderson Park to the school. The proposal is for less than permanent or exclusive use and would be subject to the conditions set out below in item 4.

b) Section 17 Reserves Act 1977

The Department of Conservation has stated that section 17 of the Reserves Act 1977 provides that recreation reserves are for the welfare and enjoyment of the public and that the meaning of "public" does not apply to any exclusive class such as a school.

The purposes of recreation reserves under section 17 of the Reserves Act 1977 are to provide areas for recreation and sporting activities and to provide for the physical welfare and enjoyment of the public.

As noted by the Department of Conservation, the usual meaning of "public" includes the public as a whole and not any specific class within the public.

However, the provisions of the Reserves Act 1977 in respect of recreation reserves allow for any person, body, society or voluntary organisation to use such reserves in accordance with section 53 or 54 of the Reserves Act.

It is considered that any person, body, society or voluntary organisation may be made up of any particular members of the public - and these are not specifically defined by the Act.

c) Section 54 Reserves Act

It has further been stated by the Department of Conservation that leases granted under section 54 of the Reserves Act 1977 in respect of recreation reserves may only be to voluntary organisations for sports and recreation events or to organisations providing facilities for public recreation or enjoyment.

It has been considered, however, that it is not appropriate for Council to grant a lease in these circumstances - in which case Council will not be required to comply with the provisions of section 54, such as the obtaining the consent of the Minister of Conservation.

Conversely, it is considered that an agreement under section 53 of the Act will provide the school with appropriate use of the fields without providing any rights of tenancy that occur under a lease, as set out in item 4 below.

d) Not Aware of other Schools Relying on Reserves

The Department of Conservation has said that it is not aware of any school relying on reserve land solely to meet its open space requirements. As noted below in 3, some other schools have existing arrangements to use reserve land.

3. Other Local Authorities - Arrangements with Schools

The other local authorities within the Auckland region have the following arrangements or policies in respect of schools.

- Manukau City Council's sports parks management policy states that sports parks are not available for regular permanent or exclusive use by schools. School use of sports parks for recreational activity is limited to occasional bookings and special events;
- Auckland City Council has advised that it has a number of historic arrangements with public schools for regular use of some of its lower grade fields. Auckland City also has some partnership arrangements with schools where it contributes to either the land or development costs and or maintenance costs. The fields are then available for use by the public outside of school use;
- Rodney District Council has advised that it has entered into an arrangement with Wentworth College, a private school for the regular use of a reserve in Gulf Harbour, Whangaparaoa Peninsula. The Department of Conservation is currently reviewing this arrangement in terms of compliance with the Reserves Act.

4. Proposal - Sports Facility Agreement

4.1 Sports Facility Agreement - Section 53 Reserves Act 1977

It is recommended that where Council resolves to enter into an arrangement with the school that such agreement is made under section 53 of the Reserves Act 1977 - rather than granting a lease to the school in respect of the fields.

Section 53 of the Reserves Act 1977 permits Council in respect of a recreation reserve to enter into an agreement with an organisation for the use of the reserve or any part of the reserve on the following terms:

- a. the agreement must not be longer than 10 years;
- b. no buildings are permitted to be constructed or situated on the reserve (unless approved by the Minister of Conservation); and
- c. any exclusive use of the reserve must not be for more than six consecutive days.

In terms of these requirements, the school has stated that it requires the fields on a short term basis. There has been no indication in respect of building any facilities on sports fields and it is understood that the fields would not necessarily be used every day of the week.

In terms of Council's position in respect of the Department of Conservation, it is considered that Council is permitted to enter into an agreement with the school under section 53 of the Reserves Act 1977 - and consent of the Minister of Conservation is not required under this section.

Therefore, provided that the school does not have permanent and exclusive use of the fields (which is not proposed by this report) and that the school's use is subject to the conditions set out below, then such use is permissible under section 53 of the Act.

4.3 Additional Conditions of Agreement

An agreement under section 53 of the Act would need to comply with the requirements set out above - and it is recommended that the following conditions are imposed (as well as the usual legal conditions in a contractual arrangement):

- a. that any use of the fields is subject to the priority booking policy;
- b. that priority is given to use by sports clubs and community groups; and
- c. that Council can terminate the agreement at short notice in certain circumstances such as where sports clubs require greater use of these fields in the future.

It is proposed that an agreement would be negotiated with the school and the terms of that agreement would be brought back to the City Development Committee for approval.

4.4 Proposed Fees

It is proposed that the fees that would be charged to the school as part of the above agreement would be greater than the existing fees charged for casual users - and are set out in table "a" below.

The fees are intended to reflect the regular and on-going use of the fields and therefore the increased maintenance costs. It is also considered appropriate for the fees to include a percentage of the costs of capital given the proposed regular and on-going use of the facilities by the school. It is proposed that Council would not subsidise the use of the fields.

It is recognised that there may be some movement in determining the actual fees.

a) Standard User - Per Hour - Soil Fields

Cost of capital	\$75
Cost of maintenance	\$30
Total Costs	\$105

The cost of capital is based on 8% of the average capital cost per field where the available hours per year per field are 1,424 hours.

b) Existing Fees - Casual Users

Per Hour - Sand Fields

Standard user	\$60
Community (20% discount)	\$50
Not for profit/charity (40% discount)	\$40

Per Hour - Douglas Fields

Standard user	\$100
Community (20% discount)	\$80
Not for profit/charity (40% discount)	\$60

Please note that the fees set out above for the sand fields and the Douglas field are the subsidised fee - which is 50% of actual costs.

5. Other Options Available to Sunderland School

5.1 Developing other Sportsfields

Two other options have been considered in terms of the possibility of the school developing its own sports fields or in conjunction with Council. These are suggestions only and have not been considered any further by Council. The issues were raised at the meeting with the school in October 2006 – but discounted by the school on the basis of funding issues. These are outlined below.

a) Te Atatu South Park - Acquisition/ Partnership

There is currently potential to develop one or two fields adjacent to the park. The land is owned by a developer and is part of a wider plan to develop into residential housing. It is considered that there may be potential to purchase the land by the school provided that this occurs in a short time frame. It is understood that resource consents have been applied for and are currently being processed.

There is also a possibility that Council could consider entering into a partnership arrangement under its Facility Partnerships Policy in order to develop the fields.

b. Henderson Park - Acquisition/Partnership

There is possibly potential to develop one or two fields on Council owned land on Henderson Park. This would involve the school purchasing approximately eight residential properties adjacent to the park on Wilscher Crescent at approximately \$300,000 each at a total cost of \$2.4 million. In addition the cost of developing each field is possibly around \$200-300,000.

5.2 Affiliation with Other Clubs

It is noted that there are sports clubs within the city that may be interested in affiliating with the school. The school would need to determine appropriate clubs and make contact with those clubs. If there were any leasing arrangements between Council and the relevant club, the terms of the lease would need to be considered by Council.

6. Decision Making Process

The options set out above have been considered in accordance with the requirements of sections 76, 77, 78, 80, 81 and 82 of the Local Government Act 2002.

RESOURCES

There are no resource implications in relation to the proposal set out in this report apart from staff time to negotiate and prepare an agreement with the school.

CONCLUSION

In respect of Sunderland School's request to use sports fields owned by Council it is noted that the only available fields are those at Te Atatu South Park and Henderson Park. These fields are classified as recreation reserve and are therefore subject to the Reserves Act 1977.

It is considered that Council may enter into an agreement with Sunderland School under section 53 of the Reserves Act 1977 for the use of such sports fields. It is proposed that where such an agreement was entered into that Council would impose the conditions outlined above onto the school's use of the sports fields. Such an agreement has been suggested to the school - and no issues were raised by the school.

Sunderland School's request in respect of basketball facilities, tennis and netball courts would need to be directed, respectively, through Waitakere Stadium, the tennis club at Te Pai Park and Council in respect of the netball courts and such bookings would be made in accordance with the current booking policies.

In addition, it may be appropriate for the school to affiliate with appropriate sports clubs within Waitakere City which would reduce the school's need for the proposed arrangement with Council. The school may consider this option as it chooses and Council's only involvement would relate to leasing arrangements with the clubs, if any.

RECOMMENDATIONS

1. That the Sunderland School -Request to Use Sports Fields report be received.
2. That it be recommended that the Chief Executive Officer be given authority, subject to 3 below, to enter into an agreement with Sunderland School pursuant to section 53 of the Reserves Act 1977 for the use of the sports fields at Te Atatu South Park and/or Henderson Park which will include the following conditions:

- a. that any use of the sports fields is subject to the priority booking policy;
 - b. that an appropriate fee in respect of a commercial user be charged for the use of the sports fields;
 - c. that priority is given to use of the fields by sports clubs and community groups; and
 - d. that Council may terminate the agreement at short notice in certain circumstances such as where sports clubs require greater use of these fields in the future or where the school affiliates with a club in respect of the use of its sports fields, if appropriate.
4. That the terms of the agreement in 2 above be approved by the City Development Committee at a subsequent meeting.

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



14 **PROPOSED REVOCATION OF PART OF RECREATION RESERVE AND SALE OF LAND - (RESERVE KNOWN AS WAITEMATA CORNER)**

PURPOSE OF THE REPORT

The purpose of this report is to seek approval from the City Development Committee to revoke the reserve status of part of a recreation reserve, pursuant to the Reserves Act 1977, and to offer to sell part of this land to the owner of an adjacent property.

BACKGROUND

The owner of 10 Frostbite Place, Ranui (the property) has submitted a resource consent application to Council to subdivide the property into 2 lots. As part of that application the owner of the property has requested that Council provide driveway access across the reserve located at the rear of the property (the reserve is known as Waitemata Corner) and onto Waitemata Drive. It is proposed that the driveway will provide access to the proposed new Lot 2.

A108

The reserve was vested in Council as part of a subdivision in 1998. The area of the reserve is 1263 m². The reserve is located on the corner of Waitemata Drive and Swanson Road in Ranui (the reserve) and backs onto the rear of the property as shown on the plan at page A108.

The issues surrounding this proposal are set out below.

STRATEGIC CONTEXT

It is considered that in terms of the requirements of the Draft Parks and Open Space Strategy (19 September 2005) the revocation and sale of part of the reserve will have a minor impact on the reserve and public access to the reserve.

ISSUES

Options

In terms of the request, the following options are considered in this report:

- A109* a) to revoke the parts of the reserve marked A and B on the plan attached at page A109; and
- A109* • to sell to the owner of the property the area marked A on the plan attached at page A109; and
- A109* • to offer to sell to the owner of the property at 14 Frostbite place, Ranui, in the mid-term, the area marked B on the plan attached at page A109; or
- A109* b) to grant an easement to the owner of the property in respect of the driveway area of the reserve as marked on the plan attached at page A109; or
- A108* c) to revoke the entire reserve and to divest the reserve as in (a) and (b) above and to consider divesting the remainder of land in the long-term when a plan has been determined in respect of the intersection at Waitemata corner (area "C" shown on the plan attached at page A108).

Policy Criteria

In determining which option would be most appropriate the policy criteria from the draft Parks and Open Space Strategy dated 19 September 2005 relating to the divestment of parks and reserves has been considered.

Consideration of Policy Criteria

On the basis of the criteria it is considered that:

- there is little amenity value associated with the reserve;
- there is no reserve management plan for the reserve;
- there is no historical or cultural significance associated with the reserve and Council did not acquire the land in any significant way;
- the reserve does not meet any green network or significant public access functions; and
- the market value for the land will be paid by the owner - and the funds will be distributed into Council's reserve fund.

It is therefore appropriate to consider either granting an easement in respect of the driveway or selling part or the whole of the reserve. These options are considered in more detail below.

Options for Reserve

Easement in respect of the Driveway

Pursuant to section 48 of the Reserves Act 1977 it is possible for Council to grant an easement in respect of a reserve. The procedure for granting an easement involves the following.

- Minister of Conservation - obtaining the consent of the Minister of Conservation to grant an easement;
- Consent of Council - obtaining the consent of the Council to grant an easement in respect of the driveway area of the reserve;

- Public Notice following the above approvals - Council to publicly notify the intention to grant an easement in respect of the driveway area of the reserve;
- Registration of Easement - Council to notify Land Information New Zealand of the granting of the easement and to register the easement on the title in respect of the new lot 2.

Revoke and Divest Areas "A" and "B"

The Reserves Act 1977 also enables reserves to be revoked as reserve land. The land, once revoked, could then be offered for sale as freehold land.

The procedure for revoking reserve land is as follows.

- Consult Minister of Conservation - Council is required to consult with the Minister of Conservation in respect of the proposed revocation prior to giving public notice;
- Community Board Approval - to resolve to, subject to any objections, revoke the recreation reserve for the purpose of selling part of the reserve;
- Public Notice following the above approval - Council to publicly notify the intention to revoke the reserve status of the land for the purposes set out above - notice period to close around 10 February 2007;
- Consideration of objections - where any objections to the proposal are received Council would consider the objection and discuss it with the objector. Often objections are withdrawn after discussion. If the objection is not withdrawn then depending on the nature of the objection it may be referred to this Board for further consideration and if not allowed the objection is then referred to the Department of Conservation. In any case where the objection is considered to be without merit it may be referred directly to the Department of Conservation. This approval process may take up to three months and might not be completed before the end of May 2007;
- Gazette Notice - as soon as the above approvals have been provided the Minister of Conservation would be requested to revoke the reserve status of the land by notice in the Gazette.

Revoke Entire Reserve and Divest

A108

This option is to undertake the process of revoking the entire reserve pursuant to the Reserves Act 1977 following the same process above - divesting areas "A" and "B" as set out above and divesting the remainder area "C" as marked on the plan as attached at page A108 in lots.

Other Considerations

Transport Issues

The Planning and Design Manager, Transport Assets has stated that there may be future plans for the intersection of Waitemata Drive and Swanson Road as part of the proposed Western Ring Route. The Planning and Design Manager indicated that the proposals relating to areas "A" and "B" will not impact on any future plans for the intersection but the proposal in respect of area "C" may have some impact. It was, therefore, not recommended to revoke and divest of area "C" without a finalised plan being available in respect of the intersection.

Options - Pros and Cons

Easement in Respect of Driveway

Pros	Cons
<ul style="list-style-type: none"> - Open aspect of reserve will be retained - Public access to whole reserve area would be retained - Easement of value as consent for subdivision without driveway would require removal of part of existing premises 	<ul style="list-style-type: none"> - The value for granting an easement would be less than the value for selling part of the reserve on the basis that it is a lesser estate - Easement would create two smaller reserves either side

Revoke Areas "A", "B" and "C" and Divest Areas "A" and "B"

Pros	Cons
<ul style="list-style-type: none"> - Public access would be retained for area "C" - The sale of area "A" and proposal to sell area "B" means it is possible to tidy up the visual aspects of that end of the reserve through a planting programme to increase the amenity of the reserve using the funds from the sale - By revoking area "C" and considering sale in the long term depending on the planning for the intersection, Council would benefit from the return on the sale of the land into possibly two house lots - The proceeds of the sale will be directed to Council's reserve fund to be used partly to increase the amenity of the reserve by undertaking a planting and landscaping programme 	<ul style="list-style-type: none"> - May take some time to effect a sale of area "B"

Preferred Option - Revoke Areas "A", "B" and "C" and Divest Areas "A" and "B" in Short to Medium Term and Divest Area "C" in Long Term

It is considered that revoking and selling the area of land marked "A" to the owner of the property - with the ability to offer the area marked "B" to the owner of the neighbouring property at 14 Frostbite Place, Ranui will provide the most benefit to Council in terms of the proposed return on the property.

As well, depending on the long-term plans for the intersection, the sale of the area marked "C" would also provide a return to Council for the value of the property. It is not however feasible to divest area "C" until the future plans are determined.

Decision Making Process

The options set out above have been considered in accordance with the requirements of sections 76, 77, 78, 80, 81 and 82 of the Local Government Act 2002.

RESOURCES

Internal staff resources have been used to consider the options set out in the report and will continue to be used to complete the approval process and to prepare the sale and purchase agreement.

CONCLUSION

In respect of the policy criteria outlined above, it is considered that the revocation of the areas marked "A", "B" and "C" of the reserve and to sell the area marked "A" to the owner of the property - with the ability to offer to sell the land marked "B" to the owner of the neighbouring property - will be beneficial to Council in terms of the return on the value of the property.

In addition, the long term plan to divest area "C" will be dependent on the planning for the intersection but the sale of the area would benefit Council in terms of the value of the property.

The reserve currently has little amenity value. Through a sale of the land the funds will be used to increase the amenity of the reserve by landscaping the reserve and undertaking a planting programme.

RECOMMENDATIONS

1. That the Proposed Revocation of Recreation Reserve and Sale of Land report be received.
2. That the Chief Executive Officer be given authority to revoke the reserve status of the reserve in respect of areas "A", "B" and "C" of Lot 1 of Deposited Plan 188680 pursuant to section 24 of the Reserves Act 1977 and to divest of areas "A" and "B" for the purposes of selling the land.
3. That approval in 2 above is subject to any objections received in response to the public notice process and that approval of the Minister of Conservation pursuant to section 24 of the Reserves Act 1977 is obtained.
4. That the Chief Executive Officer be given authority, where it is unlikely for the approval in 3 above to be obtained due to the nature of objections, to grant an easement pursuant to section 48 of the Reserves Act 1977 in respect of part Lot 1 of Deposited Plan 18860 for driveway access to 10 Frostbite Place, Ranui subject to approval of the Minister of Conservation and a public notice process.
5. That it be approved to divest of that area "C" of Lot 1 deposited plan 18860 in the long term where such divestment aligns with future plans for the intersection of Waitemata Drive and Swanson Road and provided that the approvals in 2 above have been obtained.

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



15 GRANDSTAND AT WAITAKERE STADIUM FINAL FORM OF LICENCE AND LEASE

PURPOSE OF THE REPORT

The purpose of this report is to approve the final form of licence and lease proposed to be granted to The Waitakere City Stadium Trust (the Trust) in respect of the grandstand and floodlights to be constructed at Waitakere Stadium.

BACKGROUND

A report was presented to this Committee at its meeting in October 2006. The Committee resolved:

"That the Chief Executive Officer be delegated authority to grant the licence (attached at pages A55 to A93 to the agenda) to The Waitakere City Stadium Trust to construct the grandstand on part of Lot 1 Deposited Plan 103931 (as set out in the licence) which will commence when:

- *the Trust obtains building and resource consents; and*
- *the Trust obtains sufficient funding to complete the project on terms acceptable to it and that on completion of the construction of the grandstand, in accordance with the terms of the licence, a lease be granted to The Waitakere City Stadium Trust in respect of the grandstand, in the form attached in the second schedule of the licence at pages A73 to A90, subject to obtaining the approval of the City Development Committee and the approvals required under the Reserves Act 1977."*

1980/2006

A110-A156 It was agreed that the final versions of these documents would be brought back to this meeting for the Committee's final approval - and are attached at page A110-A156.

In addition, it was stated at that meeting that objections received in response to the public notice process required under the Reserves Act 1977 would be presented to this Committee (see below).

STRATEGIC CONTEXT

The redevelopment of the Waitakere Stadium including the support for the building of the grandstand meets a number of the Council's strategic objectives, namely Strong Communities, Urban and Rural Villages and Strong Innovative Economy.

The grandstand also helps the City to meet strategic platforms such as Strong Innovative Economy by attracting national and internationally significant events into the City.

ISSUES

Licence to Construct Grandstand

The main terms of the licence are as follows.

- The licence provides for the construction of the grandstand and floodlights - which must be completed within two years from commencement or on the completion of the works whichever first occurs;
- There is flexibility in the licence to allow for the possibility of construction of the floodlights not being completed within the term of the licence. The lease allows for the construction and completion of the floodlights on the terms set out in the licence.

The licence will commence when:

- The Trust obtains resource consent; and
- The Trust obtains sufficient funding, in Council's opinion, to construct the grandstand, landscaping and associated construction works - Council is the sole determinant of this condition;
- The licence also provides for the commencement of the lease, which will be granted at the same time as a Certificate for Public Use has been issued in respect of the grandstand (which contemplates that the grandstand may be in use before a code compliance certificate is issued) and is subject to obtaining the approval of the Minister of Conservation.

In respect of the floodlighting, the design concept has not yet been determined and therefore the specific location of the floodlights is uncertain. This will be confirmed however once the resource consent for the floodlighting has been granted and final designs are approved. The plan attached in the second schedule of the licence is therefore a draft plan in respect of the location of the floodlights.

The Lease

The main terms of the lease are as follows.

- If construction of the floodlighting has not been completed during the term of licence, the lease allows for this to be completed on the same terms set out in the licence;
- Council will grant to the Trust a lease of the premises (in respect of the footprint of the grandstand and the floodlights) to operate and manage the grandstand facility and environs and maintain the floodlighting;
- The term of the lease is 21 years with one right of renewal of 12 years;
- The Trust will have the benefit of and access to the common areas within the Stadium including car parking and access through the Stadium for the purpose of maintaining the grandstand and floodlights;
- The Trust must develop and operate the grandstand facility in a manner consistent with the community objectives - as outlined below and as set out in the third schedule.

The community objectives outline the principal objective and ancillary objectives in relation to the grandstand facility. The principal objective of the facility is to serve the wider Waitakere community as a key multi-purpose venue. The ancillary objectives state that the facility will be used to achieve such things as providing a comprehensive range of sports and recreational activities and to provide facilities and activities that are responsive to changing demands of the wider community. As well, the Waitakere Sports Complex Development Board is required to provide a six monthly report detailing performance in respect of meeting the objectives.

Again, the area to be leased in respect of the floodlights has not yet been determined as mentioned above in respect of the licence. The plan attached in the fourth schedule is therefore a draft plan in respect of the location of the floodlights, which will be finalised prior to granting the lease.

Objections

The Reserves Act 1977 requires a public notice process to be undertaken prior to the granting of a lease under section 54 of that Act but is silent as to the need for public notification of the licence. A public notice has been placed in each of the New Zealand Herald and The Western Leader outlining the proposal which anticipates public consultation on both documents.

The closing date in which objections may be submitted was 27 November 2006 - and no objections were received.

Funding

The Waitakere City Stadium Trust has provided Council with a letter identifying an operational issue in terms of its ability to secure funding. The funding agencies require The Waitakere City Stadium Trust to have an approved lease in order for funding to be provided.

The approval process for the lease however requires the consent of the Minister of Conservation - and the length of time to obtain this is uncertain.

As timing is critical - it is anticipated that construction will commence in January 2007 - it has been suggested that the licence may be granted prior to approval of the lease. The risk in that approach is that the granting of the licence does not secure the granting of the lease (as this is subject to approval of the Minister of Conservation).

The licence has however been structured in a way that provides for the granting of the lease on the expiry of the licence (and subject to the Minister's approval) - and the licence attaches in schedule two the form of lease to be granted.

In addition, the commencement of the licence is dependent on the Trust satisfying Council that it has sufficient funding in place to complete the construction of the grandstand. The attached letter from The Waitakere City Stadium Trust provides some assurances that funding is likely to be secured and a verbal presentation will be given to this Committee by the Trust in this respect.

RESOURCES

Internal staff resources have been utilised to draft the agreements and will continue to be utilised to complete the lease approval process.

CONCLUSION

The Waitakere City Stadium Trust has requested that Council approve the proposal to construct a grandstand facility with floodlighting at Waitakere Stadium.

At the meeting of this Committee in October 2006, a draft form of licence to construct a grandstand and floodlighting and a draft form of lease in respect of the grandstand and floodlighting were approved. It was agreed that the final forms of the licence and lease were to be brought back to the City Development Committee at this meeting for approval.

The final forms of the licence and lease have now been completed and approval of these documents is sought from the Committee.

RECOMMENDATIONS

1. That the Grandstand at Waitakere Stadium - Final Form of Licence and Lease report be received.
2. That the final form of licence and lease proposed to be granted to The Waitakere City Stadium Trust attached at page A110-A156 be approved.
3. That the Chief Executive Officer be delegated authority to grant the licence in 2 above to The Waitakere City Stadium Trust to construct a grandstand on part of Lot 1 Deposited Plan 103931 and that such licence will commence when:
 - The Waitakere City Stadium Trust obtains sufficient funding, in Council's opinion, to construct the grandstand, landscaping and associated construction works; and

A110-A156

- The Waitakere City Stadium Trust obtains resource consent for the proposed construction.
- 4. That the assurances provided by The Waitakere City Stadium Trust of its ability to secure funding be accepted and on this basis approval be given to waive the condition in 3 above to obtain sufficient funding in Council's opinion to construct the grandstand, landscaping and associated construction works.
- 5. That the Chief Executive Officer be delegated authority to grant the lease in 2 above to the Waitakere City Stadium Trust in respect of the footprint of the grandstand and floodlights, subject to the consent of the Minister of Conservation being obtained to the granting of the lease and subject to any objections or submissions received in response to the public notice process.

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



16 ORATIA RESERVES AND PUBLIC ACCESS PLAN

PURPOSE OF THE REPORT

The purpose of this report is to bring the draft Oratia Reserves and Public Access Plan before the City Development Committee for adoption.

BACKGROUND

In 1995 Council began preparing a Structure Plan for Oratia. The purpose of the Oratia Structure Plan was to allow for a greater density of development in the Oratia Foothills environment than was allowed under the existing District Plan rules for the area whilst putting in place measures to retain, and where possible enhance, the ecological values, landscape character and natural amenity of the area. Following a consultation period and appeals to the Environment Court, the bulk of the Structure Plan was finalised in 2000, and has been incorporated into the Operative District Plan.

In 2001, Parks Planning, commissioned an investigation and report into the state of reserves and public access in Oratia. Recognising that the Structure Plan allowed for increased subdivision in Oratia, the aim of the study was to assess existing and potential public access and to ensure that Council develop the best possible parks network to meet the future needs of the Oratia community.

The purpose of the investigation was to identify and outline:

- Areas of high quality bush and ecologically sensitive areas - in particular those to be included in the parks network;
- A potential network of reserves including esplanade reserves and neighbourhood reserves;
- Potential future walkway links.

The result of this investigation formed the basis for the draft Oratia Reserves and Public Access Plan. The draft Oratia Reserves and Public Access Plan identifies by way of a map, those areas of Oratia included in the Structure Plan where public land and access should be obtained if private development were to occur. The preliminary investigation indicated those areas of esplanade reserve that would be required to be taken under the Resource Management Act 1991 as subdivision occurred along the major streams, as well as areas of bush reserve that could be purchased through the Land Subdivision Reserves Contribution Fund (raised through subdivision contribution). The preliminary investigation also identified where bridle trails and walkways could go and where would be the most suitable location for a Community Domain.

A157-A187 Attached at pages A157 to A187 is the preliminary investigation report.

A188 Attached at page A188 is the Oratia Reserves and Public Access Plan Map.

Informal submissions to the draft Oratia Reserves and Public Access Plan were sought from user groups. In addition, the Oratia Residents and Ratepayers were consulted over the need for a Community Domain.

In April 2003, the draft Oratia Reserves and Public Access Plan was publicly notified for submissions. The consultation included 700 flyers and freepost submission forms sent to all households within the Oratia area, as well as Public Notices in the Herald and Western Leader. Copies of the draft Oratia Reserves and Public Access Plan were available for viewing at the Glen Eden Library, Oratia school, Oratia dairy and on Council's website. Letters were sent to interested parties and user groups. The draft Oratia Reserves and Public Access Plan was also on display at a public Open Day held at the Oratia Settlers Hall on 10 May 2003. Around 60 people attended the Open Day and by the time the period for public submissions closed on 30 May 2003, 41 submissions had been received.

A189-A193 Attached at pages A189 to A193 is the first round consultation summary of submissions.

As a result of these submissions, amendments were made to the draft Oratia Reserves and Public Access Plan. A presentation of the revised draft Oratia Reserves and Public Access Plan was made to the Oratia Residents and Ratepayers meeting in September 2003. The draft Oratia Reserves and Public Access Plan was also informally presented at a public meeting held at the Oratia Settlers Hall on 13 November 2003 as part of the wider consultation for the Waitakere Ranges project.

In February 2004, the draft Oratia Reserves and Public Access Plan was again publicly notified for a second round of submissions. Once again, flyers were sent to the 700 residents within the Oratia area and classified advertisements placed in newspapers. An Open Day, held at the Oratia Settlers Hall on 13 March 2004 was attended by 69 people. By the close of submissions on 22 March 2004, 28 submissions had been received.

A194-A196 Attached at pages A194 to A196 is a summary of the second round of submissions.

A188 The draft Oratia Reserves and Public Access Plan was further amended following this final round of submissions. Additional amendments have also been made as a result of individual bush assessments and the processing of subdivision consents. As a result of these amendments, the draft Oratia Reserves and Public Access Plan is attached to this report at pages A188.

A197 A summary of the full consultation process undertaken for the draft Oratia Reserves and Public Access Plan is attached at page A197.

STRATEGIC CONTEXT

The Regional Policy Statement of the Auckland Regional Council has specific policies that are relevant to the acquisition of reserves within Waitakere City. They include giving priority to enhancing public access to natural heritage resources that are adjacent to streams, and providing continuous linkages along the margins of rivers, lakes and streams.

The draft Oratia Reserves and Public Access Plan is also being prepared in the context of the Green Network, one of Council's strategic platforms. The Oratia Stream, its tributaries and the surrounding areas of bush in the upper catchment make a major contribution to the Green Network.

The Waitakere City Council Parks Strategy was adopted in 1999. The Parks Strategy identifies the need for local rural and semi-rural communities in the Waitakere foothills environment to have a “domain” or local community reserve. Ideally a domain would be 2-4 ha in size, located in the centre of the community, connected to community buildings and provide for informal gatherings events and passive recreation.

The Parks Strategy also identifies the need to acquire outstanding bush areas around the Oratia and Kaurimu Streams and to create ecological corridors, including along the Opanuku Stream.

The 1999 Parks Strategy is currently being updated and reviewed. The review document, currently referred to as the draft Parks and Open Space Strategy notes that in rural and coastal areas parks should provide a Domain function.

ISSUES

Although the Oratia Structure Plan allows for more than tripling the number of people in the area, it was developed without considering the future need for parks and reserves. Currently, the only reserves in the Oratia area are the Oratia Settlers Hall and a few small esplanade reserves. The recreational needs of the Oratia community are currently met by the Oratia Settler’s Hall, Oratia District School with playground, courts and sports field, the privately-owned Oratia Bowling Club and Parris Park, a City-wide park.

Currently, public access in the Oratia Structure Plan area is very restricted due to most of the land being in private ownership. Future acquisition of reserve land provides the potential for a walkway network to allow local access alongside streams. Impediments to future access centre mainly on the ability to obtain the land for necessary linkages and physical constraints such as existing vegetation, topography and watercourses.

The draft Oratia Reserves and Public Access Plan has been developed to identify future reserve requirements and to guide the implementation of an integrated parks network for Oratia. It is intended as a guide to both Council, landowners and the community for acquisition of reserves, whereas without a Plan the process would be ad-hoc and opportunities may be missed.

The draft Oratia Reserves and Public Access Plan is directly linked to the subdivision allowed through the Structure Plan. The Plan will be used to guide Council as to which land to acquire in the future *should the opportunity arise*, i.e. as subdivision applications are processed or land is sold in the Structure Plan area. This means that any application for subdivision consent in Oratia that is processed through Council will be checked against the draft Oratia Reserves and Public Access Plan.

The following is an examination of the issues considered when developing the reserves network shown in the draft Oratia Reserves and Public Access Plan:

Esplanade Reserves

Under the Resource Management Act 1991 it is considered a “matter of national importance” that public access to waterways and coastline be retained for future generations. This Act requires esplanade reserves to be taken by the Local Authority where the stream is over 3m width (at mean annual fullest flow) and when subdivision occurs. The esplanade reserve is required to be 20 m in width either side of the stream and is taken upon subdivision, though this can vary under certain circumstances. Council is required to indicate where esplanade reserves are required and under the Operative District Plan has the power to waive or reduce them.

When the Environment Court decision in 2000 on the Oratia Structure Plan was released, applications for subdivision within the Oratia valley started to be lodged. In the absence of an Operative Plan, consents were processed on the information available. In some cases Council took a precautionary approach and the processing of the consent was harder than it should have been. In other cases, consents were granted and esplanade reserves not taken where they should have been.

Waitakere City Council's interpretation of the Resource Management Act is that an esplanade reserve is required where any stream is 3m or wider at its average fullest flow or its normal 1 year flood level. This means that some streams which are quite small in summer can still be required to have an esplanade reserve.

Apart of any subdivision application that involves potential esplanade reserve, the actual stream width will be subject to independent verification, should this be required. Should an independent assessment show that the stream in question does not meet the required width, esplanade reserve could not be taken.

The draft Oratia Reserves and Public Access Plan attempts a realistic appraisal of potential esplanade reserves, wherever possible removing reserves where there is no opportunity for further subdivision and where the stream width has been disputed. However, it should be noted that some land still shown as potential esplanade reserve in the Plan may never become reserve due to the fact that the land cannot be subdivided, the owner does not subdivide or the stream does not meet the specified width.

Bush Reserves

The bush reserves proposed in the Plan are intended to recognise and provide for the protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna as outlined in Section 6 of the Resource Management Act as a 'matter of national importance'.

The draft Oratia Reserves and Public Access Plan originally identified 24 properties with potential bush reserves, a total beyond parks budget for both purchase and maintenance. In July 2003 work began to contact landowners, obtain permission to visit their property and carry out an inspection of all areas where potential bush reserves had been identified. Just prior to the November 2003 public consultation round, 15 properties had been inspected and 3 landowners, owning 4 properties, had declined permission for Council to visit. The remaining 5 properties identified with potential bush reserves were inspected by the end of May 2004.

From individual site investigations the most appropriate areas to be considered as bush reserves if the opportunity arose through subdivision, were determined based on:

- Species composition and diversity;
- Size and completeness;
- Degree of weed infestation;
- Age and extent of regeneration or succession;
- Ecological viability;
- Links with other stands of vegetation;
- Significant populations;
- Wildlife and habitat diversity;
- Extent of natural buffers;
- Landscape value;
- accessibility, both for the public and maintenance.

Any potential bush reserves identified by Council would be purchased at the time of sale or subdivision with money from the Land Subdivision Reserves Fund, should it be available.

Community Domain

A meeting was held with the Oratia Residents and Ratepayers in November 2001. It was raised at the meeting that the establishment of a 'focal point' for the community around the lower part of Oratia (that already contained the Oratia Settlers Hall, the Cemetery, and the folk museum) was important for the residents of Oratia.

The draft Oratia Reserves and Public Access Plan indicated a community domain, shown as a general area near the Oratia Settlers Hall.

Budget funded from the Reserves Contribution Fund has been allocated for the purchase of a Community Domain through the 2006/2007 Annual Plan.

Walkway Network

A public walkway network along the Kaurimu, Cochran and Oratia streams was proposed to address the "matter of national importance" of public access to coastal marine areas, lakes and rivers for future generations as outlined in Section 6 of the RMA 1991.

Bridle Trails

Bridle trails were included in the initial investigation of potential uses of the proposed reserve network.

Summary of Amendments made to the Plan through the Consultation Process

As a result of the submissions and feedback from the open days, a series of revisions were made to the original Plan. The main revisions made are summarised below:

- The removal of all the bridle trails;
- A significant reduction in the total extent of area identified as potential walkways;
- A reduction in the total extent of area identified as potential bush reserve;
- A reduction in the area identified as suitable for a community domain;
- The inclusion of future walkways along paper roads.

Below is a summary of some of the issues raised in submissions and the amendments made to the Plan.

Esplanade Reserves

Some of the submissions opposed the taking of esplanade reserves as required under the Resource Management Act 1991. There were also submissions made about loss of privacy, security and personal safety and a decrease in property values. There was a perception that the walkways would be constructed through private property.

Some submissions also pointed out that some areas shown as esplanade reserve in the Plan may never become reserve due to the fact that the land cannot be further subdivided.

Where submissions indicated that properties were no longer subdividable and esplanade reserves may not be taken or that streams were not the required width, these were removed from the Plan.

Bush Reserves

It was considered that the total area of bush reserves originally identified would be beyond the Land Subdivision Reserve Contribution Fund and would be unrealistic, not only for purchase but for maintenance. For this reason, it was necessary to cut the total area identified as potential bush reserve to a more realistic total. Site visits to each proposed bush reserve were carried out to assess the quality of the bush.

During the public consultation process the draft Oratia Reserves and Public Access Plan has been through several alterations as a result of information provided by the public and the site investigations of the proposed bush reserves. Some submissions referred to the varying quality of the bush reserves. The total area of bush reserve has been reduced and only bush assessed to be of the best quality has been included. In some submissions, owners of bush have stated that they do not intend to subdivide, however, where their bush is of good quality it has been left on the plan to indicate that, should circumstances change in the future and the property put up for sale, the bush should be considered for purchase as reserve. Wherever possible, those areas of bush identified in the draft Oratia Reserves and Public Access Plan have been individually assessed for quality.

Community Domain

The draft Oratia Reserves and Public Access Plan includes a site identified as the most ideal location for an Oratia Domain. In 2003 a confidential report was submitted to Council for the purchase of this land for the Oratia Domain. The City Development Committee decision was that further consultation with the Community through the Reserves and Public Access Plan process was required before the decision to purchase an Oratia Domain could go ahead.

Through the subsequent extended consultation process, there was support for the proposed Community Domain, with nearly half of submitters supporting the purchase of a local community domain at the location indicated within the draft Oratia Reserves and Public Access Plan.

Walkways & Public Access Ways

As a result of submissions, the revised plan has significantly reduced number of walkways proposed in the esplanade reserves. The number of access ways along boundaries has also been reduced. It is proposed to develop and maintain fewer walkways and to concentrate on those with the highest value as linkages. The paper roads have also been marked to show proposed walkway connections.

Bridle Trail

Due to the lack of support for a bridle trail in Oratia, the trail has been removed altogether from the Plan.

Footpaths

Some submissions suggested that there were enough walkways in the Waitakere Ranges and that footpaths alongside roads would be better. Many of those opposed to the walkway network alongside streams made requests for footpaths up the main roads in Oratia. These requests have been forwarded to Council's Transport Assets Section. The footpaths in Oratia are currently on Council's priority list, the implementation of this list to be determined by the Waitakere Community Board. When subdivision occurs Council has the option of taking land or a financial contribution, which then goes to the general land subdivision reserves fund. Money from this fund is dedicated to the acquisition and development of reserves to offset the negative effects of subdivision and cannot be diverted to other projects such as footpaths, funding for which comes from rates. As such, no funding from the land subdivision reserve fund can be used to develop the footpaths alongside the roads in the Oratia area.

Other Issues Raised in Submissions

- Walkways through private property. There is no intention to create public access over private land. Any access would be on public land created through the subdivision consent application process;
- Reserves are being created in Oratia to compensate for subdivision elsewhere. Under the Resource Management Act, the financial contribution taken through subdivision is allocated to the development of reserves to offset the negative effects of subdivision. This project is specifically related to the allocation of funds for the development of reserves in Oratia and is not related to subdivision in other areas;
- The use of the Public Works Act. While Council does have the ability to compulsorily purchase land under this Act, this Act is seldom used, and is not what is being proposed here;
- Lack of detail in the plan. The plan presented for submissions in May was an *Initial Investigation* and as such was not intended to show detail. The detail will be developed through the consultation process and later through individual subdivision consents.

Following the second round of consultation the submissions in opposition to the draft Oratia Reserves and Public Access Plan in comparison with the first round were significantly reduced.

Where a submission was made to the Plan in opposition because of its immediate effects on a particular landowner's property, the plan was amended to resolve this in the majority of cases.

Decision Making

There has been extensive community and Council consultation relating to the decision-making for the Oratia Reserves and Public Access Plan. The plan proposals have all been assessed against relevant criteria in accordance with Section 76, 77, 78, 80, 81 and 82 of the Local Government Act 2002 and it is considered that the decision making around the Oratia Reserves and Public Access Plan meets all the requirements for decision making as outlined in the Local Government Act 2002.

A197

A full summary of the consultation process undertaken for the Oratia Reserves and Public Access Plan which indicates the decision-making criteria satisfied through the consultation undertaken, is attached at page A197.

RESOURCES

The draft Oratia Reserves and Public Access Plan has been prepared with existing operational budget.

Funding to implement the draft Oratia Reserves and Public Access Plan will come from the Land Subdivision Reserve Fund where it is needed to undertake land purchases and capital development on reserves, including the proposed Oratia Domain.

A report by Bristow, Barbour & Walker estimates the total Oratia reserves contribution through subdivision as \$1,548,000.00. This figure is based on the provisions of the Oratia Structure Plan, giving approximately 215 additional sites with an average value of \$120,000.00 each providing a reserve contribution of 6%. This reserves contribution funding will only become available as the options to subdivide are taken up. The contributions will go to the Land Subdivision Reserve Fund where they will be used to purchase the Oratia reserve land, including the Local Domain.

Esplanade reserves may be taken through subdivision and will not therefore require funding for acquisition but will require ongoing weed control and general maintenance.

To date of the 215 additional sites available within the Oratia Structure Plan area approximately half have been subdivided. This has generated a minimum income to Council from reserve contributions in the order of \$774,000. Of this, 60% (\$464,400) is utilised for City-wide reserve development which leaves a total of \$309,600 for neighbourhood reserve development. It is expected that, due to significant price increases in the real estate market since the above estimates were established, the total amount of Reserve Contribution will have increased, as will the purchase price of future reserves.

Development Costs for Walkways

An estimate of the development cost for the proposed walkways identified in the draft Oratia Reserves and Public Access Plan has been based on a lineal metre rate for a concrete 1.5m wide pathway.

Based on the map of the proposed walkways, an estimate of 2.8km of walkways in total is proposed at an estimated development cost of \$336,000.

Purchase Costs for Bush Reserves

The proposed bush reserves identified within the draft Oratia Reserves and Public Access Plan have all been visited and assessed to identify those areas of bush with outstanding and significant features worthy of Council's consideration for purchase at the time of subdivision.

Based on the map of the proposed bush reserves, there is a maximum total area of 13ha of potential bush reserve purchases.

A current valuation of the per hectare rate for land in Oratia (based on GV) is in the order of \$138,000 per hectare, giving a total of \$1,794,000 estimated purchase cost if all the identified bush reserves are purchased by Council. It should be noted that this estimate does not take into account the low value of bush reserves or subdivision implications on value

Funding Summary

	Funding Source		
	Loans funded	Rates funded	Land Subdivision Reserve Fund (Reserve Contributions)
Estimated Income			
Reserve Contributions through Subdivision			\$619,200 (40% neighbourhood reserve allocation)
Capital Costs			
20m wide or less Esplanade Reserves (vested)	\$0.00		
Walkway Capital Development Cost (2.8km of concrete walkway)			\$336,000
Oratia Domain Land Purchase			\$150,000
Oratia Domain Development Cost			\$300,500

	Funding Source		
	Loans funded	Rates funded	Land Subdivision Reserve Fund (Reserve Contributions)
Bush Reserve Land Purchases (max. 13ha)	\$1,794,000		
Operating Costs			
Yearly depreciation for Oratia Domain		\$12,968	
Yearly depreciation for walkways		\$7,073	
Yearly maintenance for Oratia Domain		\$10,598	
Yearly maintenance for walkways/esplanade reserves (40 hrs per year)		\$4,000	

Timing of Project and Loan Funding Implications

The average income from Reserve Contributions from the Oratia Structure Plan area per year (based on historical trends) is estimated at \$77,400 per year.

Subdivision potential and actual income in the Oratia Structure Plan area is determined by individuals and when they choose to take up the opportunity to subdivide their properties and associated land values. Due to the uncertainty of when subdivision may occur, it is not possible to gauge an accurate timeline for the total implementation of the draft Oratia Reserves and Public Access Plan.

However, given the income generated to date through reserve contributions from the Oratia area and the anticipated average income per year, it is anticipated that most of the capital expenditure required by Council will have been received through reserve contributions at the time that potential capital expenditure by Council may be required through subdivision. This will result in minimal holding costs or loans funding requirements for the implementation of the walkways and Domain purchase and development outlined in the draft Oratia Reserves and Public Access Plan.

Depending on final valuations, there may be some loan funding required to achieve the bush reserve purchases. There is no commitment for Council to acquire the identified bush areas, the draft Oratia Reserves and Access Plan merely identifies the most significant areas for future consideration by Council if and when they come up through the subdivision process.

The costs for developing the walkway may go beyond the neighbourhood reserve contributions anticipated. However, the development of the walkways will only occur once all the esplanade reserve links have been acquired by Council through subdivision. This is likely to be beyond a twenty year timeline. As such, the walkway development and cost implications will be assessed at that time and Council can decide the extent of walkway development from those identified within the draft Oratia Reserves and Public Access Plan.

CONCLUSION

The process of preparing a Reserves and Public Access Plan for Oratia began in 2001 as a result of the development proposed for the area through the Oratia Structure Plan. The draft Reserves and Public Access Plan is intended to identify future reserve requirements for Oratia and to guide the implementation of an integrated parks network for Oratia as subdivision occurred. It has been developed as a guide for the future acquisition of reserves by Council, landowners and the community.

The draft Oratia Reserves and Public Access Plan has undergone significant revision and amendment as a result of public submissions and community input. The draft Oratia Reserves and Public Access Plan presented in this report has been pared down significantly from earlier versions. The majority of amendments have been made in response to community feedback, information from the processing of subdivision consents and individual site assessments.

The draft Oratia Reserves and Public Access Plan being presented is considered to best serve the future needs and fulfil the realistic expectations of the local community within the projected reserve contributions income and is recommended for adoption.

RECOMMENDATIONS

1. That the Oratia Reserves and Public Access Plan report be received.
2. That the Final Oratia Reserves and Public Access Plan be adopted.

Report prepared by: Renee Lambert, Service Manager: Parks Planning.



17 BUSES IN HENDERSON

PURPOSE OF THE REPORT

This report is to advise the City Development Committee of planned developments with bus services in the Henderson Central Business District for the opening of the Waitakere Central Bus Interchange.

BACKGROUND

Henderson is a major hub for bus services within Waitakere City and for services to Auckland City, North Shore City and western Rodney District. The vast majority of bus services in Waitakere either start, finish or pass through the Henderson Central Business District.

The first stage of the Waitakere Central Bus Interchange, set down to open at the end of February 2007, provides a major opportunity to review the operation of bus services in the Henderson Central Business District and to maximise the opportunity to integrate bus and rail services at the new Waitakere Central Transport Centre.

It also provides an opportunity to review the routing of buses and the currently poor penetration of bus services in the Henderson Central Business District.

This is linked to a staged process to address chronic delays suffered by bus services in the Henderson Central Business District which impact on bus service reliability throughout Waitakere City and across the Auckland region. As service reliability (i.e. on-time operation) is the single most sought after service attribute by public transport customers, these service delays are a key barrier to retaining existing and recruiting new bus customers in Waitakere.

STRATEGIC CONTEXT

Waitakere's recently adopted Transport Strategy has a vision of "a sustainable, multi-modal transport system that is integrated with land use and contributes to Waitakere City being an eco city."

The key strategic platforms related to bus services and the Henderson Central Business District are:

- **Strong Communities:** People are active, informed, healthy and content. They feel safe and there is a strong sense of community;
- **Urban and rural villages:** Centres are thriving places, providing exciting options for people to live, work and play;
- **Integrated transport and communication:** Public transport and communications systems provide fast, effective services to the whole city. Transport systems are integrated, innovative and environmentally responsible;
- **Strong innovative economy:** Waitakere is a place of innovative economic activities, providing local, quality work and development options for its people.

These strategic platforms are key parts of Waitakere's response to desires expressed by residents in the formulation of the community outcomes for Waitakere City. These community outcomes are:

- Sustainable transport systems provide fast and effective movement of people, goods and services within, and in and out of the city;
- The transport network is integrated, innovative, safe and environmentally responsible and supports excellent lifestyles and quality urban and village design;
- Public transport services are appealing, reduce car dependency and match local need.

ISSUES

Bus / rail integration

The opening of the first stage of the Waitakere Central Bus Interchange in late February 2007 provides an ideal opportunity to maximise the connectivity of bus and rail services in Henderson.

Extensive internal and external consultation with key council staff, the Auckland Regional Transport Authority, bus operators, the Bus and Coach Association and bus user representatives have led to all parties agreeing to a staged process for opening the Waitakere Central Bus Interchange. This process is:

February 2007. All buses originating or terminating in Henderson will use or travel through the Waitakere Central Bus Interchange. All through services to and from New Lynn and/or the Auckland Central Business District would continue to operate via Great North Rd but with improved penetration and bus stop locations in the Henderson Central Business District (see section below for more details);

Mid-2007. In conjunction with the completion of double tracking between Titirangi Road and Mt Lebanon Lane, and the introduction of 15-minute peak and 30-minute interpeak train services from Henderson, further opportunities are being explored with bus operators and the Auckland Regional Transport Authority to achieve some time integration between bus and rail services at Henderson. Note that it is not possible to achieve this earlier as trains currently run on a 37-minute frequency and buses run on 30-minute or hourly frequencies.

Delays to bus services

Bus operators frequently report that buses are delayed up to 10 minutes or more to get from one side of the Henderson Central Business District to the other, especially during the afternoon peak period. This has severe impacts on bus service reliability and hinders council's efforts to promote public transport as an attractive alternative to single-occupant car commuting. Henderson is regionally recognised as a hot spot for bus service delays along with other places such as Newmarket and Hunters Corner.

Council has a staged approach to addressing these issues, with the following steps:

- The planned westbound bus priority lane on the eastbound approach to the Great North Road / Edmonton Road / Edsel Street intersection, including a so-called "B" aspect phase allowing buses to get a jump on general traffic;
- Planned modifications to the road layout in Great North Road which will allow a smoother but still calm progression of traffic through the Henderson Central Business District;
- The re-routing of some bus services. Bus operators; the Auckland Regional Transport Authority; the Bus & Coach Association and bus user representatives support a Council proposal to have buses travelling to and from Lincoln Road to enter the Henderson Central Business District via Sel Peacock Drive, Alderman Drive and Ratanui Street. This will allow most services travelling west of Railside Ave to avoid the worst of the congestion on Great North Road between Railside Ave and Henderson Valley Road and thus to have faster travel times into and through the Henderson Central Business District.

Improved bus stop and bus service penetration

The opportunity presented by the opening of the first stage of the Waitakere Central Bus Interchange and the planned re-routing of buses allows for bus services in Henderson to be much closer to where people want to go. It also works to relieve overcrowding on the existing bus stops on Great North Rd by and opposite Trading Place.

The re-routing of some services via Ratanui Street, Alderman Drive and Sel Peacock Drive is associated with the introduction of new bus stops (subject to the approval of the Henderson Community Board) at the following locations:

1. Ratanui Street opposite Unitec (also serves Waitakere Central Library);
2. Sel Peacock Drive by Vision Waitakere (formerly Waitakere Gardens; this stop also serves Work & Income's Waitakere office);
3. Sel Peacock Drive by Work & Income (also serves Vision Waitakere).

With these new stops, there will be three bus stop pairs in the Henderson Central Business District:

1. Waitakere Central Bus Interchange (both sides of Railside Avenue);
2. Ratanui Street outside and opposite Unitec;
3. Great North Road by and opposite Trading Place.

At present, virtually all services only serve the stop pair on Great North Road at the far eastern end of the Henderson Central Business District. By way of example, these stops are 700 metres away from Waitakere Central Civic Centre, roughly a nine-minute walk making bus services a less attractive option for Council staff.

The revised bus stop layout means that every bus service travelling to, from or through Henderson will serve two out of the three bus stop pairs, meaning that all bus customers will be able to use stops within five minutes walk of all key destinations.

A198 The additional stops on Sel Peacock Drive will be of particular benefit to the 285 residents of the Vision Waitakere retirement community (set to grow to 450 residents in the next 18 months) and the many clients and staff of the Work and Income Waitakere office. See letter attached at page A198.

Vision Waitakere and Work and Income enthusiastically support the new bus route.

RESOURCES

The only resources required for this is to implement new bus stops. The proposed new bus stops can be implemented under the 2006/2007 Annual Plan road maintenance budgets.

CONCLUSION

The opening of the first stage of the Waitakere Central Bus Interchange provides an ideal opportunity to provide much better connectivity between bus and rail in Henderson; to improve the penetration of bus services in the Henderson Central Business District; start to deal with the chronic delays suffered by buses traversing the Henderson Central Business District and to address existing issues with the overcrowding of the current bus stops on Great North Road.

RECOMMENDATION

That the Buses in Henderson report be received.

Report prepared by: Darren Davis, Strategic Advisor, Transport.



18 NEW LYNN TRANSIT ORIENTATED DEVELOPMENT PROJECT NOVEMBER 2006 UPDATE

PURPOSE OF THE REPORT

The purpose of this report is to provide a monthly update to the Committee on the progress of the New Lynn Transit Orientated Development project (TOD), in regards to consultation, regional support and further work with Treasury, Auckland Regional Transport Authority (ARTA) and ONTRACK.

BACKGROUND

Officers are still working with the various government agencies to secure funding for the full trenching option.

In December 2005 Central Government decided to allocate some \$600 million to Auckland region rail projects and transfer responsibility for the delivery of these projects from ARTA to ONTRACK. Over the last eight months it has become clear that no money would be released without Cabinet approval based on a report from Treasury, to validate the analysis.

A final study was initiated by ARTA in June 2006 to compare the at grade option with a partial and full trenching option. This report has been completed by Opus consultants and forwarded to Treasury for consideration.

The outcomes of the ARTA/Opus report were presented to the full Council meeting on 27 September 2006. In summary the ARTA/Opus report found that there were significant additional benefits to be derived from the full trenching option in comparison to the at grade option for rail duplication.

Given the pure cost benefit analysis approach taken in the ARTA/Opus report and by Treasury it was agreed that Waitakere would provide an additional report that highlighted the wider context and views of the Council, to be included as an attachment to the Treasury report.

STRATEGIC CONTEXT

There has been no change in the strategic context since the last report. The New Lynn TOD project has been identified as one of the Council's top five projects and represents a substantial investment in the Long Term Council Community Plan 2006–2016 (LTCCP). The challenge for the Council is to bring all the various facets of the project together to achieve the desired outcome, a fully functioning vibrant town centre at New Lynn.

ISSUES

Treasury Response

Treasury has received and reviewed the final ARTA/Opus report and in a number of areas has queried some benefits and costs. In particular Treasury has formed an initial view that there are insufficient additional benefits attributable to trenching to outweigh the additional costs of a partial or a full trenching option.

The main areas of difference relate to:

- Treasury believes agglomeration benefits are the same for a partial trench as they are for full trenching;
- Treasury has increased costs to the 95th percentile level of certainty whereas Opus assume the engineer's estimate which is some \$30 million less will be proven once ONTRACK has completed detailed geotechnical analysis; and
- Treasury has introduced a new cost entitled deadweight cost of taxation to reflect negative economic benefits resulting from taxpayer funding of this project.

Council officers have commissioned an independent peer review of the Opus work and issues raised by Treasury. The outcomes continue to support the Council work to date which shows additional benefits over costs of approximately 1:2.4. Of concern is Treasury's view that even if the benefit cost ratio was more than 1:1 there are other national projects with greater ratios. Officers have always understood that the allocation of \$600 million was specifically for Auckland rail projects and not other projects that the Government may be considering. This is clearly stated on page two in the ONTRACK publication "Developing Auckland's Rail Transport Network" the purpose of the money is "for rail infrastructure improvements to speed development of the Auckland network." Officers are working to clarify the status of the \$600 million and the projects to which it is allocated.

ONTRACK

Council officers are meeting regularly with ONTRACK to ensure that work within each organisation continues in a coordinated manner. ONTRACK has begun to undertake a more detailed geotechnical study of the rail corridor with results expected to be analysed in early 2007. This work is in anticipation of commencement of the detailed design phase. The Council is currently in preliminary discussions with ONTRACK as to the joint establishment of a site office within New Lynn which will provide an information base during construction of the trench for the local community. ONTRACK remains very committed to the full trenching option and has advised Treasury of its concerns with the at grade proposal and partial trench option.

Formal relationships with other organisations

A draft project Charter has been developed to set a clear framework for the Council to work jointly with ONTRACK. The purpose of the Charter is to put in writing an agreed Partnering Agreement (PA) between Waitakere City Council (WCC) and the New Zealand Railways Corporation (ONTRACK's legal entity). This agreement relates specifically to the joint project New Lynn TOD project. The Charter defines the objectives, values, working arrangements, reporting requirements and responsibilities of both parties.

Council officers have also sought to establish formal agreement on the Council's working relationships with the Auckland Regional Council (ARC) and ARTA in respect of this project. The expectation is that an agreement will be able to be formalised once there is a clear decision on whether the rail duplication will be trenched or at grade.

Regional Support

A presentation was made to the ARC Transport Policy Committee on 14 November 2006 in regards to the New Lynn Transit Orientated Development project. The information presented was received and resolutions passed which confirmed ARC's support for the full trenching option in New Lynn, acknowledging that there is strong potential for grade separation of the Western rail line in central New Lynn to stimulate significant above ground redevelopment in the town centre. The urgency of the project was also noted in view of the need to manage traffic flows from SH20 crossing the Western line at New Lynn. The committee resolved to communicate these resolutions urgently to the Minister of Finance and requested that an Auckland Regional Council officer's report be brought back to the next meeting with options for progressing the New Lynn grade separation.

Business Support

A Business Forum was held in New Lynn on the 20th November 2006 at the New Lynn RSA. The Honourable David Cunliffe Member of Parliament for New Lynn, Cr Joel Cayford Chair of the Auckland Regional Council Transport Committee, and Yvonne Rust Group Manager of City Development, presented to the group. The purpose of the meeting was to inform the local business community of Councils preferred option for the New Lynn Transit Orientated Development project and rail duplication. This included identification of associated town centre revitalisation projects, confirmation of the shared vision and a listing of the benefits to local businesses.

The aim was to advise the business community of our intentions to work with them to deal with concerns and issues the project might raise. This forum has now generated a high level of interest and questions about the various components of the project. Support for the trenching option was demonstrated through the moving of the two resolutions that were passed at the end of the night. These resolutions were as follows:

“Resolution 1:

That this meeting strongly supports and endorses the plans to trench the railway through New Lynn Town Centre and to provide good connections across the line to promote the efficient development of New Lynn as a residential and business centre.”

“Resolution 2:

That the meeting further calls on Waitakere City Council to investigate options for actually facilitating above ground development over the rail line to maximise the strategic value of the development.”

There is a clear message of support for the project to be taken away from the meeting. This will be forwarded to the Minister for Finance and other interested Members of Parliament in a letter from the New Lynn Ward Councillors.

RESOURCES

The core team which has been working on the project has been expanded to ensure that adequate technical and strategic resources from across the Council are together for the next stage of the project. There is sufficient budget remaining in 2006/2007 to complete the technical and economic analysis required to secure funding for the project.

CONCLUSION

Although the ARTA/Opus report put forward to Treasury highlighted the full trenching option as the preferred option with a benefit to cost ratio in the vicinity of 1:1.6 with a likely range between 1:1.4 to 1:2.4, Treasury in their review of this report have challenged several assumptions. The Treasury interpretation of the ARTA/Opus report is that the full trench option has a reduced benefit to cost ratio of 1:1 at best. Treasury has indicated that the assessment of the benefit to cost ratio would need to be greater than 1:1 to gain their support.

There is now full regional support for the full trenching option with resolutions from the ARTA Board and the ARC Transport Policy Committee.

The consultation programme with the local business community for the rail duplication and preferred trenching option is underway.

ONTRACK remains committed to the full trench option and has advised Treasury of their views.

RECOMMENDATION

That the New Lynn Transit Orientated Development Project Update report be received.

Report prepared by: Caisey Marter, Strategic Planner and Yvonne Rust, Group Manager: City Development.



19 TE ATATU ROAD CORRIDOR IMPROVEMENTS - OPTIONS CONSULTATION

PURPOSE OF THE REPORT

The purpose of this report is to present to the City Development Committee the findings of a scheme assessment study of the proposed corridor improvements of Te Atatu Road between Edmonton Road and Old Te Atatu Road and to seek approval from the Committee to commence a consultation process.

BACKGROUND

Te Atatu Road represents the first entrance to Waitakere City arriving from Auckland City along the North Western Motorway (SH16). This section of Te Atatu Road is a major link to SH16, linking the areas of Glendene, Te Atatu South and Henderson, and considered as the sole vehicular access point to Te Atatu Peninsula from the south.

In 2003, Council commissioned comprehensive Strategic Corridor Studies for most of Waitakere's major arterial roads. Te Atatu Road was identified as having top priority on Council's corridor improvements programme within the Long Term Council Community Plan 2006-2016 (LTCCP).

In 2005/2006, Council staff developed a specimen design for this stretch of road, to address the main problems and concerns along this route, in terms of its strategic function, and assessed the various feasible scenarios for upgrades. A scheme has been developed incorporating all transport modes (buses, HOV, cyclists, pedestrians), Transit New Zealand's proposed ramp metering project at the Interchange and future potential growth. The proposed scheme takes into account Council's in-house bus overlay and cycle network feasibility study.

At its meeting on 7 September 2006 the City Development Committee resolved:

"That the City Development Committee endorses a workshop to be held in relation to transport corridors and arterial roads at the options development stage."

1755/2006

This report proposes an opportunity for a workshop with Councillors and Community Board members to develop options in relation to Te Atatu Road corridor.

STRATEGIC CONTEXT

The Waitakere City Council's 'Integrated Transport and Communication' platform and the Waitakere City Transport Strategy provide the strategic context for this report. The vision for transport in Waitakere is "a sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco-city."

Te Atatu Road is a regional arterial route with current daily traffic volumes between 35,000 and 40,000 vehicles. Te Atatu Road has been identified in the Passenger Transport Network Plan as a "quality transit route" for bus services. Te Atatu Road has been identified in the Council's cycle network for introduction of a cycle lane, providing important connections to the Peninsula, north-western motorway cycleway and to Henderson. In addition to these functions, Te Atatu Road provides the sole vehicular access to an estimated 600 residences along and east of Te Atatu Road.

In developing the Waitakere City Transport Strategy, the Council identified a strategic objective to provide a bus and high occupancy vehicle lane on Te Atatu Road, together with safe provision for cyclists, pedestrians and motorists in order to reduce dependency on the motor vehicle and to provide a more effective way of moving people and goods.

ISSUES

The issues identified along this route fall in three main categories:

- Safety;
- Congestion; and
- Integrated transport.

Safety

Land Transport New Zealand's Crash Analysis System (CAS) was used to generate the crash analysis of the route (Edmonton Road to Titoki Street) between January 2001 and September 2006.

The statistics show that over 350 crashes were reported during that period including 50 injury crashes (involving 85 people). The most dominant type was the rear end crashes accounting for 52%. The second highest type was the crossing / turning type accounting for 26%.

The most likely cause of the rear end type crashes is the congested traffic conditions and lack of turning facilities while the most likely cause of the crossing / turning type is lack of turning facilities forcing motorists to use shorter than acceptable gaps.

In the same period seven pedestrians and three cyclists (including a seven year old child) were reported injured.

A crash prediction model for the crash rate indicated that for the same period the expected number of injury crashes should not be higher than 20, the current rate is 250% of the national average for similar roads.

The installation of the flush median provides the required turning facility to address a large number of crashes and the widening of the kerb side to 4.2 metres aims to create a safer cycle environment.

Congestion

The route is heavily trafficked throughout working days and on Saturdays. Significant delays and queue lengths are observed on both sides of the route. It is anticipated that these delays will increase as traffic growth continues.

Three detrimental factors have been identified:

- Bottleneck effects, that is single lane approaches to major exits that are constantly blocked upstream;
- Side road friction presented by the significant large number of vehicular accesses resulting in a reduction in roadway throughout capacity; and
- Lack of turning facilities presenting a hazard within the live lanes and subsequently reducing capacity.

The major traffic congestion problems currently experienced within this network are the long extended queues. It is essential to note that the existing four traffic lanes have the capacity to carry existing traffic volumes albeit exits (and approach of the westbound off-ramp) need increased capacities.

The current queues on the westbound off-ramp constantly extend well over 5.0 kilometres every afternoon. The main reason is the single "give way controlled" entry lane to Te Atatu Road (south).

Queues at the Edmonton Road intersection are a direct result of the inability of the existing roundabout (dual lane in one direction option) to accommodate the existing traffic volumes and cater "safely" for pedestrians.

Integrated Transport

Prior to the installation of traffic signals at Covil Avenue adequate pedestrian facilities were only provided across Te Atatu Road at the westbound Off/On-ramp and Vera Road intersections. Although there are zebra pedestrian crossings on Te Atatu Road near the roundabout at Edmonton Road however these are considered unsafe in the prevailing traffic conditions (volumes and composition). The existing pedestrian desire line across Edmonton Road is adequately catered for by traffic signals; however these signals significantly affect the operation of the roundabout.

There are currently three pairs of bus stops between Edmonton Road and SH16 interchange; near Edmonton Road, near Vera Road and near Covil Avenue. It has become easier for pedestrians to reach these stops with the installation of traffic signals at Covil Avenue, although the bus stops near Edmonton Road continue to be serviced by an inadequate zebra crossing.

At present there are no cycle facilities in Te Atatu Road. A cycle lane along SH16 currently terminates at the westbound Off-ramp.

Transit New Zealand is at the investigation stage in relation to Te Atatu motorway interchange and at the concept design stage in relation to ramp signals at Te Atatu. Transit New Zealand officers wish to provide the ability for buses and high occupancy vehicles to have priority access to the north-western motorway eastbound. Transit New Zealand officers would like this preferential access from the south to be a right hand turn onto the onramp used by Peninsula traffic. Transit New Zealand officers have advised that preferential access for buses and high occupancy vehicles cannot be provided on the spiral on ramp. This has a significant impact on the Council's plans for Te Atatu Road.

Council staff have examined a number feasible and practical scenarios to address the various problems along Te Atatu Road. Each option has been investigated ruling out options that are impractical, prohibitively expensive or generally unable to provide the desired outcomes. The overall objective is to provide a bus/high occupancy vehicle lane along Te Atatu Road, but there are questions about timing and how to achieve this.

Three broad options are summarised below:

Option 1 - A bus/high occupancy vehicle lane along the kerbside of Te Atatu Road between Edmonton Road and the motorway interchange. This would be wide enough to include cyclists.

Option 2 - A bus/high occupancy vehicle lane along the centre lane of Te Atatu Road between Edmonton Road and the motorway interchange. A cycle lane would be provided on the kerbside.

Option 3 - A cycle lane would be provided on the kerbside. The centre lane could be used by buses, high occupancy vehicles and through traffic. When Transit NZ upgrades the interchange, the kerbside lane could be used for buses and high occupancy vehicles.

There are a number of sub-options set out later in this report which could relate to any of the above options.

Council's District Plan allows for a land take strip of 2.88 metres on both sides of Te Atatu Road between Edmonton Road and SH16 interchange. At this stage this designated area is unlikely to be exceeded for the proposed works, however eventual topographical surveys may prove that more land over and above the designated strip may be needed. Whilst every effort was made to establish the most appropriate scheme to address the current and future problems along this busy arterial, however it is imperative that members of the Committee and the Henderson Community Board are engaged in the decision making process. The aim of the recommended workshop is to allow officers to explain the various aspects of the project and to provide the Committee and Board members with the opportunity to give officers the necessary guidance.

Option 3 - The proposed scheme

A scheme assessment study has been carried out in relation to the first stage of Option 3. The proposed scheme is intended to provide a fully integrated system that caters for all road users equally (cars, trucks, buses, cyclists and pedestrians). The scheme provides for:

- Two signalised left turn lanes from the SH16 westbound Off-ramp onto Te Atatu Road;
- A painted flush median that separates right turn traffic (in/out of side roads and properties) from the flow of traffic providing un-interrupted flow, and addressing the high crash rate along this route;
- Indented bus bays that separate buses from the flow of traffic providing an un-interrupted flow environment;
- Following Council's 2005 approved Strategic Cycle Network Feasibility Study, to introduce a shared cycle / traffic kerb side lane that connects the existing abruptly terminated cycle lanes at the SH16 interchange with the inner cycle network on Te Atatu Road (south) and eventually Edmonton Road;
- Pedestrian facilities and crossing points at appropriate intervals leading directly to bus bays;
- Traffic signals at main junctions providing a more appropriate control, pedestrian facilities, and creating the ability to install bus advance lane; and
- Facilities to incorporate bus and high occupancy lanes in future if and when so desired.

The proposed scheme is divided into three stages as follows:

Stage 1 - Ramp metering stage (construction commencing late 2007) consisting of:

- Replacing the existing roundabout at Old Te Atatu Road with traffic signals;
- Installation of traffic signals at the SH16 eastbound On/Off-ramps with a right turn HOV lane from the over bridge into the northern eastbound On-ramp;
- Ramp meters on all on-ramps, allowing for three lanes on the northern On-ramp (one of which is an HOV lane) and two lanes on the southern On-ramp; and
- Constructing a second left turn lane from the westbound Off-ramp with traffic signals on both.

Stage 2 - Te Atatu Road stage (detailed design commencing late 2006) consisting of:

- Traffic signals at Edmonton Road / Flanshaw Road intersection, with three lane approaches;
- A painted central median along the entire route;
- Banning of right turn from Te Atatu Road into Flanshaw Road;

- Widening the Vera Road and Jaemont Avenue South approaches to Te Atatu Road to two lanes;
- Upgraded traffic signals at Covil Avenue intersection with two lanes on Covil Avenue;
- Widening the Royal View Road approach to two lanes;
- Banning of right turn lanes on all other priority control intersections;
- Widening the Te Atatu Road approach from the south to the SH16 westbound ramps to four lanes, one of which will be a bus advance lane and another will be a dedicated left turn lane into the SH16 westbound On-ramp;
- 4.50 metre wide kerb side lanes in both directions to cater for cyclists; and
- A third lane in the southbound direction from Jaemont Avenue South and Edmonton Road.

Stage 3 - Over bridge widening (construction expected before 2015) consisting of:

- Widening of the Motorway over bridge to three lanes in each direction; and
- Two lanes entering the Motorway from the south.

Alternatives for discussion

During the process of investigation staff examined a number of scenarios and layouts. This exercise was needed to ensure that the recommended scheme is robust and appropriate. The following paragraphs describe the alternative schemes, their benefits and disadvantages, and how they compare with the proposed scheme.

Dual lane roundabout at Edmonton Road / Flanshaw Road / Te Atatu Road:

- Benefits:
 - Adequate capacity for at least 15 years;
 - Safe operation in most periods;
 - All movements allowed.
- Disadvantages:
 - It does not provide safety for pedestrians;
 - A prohibitive amount of land take would be required;
 - Inability to incorporate any bus advance lanes;
 - Topography of the area and approach gradients would dictate the need for expensive shape correction as determined by heavy vehicles tracking.
- Comparison with proposed traffic signals:
 - A dual lane round is an inadequate device to cater for pedestrians safety, traffic signals allow for safe crossings in all directions;
 - A dual lane roundabout is difficult to construct at this location because of topographical constraints, traffic signals will require less reshaping of pavement surface;
 - Land take required for a dual lane roundabout is much higher than that required for the proposed traffic signals.

Solid central median:

- Benefits:
 - Safe and free flow of traffic;
 - More road space available which could be used to reduce land take, better provision for pedestrians/cyclists/traffic, or create urban landscape in the centre of road.
- Disadvantages:
 - Huge inconvenience to local residents and businesses;
 - Possibility of U-turning at inappropriate locations (traffic signals);
 - Doubling of the left turn manoeuvres into driveways resulting in decreased throughput capacity on Te Atatu Road.
- Comparison with the proposed painted flush median:
 - A solid median is generally regarded as an inconvenient device to local residents and businesses while a flush median is usually an accepted treatment;
 - A solid median can potentially reduce the throughput capacity on Te Atatu Road by increasing the left turn manoeuvres while a flush median is considered a dedicated additional lane with a potential to increase throughput capacity by removing turning vehicles from the flow of traffic.

Bus / High Occupancy Vehicle (HOV) kerb side lane in the AM peak:

- Benefits:
 - Free movements of buses;
 - Reduction in overall AM traffic volumes (up to 15%) and potentially in the PM peak;
 - Encouraging the use of alternative mode of transport;
 - It can be accommodated within the Stage 2 scheme of the project with minor costs.
- Disadvantages:
 - Whilst reduction in overall traffic volumes is expected, however a significant increase will also be expected in the non bus / HOV lane exceeding capacity and resulting in possible gridlocks;
 - An increase in traffic volumes in the outer lane could adversely affect the Peninsula bound traffic;
 - Introducing a bus / HOV lane in the kerb side in Stage 1 depends on the ability to merge at the SH16 westbound On / Off-ramps.
- Comparison with the proposed general traffic at least in Stage 1:
 - Two general lanes (currently in operation) have the ability to distribute traffic bound to both SH16 and the Peninsula, while a Bus/HOV lane would force most motorists into a single lane (the outer lane) who could only redistribute correctly on the relatively short over bridge;
 - The existing AM northbound traffic volumes require two lanes to maintain free flow, imposing a significant addition in volumes to one lane could result in gridlocks;
 - Transit New Zealand cannot commit financially to widen the Motorway over bridge in the near future, to cater for a dedicated Bus/HOV lane at the interchange;

- In terms of roadway cross section there are no physical differences between the proposed and alternative schemes, i.e. both schemes allow for two lanes in each direction and a central median, differences are in the control and use of lanes.

Maintaining the right turn movement from Te Atatu Road to Flanshaw Road:

- Benefits:
 - None to little disruption to Flanshaw Road bound traffic;
 - The minor increase in right turn movements into Vera Road would not be needed.
- Disadvantages:
 - A reduction in the available green time to the main movements, resulting in reduced capacity.
- Comparison with the proposed ban of this right turn movement:
 - Maintaining this movement at the signals may result in reduction in overall intersection capacity by the demand of an additional phase, its ban provides a better signals operation;
 - This movement is very low in volumes and can be easily accommodated at the Vera Road intersection without compromising its traffic signals operation.

Other important alternative options that will be tabled at the workshop include the inclusion of a bus/high occupancy vehicle lane on the centre lane, separate on and off-road cycle facilities, long term plans for bus priority measures from the off ramp to Edmonton Road, narrower solid medians, and installation of U-turn facilities at signalised intersections.

ECONOMIC EVALUATION

A full scheme level economic evaluation has been undertaken of the proposed scheme. This evaluation is currently under review as required by Land Transport New Zealand. The evaluation resulted in a Benefit / Cost Ratio of 5.6 and a First Year Rate of Return of 74% giving the project a "HIGH" ranking.

As part of the evaluation a Risk Register has been created to monitor all identified risks. Seven "High Risk" items have been identified; these are continuously monitored with controls in place to mitigate their effects should they occur.

RESOURCES

Council has lodged a Category 2 funding application to Land Transport New Zealand. When accepted this application entails Council to detailed design subsidy. Funding of \$9.4 million has been included in Council's 2006-2016 Long Term Council Community Plan for works associated with this project, as follows:

- \$573,000 in 2006-2007 (budget);
- \$1,232,000 in 2007-2008 (forecast);
- \$3,398,000 in 2008-2009 (forecast);
- \$4,145,000 in 2009-2010 (forecast).

CONSULTATION

To date external consultation has been limited to Transit New Zealand who is effectively a working party in this project. Council and Transit staff have held a number of meetings to discuss the options available and ways to develop a scheme that integrate all modes of public transport with the operation of the motorway.

Transit New Zealand has expressed strong support for the recommended scheme and has committed to commence the feasibility stage of bridge upgrade (Stage 2 of this project) within the next few years.

The recommended consultation process is as set out in the table below:

Task	Milestone
Workshop with Elected Members representing the City Development Committee and Henderson Community Board	February 2007
Consultation with individual property owners, bus operators, Bus & Coach Association, Auckland Regional Transport Authority and Transit New Zealand	March 2007
Community consultation including public open day	April 2007
Analysis of community preferences, reporting back to City Development Committee and Henderson Community Board to determine a preferred option	May 2007

CONCLUSION

It is concluded that:

- The objective of the project is to provide a bus and high occupancy vehicle lane on Te Atatu Road, together with safe provision for cyclists, pedestrians and motorists in order to reduce dependency on the motor vehicle and to provide a more effective way of moving people and goods;
- The proposed scheme needs to be considered along with other options;
- It is necessary to engage Councillors, Community Board members, other transport organisations and members of the public in the decision making process to achieve successful results.

RECOMMENDATIONS

1. That the Te Atatu Road Corridor Improvements - Options Consultation report be received.
2. That the consultation process set out in this report be approved.

Report prepared by: Sam Shumane, Principal Engineer, Transport Assets.



REPORTS FROM THE SUBCOMMITTEES

20 PROJECTS SPECIAL COMMITTEE

THE SPECIAL COMMITTEE SUBMITS THE FOLLOWING REPORT OF ITS MEETING HELD ON WEDNESDAY, 1 NOVEMBER 2006

MATTERS CONSIDERED

A199-A201

The Special Committee dealt with a number of items for which it has delegated powers to act and a copy of the minutes of the meeting is attached at pages A199 to A201.

The Special Committee Recommends:

That the Meeting report of the Projects Special Committee held on Wednesday, 1 November 2006 be received.

RP Dallow, QPM, JP
CHAIRMAN



PUBLIC EXCLUDED MATTERS

21 WILSHER VILLAGE REDEVELOPMENT - OPTIONS ANALYSIS

22 PURCHASE OF LAND FOR ORATIA DOMAIN

23 WAITAKERE RANGES HERITAGE AREA BILL

24 WAITAKERE INVESTMENT MARKETING STRATEGY

These items will be considered in the Confidential Supplement of the agenda, and have 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, Wilsher Village Redevelopment - Options Analysis; Purchase of Land for Oratia Domain and Waitakere Ranges Heritage Area Bill.

The general subject of each matters to be considered while the public is excluded, the reason for passing this resolution in relation of each 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 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.
Wilsher Village Redevelopment - Options Analysis.	The withholding of information is necessary in order to: <ul style="list-style-type: none">• 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 parts of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.

Purchase of Land for Oratia Domain.	<ul style="list-style-type: none"> 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 parts of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.
Waitakere Ranges Heritage Area Bill.	<ul style="list-style-type: none"> maintain legal professional privilege 	That the public conduct of the relevant parts of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist.
Waitakere Investment Marketing Strategy	<ul style="list-style-type: none"> protect information where the making available of the information - <ul style="list-style-type: none"> (i) Would disclose a trade secret; or (ii) Would be likely unreasonably to prejudice the commercial position of the person who supplied or who is the subject of the information. enable any local authority holding the information to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations). 	

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 Sections 7(2)(b)(i), 7(2)(g) and 7(2)(i) of that Act which would be prejudiced by the holding of the relevant parts of the proceedings of the meeting in public as follows:

- The reports contains information which if released will result in loss of legal professional privilege and could affect the Council's negotiations.*

