

NOTICE OF MEETING

INFRASTRUCTURE AND ENVIRONMENT COMMITTEE

TO: The Mayor, Penny Webster
Crs Grahame Powell (Chairperson)
Ross Craig
Pat Delich
Michael Goudie
Gaye Harding
John Kirikiri
Dave Parker QSM
Zane Taylor
June Turner
Greville Walker
Wayne Walker
Suzanne Weld

The Infrastructure and Environment Committee will meet in the Council Chamber, Centreway Road, Orewa on Thursday, 4 February 2010, commencing at 9.00 a.m.

for: CHIEF EXECUTIVE
Rodger Kerr-Newell

OREWA
27 January 2010

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CONFIDENTIAL

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ITEM NO: 1

APOLOGIES

ITEM NO: 2

REPORT



TO Infrastructure and Environment Committee
ON 4 February 2010
FROM Bill Horne – Manager: Transport Services Major Projects
APPROVED BY Murray Noone – Director: Infrastructure
SIGNATURE

A handwritten signature in black ink, consisting of a large loop at the top and a long horizontal stroke extending to the right.

SUBJECT DRAFT NORTHLAND REGIONAL LAND TRANSPORT STRATEGY
FILE REF RF/180/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input checked="" type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? Nil
(ii)	Implications in terms of Vision Rodney? Nil
(iii)	Implications in terms of Long Term Council Community Plan/Annual Plan? Nil
(iv)	Implications in terms of other Council Strategic documents or Council Policy? Nil
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? Not applicable

(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?)
	No

FINANCIAL IMPLICATIONS:

Capital cost implications	Nil
Is it currently budgeted for?	No
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Nil
Is it currently budgeted for?	No
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

SUMMARY:

The Northland Regional Council has released its Draft 30 Year Transport Strategy for Northland (RLTS) for consultation. The draft strategy picks up from the current 2006 - 2016 (Northland) RLTS and aims to address expectations of, and compliance with, both the Land Transport Management Act as amended in August 2008 and the Government Policy Statement (GPS) as revised in May 2009.

The Draft RLTS is a sizable document (77 pages) and a hard copy will be available in the councillors' office. Copies could also be made available by email on request.

Whilst much of the document focuses on issues within the Northland Region, it nevertheless recognises the need for effective and efficient land (and air) transport links with Auckland. In this latter regard rail is noted along with particular emphasis on the need for significant improvements to State Highway 1 between Auckland and Whangarei. This latter point is of interest to this (Rodney) district and it is later recommended, through a proposed submission, that this Council offer support as and where appropriate to the Northland Region in pursuit of improvements to State Highway 1.

Attached as **Appendix 1** is a proposed submission to the Draft Northland RLTS. The proposed submission focuses on aspects of Auckland – Whangarei interconnectability along with some general suggestions.

RECOMMENDATION:

That the proposed submission to the Draft 30 Year Transport Strategy for Northland, attached as Appendix 1 to the Agenda Report, be endorsed and submitted to the Northland Regional Council.

APPENDIX 1

Draft Transport Strategy for Northland

Submission to:- **Northland Regional Transport Committee**

Submission from:- **Rodney District Council**

The Rodney District Council appreciates the opportunity to support and add comment to the Draft 30 Year Transport Strategy for Northland. It is gratifying to note recognition in the Draft Strategy of the importance of State Highway 1 to interregional transport needs.

1.0 Overview

- 1.1 The Draft 30 Year Transport Strategy for Northland (RLTS) seems to be somewhat non specific in its views of travel modes. i.e. to quote from the draft (Section 3.1); *the identified strategic direction is to focus on higher investment in roading, passenger transport, travel demand management and improvements to the rail network.* Whilst apparently advocating equally for all modes, other than for walking and cycling, omitted here but is picked up elsewhere, there must nevertheless be some priorities allocated. The statement may downplay the significance of roads that serve and are within the Region especially when it is remembered that by far the greater part of the region is rural, and effective road networks are essential to service these areas.
- 1.2 The efficient movement of freight is essential to the economic wealth and prosperity of the Country. Whilst not ignoring rail and sea modes, efficient road transport networks are basic to accessing all other mechanised modes and are essential for the efficient movements of freight and goods, and for that matter, people.

2.0 Major Roads

- 2.1 Whilst the RLTS must, and does focus on, and have significance for transport developments in the Northland Region it is nevertheless most encouraging to see recognition of inter-regional mobility in this new draft RLTS. This is especially so with regard to the nationally significant link provided by State Highway 1 which provides the prime land transport based link between Auckland and Whangarei.
- 2.2 The neighbouring authorities Rodney and Northland share common interests which will include similar land uses, tourism, and the all important road link provided by State Highway 1 (SH 1). Clearly SH 1 is of significance to many living and moving around in Rodney but it is of prime importance regionally and nationally in the connection it provides between Auckland and Whangarei. There is in fact no supplementary or equivalent route to SH 1. It is a critical route not only for Auckland and Northland Regions but for the nation as a whole.
- 2.3 It is acknowledged that it is not only the section of SH 1 through Rodney, at least from Puhoi northwards, but the route from Puhoi to Whangarei which is of significance and in need of improvement. There are safety issues and congestion points in need of attention with the most notable including Schedewys Hill, bypassing of Warkworth, Dome Valley, Te Hana Bridge and the Brynderwyn Hill.
- 2.4 Setting priorities and funding improvements for state highways will always be an issue but within Northland, the Brynderwyn Hill section of SH 1 must be a serious example of where there is urgent need for a route less susceptible to closure, be it for maintenance needs, land instability or crashes.
- 2.5 The Governments Policy Statement (GPS) on Land Transport Funding is heartening in its nomination of Routes of National Significance (RoNS) and the further recent moves by the New Zealand Transport Agency (NZTA) to commence studies aimed to determine improvements for SH 1 between Puhoi and Wellsford and on to Whangarei; a matter certainly worthy of note and support in the RLTS.

3.0 Unsealed Roads

- 3.1 The sealing of unsealed roads is of concern to rural people and Rodney and no doubt Northland also. Unsealed roads bring with them problems to personal health, crops, animals and vehicle operating efficiencies. A more balanced approach to rural needs is required. Rural projects cannot compete on a per capita benefit basis with central urban projects, but they cannot be ignored in a Regional Strategy. There is the need for nationally set specific parameters to establish subsidies for unsealed roads along with a separate priority setting process.

4.0 Rail Transport

- 4.1 Any significant improvement in rail links between Auckland and places in Northland, whilst being highly desirable, will only come at a high cost and may therefore fall outside the term of this new draft strategy. Nevertheless advocacy in the direction of improved rail is essential to ensure that at least serious planning and maybe even some lesser physical improvements do occur during the life of the strategy.
- 4.2 Rail investment thus needs to be optimised initially for freight but potentially for passenger services in the longer term. A long term goal could be a rail system that offers similar travel times between Auckland and Whangarei as does SH 1.

5.0 Route Protection

- 5.1 Determination of and protection of areas for improvements (new and/or realignments) to major routes is important for the future programming of works, the allocations of funds, for affected property owners and for the development of commercial and industrial interests.
- 5.2 This needs to be addressed in both the funding strategy and in the prioritisation of projects including integration into rural economic policy, tourism and the like. There also needs to be recognition of the economic role of the rural areas (agriculture, viticulture, aquaculture, quarrying and tourism) to Northland's GDP.

6.0 Passenger Transport

- 6.1 The Rodney District Council commends that consideration be given to the extent to which passenger transport services are subsidised results in an inequitable application of road user charges and taxes. It likewise sees a similar situation with subsidies (small may they be) being applied to walking and cycling projects. There is the need to conduct a risk-based assessment to the cost/benefit analysis of passenger transport and walking and cycling benefits and as well a measure of the realisation of benefits in funded projects of this nature, to determine their long term sustainability. Given the general constraints on funds available regionally and nationally, it is paramount that these assessments are completed, prior to the commitments of funds to these projects.

7.0 Financing the RLTS

- 7.1 The draft RLTS recognises that funding will likely be an obstacle to satisfying effective transport investment requirements for all projects which will be beneficial for the economy of the region. There is thus a need to support value for money, public private partnerships, and other alternate procurement and funding options, in order to gain leverage for public sector funds in the transport investment portfolio.
- 7.2 With regard to resolving funding shortfalls, the Rodney District Council favourably views and commends public private partnership arrangements and tolling to ensure direct user pays funding to transport improvements. Such processes ensure the earlier economic stimulus, benefits and efficiencies from the advancement of projects.
- 7.3 Investment in public transport and alternative transport modes will generally call for funds from the National Land Transport Fund via the NZTA. It does need to be recognised that the vast majority of funds for transport investment are provided through vehicle excise taxes and vehicle road user charges. Consideration of increasing the funding share provided by non-vehicle transport users of these systems is therefore recommended.

8.0 Support for RLTS Objective

The Rodney District Council will be pleased to facilitate, work co-operatively with, and support the Northland Regional Council in any advocacy for the advancement of improvements to State Highway 1 proposals not only limited the section (Puhoi to Wellsford) nominated as a Roads of National Significance in the Government Policy Statement on Land Transport Funding, which lies in Rodney District, but improvements along the total length of State Highway 1 from Puhoi to Whangarei

END

REPORT



TO Infrastructure and Environment Committee
 ON 4 February 2010
 FROM Stuart Howard – Manager: Property Assets and Programmes
 APPROVED BY Murray Noone – Director: Infrastructure
 SIGNATURE

SUBJECT **REQUEST FOR A RIGHT OF WAY EASEMENT OVER EX-LANDFILL SITE IN WAIMAUKU**
 FILE REF RE/25/1

PURPOSE OF REPORT:

<input type="checkbox"/> Information only	<input checked="" type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input checked="" type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? None
(iii)	Implications in terms of Long Term Council Community Plan / Annual Plan? None
(iv)	Implications in terms of other Council Strategic documents or Council Policy? The Waimauku Structure Plan.
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? Yes, no further consultation is required.
(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?) No

FINANCIAL IMPLICATIONS:

Capital cost implications	Nil
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Nil

SUMMARY:

The property in question is the Council owned land (Lot 1 DP 36821) situated adjacent to 948 State Highway 16, Waimauku (a map is attached as **Appendix 1**). The owner of the adjacent property Waimauku Properties Limited, has for a number of years enquired about either acquiring all or part of the Council land (Lot 1 DP 36821) State Highway 16, Waimauku, by either purchasing or registering an easement over part of the property so as to enable it to subdivide its property at 684 State Highway (SH) 16 Waimauku (Lot 1 DP 200143) into two lots. One lot would remain zoned Industrial, the new lot may be zoned Residential or Industrial.

The Council land was previously used as an unregistered landfill until the late 1980s/early 1990s. A clay cap was placed on it in 2002, and is now subject to regular ARC discharge monitoring.

The Council land already has access from SH16, as does the adjoining Waimauku Properties Ltd property, however, in order to subdivide its property Waimauku Properties Ltd would need to meet Transit's limited access requirements. It could achieve this by closing one of the existing entrances and widening the State Highway so as to create a new slip lane for vehicles accessing its property without the need to cross the Council's land.

The alternative would be to relocate the existing access to the Council land, which is situated in the south west corner of the property, over to the south east corner and provide Waimauku Properties with an easement over this land.

RECOMMENDATION:

- (a) **That the provision of a right of way easement across the Council owned land (Lot 1 DP 36821) to the adjacent landowner (Waimauku Properties Limited) be declined.**
- (b) **That the options for this land be reviewed once the Council is either free of its discharge monitoring obligations for this former unregistered landfill, or if an alternative use is proposed.**

1.0 Background

The Council owned land (Lot 1 DP 36821) situated adjacent to 948 State Highway 16, Waimauku was used as an uncontrolled landfill and so there is no historic information as to its contents. The landfill was closed in the late 1980s/early 1990s, and a clay cap and drainage was added in 2002 to provide improved closure and reduce the level of water infiltration. The site is subject to an Auckland Regional Council (ARC) discharge consent and is regularly monitored by staff.

The owner of the adjacent property (Waimauku Properties Limited) has for a number of years enquired about options to either lease, purchase or gain a right-of-way easement across this land and to date all options have been declined. This owner has also applied for resource consent to subdivide its property into two lots, one lot would remain zoned Industrial, whilst the new lot adjacent to the

Council land would become Residential zoned. The consent application is currently on hold pending the outcome regarding access to the new lots.

The minutes of the Strategy and Community meeting for the purpose of analysing submissions to the Waimauku Structure Plan, held on 31 March 2009 in the Waimauku War Memorial Hall, state that:

Subsequent to a site meeting, it was decided that a report be brought to the Council by the Property team (Mark Johannsen) regarding the issues around access for the owner of the industrial land (Mr Soar) via the Council's old tip site. The report would need to also address the future options for Council for the old tip site in terms of possible future development or sale (and any rezoning potential).

Minute No: 202/03/09

(A site visit was held following the meeting and attended by those present at the meeting.)

2.0 Issues

There are various issues associated with this land:

2.1 Soil contaminants

The land was formally used as an uncontrolled landfill and so its contents have not been recorded. An ARC consent is in place to ensure that the Council continues to monitor and maintain this site for any potential contamination issues, therefore, any future owner of the site would have to take on these consent obligations.

2.2 Sale of land

Although the land was not formally acquired for a landfill, the Council was aware of its use and so it would be treated as land held for a public work, therefore, if Council were to sell all or part of the land then it may need to go through an offer-back process. If this property was to be declared surplus and made available for purchase, then there is no guarantee that the adjoining owner would acquire it as the property would be placed on the open market.

2.3 Right of way easement

The adjacent property owner has applied to subdivide its land into two lots, one lot already has access off SH16, the other still requires its own access. The adjacent owner wishes to either acquire part, or at least gain a right of way easement over, part of the Council land. The Council already has access from SH16 to its land and Transit would not allow a second access to this parcel. If Council were to agree to an easement it would have to relocate its current access to the boundary of the adjoining property and create a shared access. A shared access is less desirable for a property and could compromise future development of the Council land.

2.4 Future development

Although no obvious use is currently identified for this parcel of land it may become strategically more important in the future with the ongoing development of Waimauku.

3.0 Options

The following options are available:

- (i) Decline to grant a right of way easement and to continue to manage the contamination issues and other potential future uses for this land.
- (ii) Grant a right of way easement to Waimauku Properties Limited for vehicle access to its adjacent land.

4.0 Conclusion

The land should be retained by the Council due to the soil contamination issues and for potential future development, even if it is only used as a green buffer to mark the entrance to Waimauku.

A registered right of way easement is usually only granted when there are no alternative options available, however, in this case there is an alternative option as the adjacent owner could construct a slip road off of the State Highway to enable vehicles to safely access its property. Moving the existing State Highway access to the Council-owned land to a new shared access could also compromise the future use of the Council land. However, if the Council is keen to see the adjacent land more intensely developed, then the granting of the right of way easement should be considered as this would be a more affordable option for Waimauku Properties Ltd.

APPENDIX 1

Aerial photo showing proposed easement area.



REPORT



TO Infrastructure and Environment Committee

ON 4 February 2010

FROM Murray Noone – Director: Infrastructure

APPROVED BY Murray Noone – Director: Infrastructure

SIGNATURE

SUBJECT **PROGRESS REPORT ON IMPLEMENTATION OF COMMITTEE DECISIONS**

FILE REF CF/1/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance?
	No
(ii)	Implications in terms of Vision Rodney?
	No
(iii)	Implications in terms of Long Term Council Community Plan/Annual Plan?
	No
(iv)	Implications in terms of other Council Strategic documents or Council Policy?
	No
(v)	Is a budget amendment required?
	No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required?
	Not applicable

FINANCIAL IMPLICATIONS:

Capital cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

SUMMARY:

Attached as **Appendix 1** is the progress report on the implementation of decisions from the former Assets Management and Community and Environment Committees, which fall under the scope and powers of the Infrastructure and Environment Committee. Also included are full Council decisions relating to infrastructure and Environment issues.

The decisions reported on are those where some follow up action is required. Items marked as completed will be shown on two consecutive reports as such, and then drop off.

The progress report is for information only and if further resolutions are required on any of these topics, separate reports will be presented to the Infrastructure and Environment Committee.

A separate confidential item covers implementation of confidential decisions.

RECOMMENDATION:

That the information be received.

APPENDIX 1

PROGRESS REPORT ON IMPLEMENTATION OF DECISIONS FROM INFRASTRUCTURE AND ENVIRONMENT COMMITTEE (AND FULL COUNCIL DECISIONS RELATING TO ASSET MANAGEMENT MATTERS)

Updates in bold italics

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
373/04/08	<p><u>Helensville Town Centre Toilet Replacement</u></p> <p>Study of visitor movements through the north, south and central Helensville to be conducted in order to provide a list of potential toilet sites.</p>	Gavin Flynn District Strategy & Planning	Detailed design of toilet is now reaching final stages with roof, toilet selection, public realm works and art component being finalised. Building consent programmed to be lodged by <i>end of January 2010</i> . Construction is expected to start in March and finish in <i>May 2010</i> .	
2509/09/06	<p><u>Communities for Climate Protection – New Zealand (CCP-NZ)</u></p> <p>Crs Delich and W Walker appointed to work with staff to investigate setting a greenhouse gas reduction target for the Council & community to achieve Milestone 2 of the CCP-NZ Programme.</p>	Max Smitheram District Strategy & Planning	<p>Milestone 1 (Corporate & Community emissions audit) has been completed and milestones 2 and 3 were progressed.</p> <p>Council participates in the Regional Response to Climate Change Process and is a party to Issues and Options: Climate Change recently produced by the Auckland Regional Council.</p> <p>ICLEI CCP-NZ has been disestablished by the Government and Councils in the region are collaborating to consider ongoing emissions reduction programmes.</p> <p>A review of corporate energy use is underway through ebench with a view to cost savings, emission reduction and improving</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			<p>corporate energy practice.</p> <p>An in-house team led by Damon Birchfield is pursuing cost savings and practical actions that can be achieved in the next 12+ months which reduce GHG emissions. It has an RDC corporate focus and will have a legacy aspect for new governance structures.</p>	
2116/08/06	<p><u>Matakana Wastewater</u></p> <p>Implementation report on connection of Matakana Village to the Jones Road wastewater treatment plant to be provided.</p>	Anita Yahya Infrastructure	<p>Detailed design is now underway. In readiness for connection, when fund become available <i>in 2010/11</i>.</p> <p>We have now looked at options to divert the existing network to the proposed Matakana to Jones Road Pump Station and rising main. Ahead of the retro fit with the PWC (Pressure Wastewater Collection System).</p> <p>It is now proposed to connect part of the discharge to Jones Road WWTP ahead of the PWC installation to relieve the pressure off the Matakana WWTP and to cater for some growth.</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
288/03/08	<p><u>Kumeu Huapai Riverhead Waimauku Wastewater</u></p> <p>Council received information that a full report would be made available in April.</p>	Jenny Warren Infrastructure	<p>This project is progressing steadily forward. Consultants have been engaged to write the resource consent application for Tapu Rd. A meeting has been held with ARC and Auckland Health to make them aware of Council's plans to develop a wastewater treatment plant at Tapu Road, to discuss the programme to develop the resource consent applications and give them the opportunity to advise Council of issues they consider would also need addressing. The alternative connection to Watercare Services trunk sewer is under investigation with a favourable report expected shortly. A meeting has been set up for 29 July to present the industrial and mixed residential property owners of Kumeu and Huapai with a report on progress towards providing the area with a wastewater service. The 8th Wastewater Information sheet is to be issued on 17 July as an insert in the Norwest News to keep the community advised of progress on the project.</p> <p>A detailed report on the scheme was presented to the Infrastructure & Environment Committee 8 May 2008.</p>	
507/05/08	<p><u>Kumeu Huapai Riverhead Waimauku Wastewater</u></p> <p>Council resolved:</p> <p>That interim options be considered to allow landowners to subdivide/develop with on-site treatment options;</p>		<p>Officers have developed an Assessment of Environmental Effects reports for resource consent for a possible standalone plant at Tapu Road.</p> <p>Parallel negotiations took place with</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
	<p>That it did not consider use of on-site systems to be sustainable for the majority of existing and future development areas;</p> <p>To confirm its intention to provide a public service to these communities;</p> <p>That the preferred system be through pressurised wastewater collection (PWC) and a stand alone treatment plant;</p> <p>To continue to investigate alternate solutions using PEC and disposal to the Watercare services regional wastewater system;</p> <p>That officers pursue appropriate design, land use planning, consenting, funding, procurement and consultation as necessary to progress the project;</p> <p>That a final decision be made in June 2009, with interim reports at 3-monthly intervals;</p> <p>That \$7800,000 be made available through the Annual Plan 2008/2009;</p> <p>That a decision on the inclusion of Waimauku be deferred until after adoption of the Waimauku Structure Plan;</p> <p>That the Director: Infrastructure pursues central government funding for the project.</p>		<p>Watercare Services. A report recommending the preferred option was presented to the Council 6 November 2008.</p> <p>Planning Forums were successfully held in May 2009.</p> <p>The Watercare/RDC agreement for the wastewater connection is being prepared and is mostly complete. The agreement will state December 2011 as the date for the Watercare wastewater connection. Watercare met with Murray Noone and Rodger recently to discuss delaying the signing of this agreement until after the relevant legislation has been passed later this year.</p> <p>Watercare has agreed to provide water supply only by year 2013, the constraint being that the Watercare physical works may not be able to proceed prior to completion of a section of SH16. RDC would prefer to have the connection by December 2011 to align with the wastewater connection and we are working with the relevant authorities to make this happen.</p> <p>A revised LTCCP Capex timeline has been approved based on delivery of wastewater and water supply by December 2011.</p> <p>A workshop took place for Councillors and a report was presented to the Council meeting on 24 September 2009.</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			<p><i>All design and consent work is in progress for a project completion – Dec 2011.</i></p> <p><i>Currently in discussions with Watercare to ensure that it will commit to this project post Nov 2010.</i></p>	
665/06/07	<p><u>Groundwater Supply in Warkworth</u></p> <p>Drilling of a production bore and two observation wells in Sanderson Road, Warkworth, to proceed and resource consents to be applied for as soon as possible.</p>	Bruce Fulford Infrastructure	<p>Detailed design of treatment plant completed. Design of transfer pump station in progress. Funding is not available this year to purchase land for the treatment plant. Consent conditions being negotiated with ARC.</p>	
851/08/07	<p><u>Parks Maintenance Standards Agreements</u></p> <p>Parks and Coastal Manager and Property Manager to negotiate service level agreements with WFH Properties and Kensington Properties. Proposed agreement to be presented to the Committee for confirmation.</p>	Chris Burgess Infrastructure	<p>Kensington Body Corporation is still maintaining the public areas that surround Kensington Park. An agreement is still to be reached between Kensington and RDC. RDC Legal is working on at the moment. Chris Burgess has met with Mark Peldman. The Millennium Walkway was reopened before Xmas. Kensington have a new resource consent for a café to be built on our reserve. This consent will rectify the developer's ownership and maintenance of this area.</p> <p>WFH Properties - discussions still in process. CityCare have taken over the road mowing of this area as an additional cost to their contract.</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
860/08/07	<p><u>Puhi Land Use:</u></p> <p>Report to next Council meeting (23 August).</p> <p>Site visit before Council meeting.</p>	Stuart Howard Infrastructure	<p>On 28 February Council resolved to defer any decision in this matter until the Puhoi Pioneers Reserve Management Plan has been adopted.</p> <p>Puhi Reserve Management Plan went out for public consultation and was approved.</p> <p>Submissions have been heard. Council to deliberate at the next Council meeting on 2 July 2009.</p> <p>Expected completion date is December 2009.</p> <p><i>An Agenda item was presented to Infrastructure and Environment on 19 November 2009.</i></p> <p><i>The Land is to be classified as reserve, under the reserves act, due to be completed end Jan 2010.</i></p>	
924/08/07 1126/09/07	<p><u>Matakatia Reserve update</u></p> <p>Re-survey and define the boundaries of the reserve.</p> <p>Apply for funding through Annual Plan.</p> <p>Introduce Community based HBC Forest & Bird Pest Control Group.</p> <p>Liaise with neighbours over management program.</p>	Chris Burgess Infrastructure	<p>Letters have been sent out to the community and responses are being collated.</p> <p>The HBC Forest and Bird group are having a weed clean up day on Saturday 18th April 2009.</p> <p>Clean up day was a success, feedback so far from neighbours has been positive, ready for new financial year to kick off survey and boundary markers.</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			<p>July 2009 – Commissioning surveyors of the boundaries for identification purposes.</p> <p>Jan 2010 – Pest and weed eradication are progressing well.</p>	
1464/12/07	<p><u>Community House</u></p> <p>The Council resolved:</p> <p>That further consideration of redevelopment of the site, responsibility for funding that redevelopment and the allocation of modcoms to Hibiscus Coast Community House Incorporated by way of selling, leasing or gifting, be deferred till a later date.</p> <p>That the Council approve the transfer of the three modcoms, including the two used as the Call Centre, plus the toilet block unit, to establish Rodney's permanent EOC.</p>	Stuart Howard Infrastructure	<p>The Council resolved to allocate four modcoms plus the ablution block to HBC Community House and three modcom units plus ablution block to the new Emergency Operations Centre.</p> <p>Consents being processed.</p> <p>Outcome of Victor Eaves Resource Management Plan to be advised to Council on 7 May 2009 at the Strategy and Community Committee.</p> <p>HBCCH to be relocated to Western Reserve. Resource Consent has been granted, and Building Consent should be granted in the next few days. Modcom buildings currently being relocated to Western Reserve.</p> <p>The HBCCH move will be fully completed by end November 2009.</p> <p>Jan 2010 – the Code of Compliance has been complete.</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
521/05/08	<p><u>Kumeu Cemetery</u></p> <p>Council resolved:</p> <p>That the work necessary to enable the subject land to be classified for cemetery purposes be completed;</p> <p>That the outcome of the classification process be reported back to the Council with a request for direction on whether or not to proceed with cemetery planning and subsequent implementation on the site.</p>	Gavin Flynn Sarah Gathercole District Strategy & Planning	<p>A public notice has been published. Submission period open for the Cemetery as a scheduled activity. Submission period closed on 16 October 2009.</p> <p><i>Submission period was extended until the end of October to allow for community group submissions.</i></p> <p><i>Submissions have been evaluated and have been opened up to further submissions, which closed before Christmas. A decision on whether to proceed with the scheduled activity plan change is to be presented in a report to Council at a later date.</i></p>	
652/06/08	<p><u>Meerkat Warning Sirens – Northern Ward</u></p> <p>The Committee supports the stage 1 installation of Meerkat sirens at Omaha North, Point Wells and Whangateau and agrees to waive landowner consent fees for up to five siren installation sites.</p> <p>The Committee supports the sourcing & installation of sirens from Meerkat Alert systems Ltd.</p> <p>The Committee supports the installation of Tsunami signage of national technical standard & international best practice.</p>	Paul Green Customer Services	<p>Draft contract is being reviewed by the contracts office. Project Team initiated to address consents requirement. Project is on schedule for completion this financial year.</p> <p>Contract has been agreed and signed. Project implementation now underway and on track for completion by financial year end.</p> <p>Project implementation continues. Sirens are currently being installed at proposed sites. An issue has arisen with regard to the use of a repeater site and as a result alternative locations are being considered. This issue may affect the</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			<p>completion date of this project - this will be confirmed by 31 May 2009.</p> <p>Sirens are currently being installed at proposed sites for stage 1 of the project. The relocation of the EOC from Hilltop to level 1 Tasman Building necessitates the need for a second repeater. Matters surrounding this issue are currently being discussed to identify a need for a report to the ATA.</p> <p>Sirens have been installed at proposed sites for stage 1 of the project. A second repeater has been purchased and a RDC site at Tindalls Bay has been identified as a potential site for the installation of the repeater. The second repeater site is currently under construction. These repeaters will provide clear communications from the EOC to the Tsunami Sirens.</p> <p>All off-site repeaters have been installed and the main control system is now operative at new EOC - Level 1 Tasman. Sirens will be tested in late November/early December in conjunction with commencement of stage 2 of the siren installation at Omaha.</p> <p>All siren testing was brought forward due to the Samoan Tsunami and were tested on 25 October. These sirens situated in Whangateau, Point Wells and Omaha passed all operational tests. Stage 2 of the</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			<p>siren installations are under way with two more sets of sirens to be installed in the Omaha area. Siren sites and associated installation costs to install them are currently being investigated and confirmed.</p> <p>Sites have been identified for the two sets of sirens. Currently waiting for consent and other associated costs to install them at Omaha beach.</p>	
2539/09/06	<p><u>Orewa Boulevard - Alpur B2 Alternative Free Route through Orewa</u> (Proposal by Destination Orewa Beach and Rodney Economic Development Trust.)</p> <p>The Council will not pursue the issue of whether a different alternative free route for ALPUR B2 is desirable with the Government at this stage, but will initiate further discussions with Transit NZ and Destination Orewa Beach with the intention of strengthening the concepts set out in the Hibiscus Coast Boulevard Project and increasing Transit funding for the necessary works to better connect Orewa to the beach.</p>	Bill Horne Infrastructure	<p>The overall project is nearing completion. Works are complete between Moana and Tamariki, including the Moana Stormwater outfall adjacent to the Moana Reserve. Also, the west side is basically complete between Moana and Florence. The outstanding works comprise of kerbing, footpath works and plantings on the beach side of the HBC highway between Moana and Florence and from Tamariki to the reserve (opposite Riverside Rd). This work is scheduled for completion by 13 February 2010 for the official opening.</p>	
110/03/09	<p><u>Renaming of State Highway 17 from Silverdale to the top of Albany Hill</u></p> <p>Director Infrastructure to investigate the urgency of the request from NZTA for suggestions for the renaming of this portion of road by 18 March.</p>	Bill Horne Infrastructure	Work with North Shore City, on a common name for the whole of State Highway 17, from Greville Road to Silverdale has slowed whilst other matters related to revocation are discussed with NZTA.	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
<p>3106/12/06 69/02/07</p> <p>647/06/07</p> <p>1079/09/07</p>	<p><u>Whangaparaoa Road, Town Centre Traffic Signals</u></p> <p>To be implemented:</p> <p>Provision for two right turning movements out of Wade River Road;</p> <p>Provision of additional stacking lane capacity for west bound traffic on Whangaparaoa Road east of Wade River Road;</p> <p>Provision of recessed east bound bus bay;</p> <p>Removal of the existing traffic signals at the Whangaparaoa Road / Main Street / Tower Hill intersection;</p> <p>Installation of central median strip to prohibit right turn movements;</p> <p>Retention of left in, left-out movements;</p> <p>Installation of traffic signals at the Whangaparaoa Road/ Stanmore Bay Road intersection.</p> <p>Removal of the existing traffic signals at the Whangaparaoa Road / Main Street south end intersection;</p> <p>Installation of central median strip to prohibit right turn movements;</p> <p>Retain left-in, left-out movements;</p> <p>Provision of a zebra crossing with central refuge at Whangaparaoa Road/Main Street south end intersection.</p> <p>Consultation process to commence on the upgrade based on Option 2: 60 degree angle parking; raised median islands.</p>	<p>Barry George Infrastructure</p>	<p>Work is now subject to Penlink approval.</p> <p>Minor improvement work, east of Wade River Road intersection, now complete.</p> <p>The installation of Traffic Signals on hold – post Penlink decision.</p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
	<u>Busway Park and Ride Project</u>	Ahmed Khaled Infrastructure	<p>Negotiations with the land owner on the preferred option are well underway.</p> <p>Park-n-Ride Strategy now approved by Council and funding requested through LTCCP.</p> <p>Negotiations on purchase of land relating to the preferred option are ongoing. We are also looking at another option of almost equal ranking.</p> <p>Regarding application for subsidy – the project has been included in NZTA's 2009/12 National Land Transport Programme as a Cat 2 project. The project has to compete with other similar projects nationally for funding based on project economics.</p>	
	<u>Right of Way Easement at the Waimauku Land fill site</u>	Stuart Howard Infrastructure	<i>Refer to agenda item 4 Feb 2010.</i>	
928/12/09	<u>Orewa College Walkway</u>	Murray Noone Infrastructure	<i>Reported to Council at its 17 December 2009 meeting.</i>	
	<u>Cabeleigh Drive closure of walkway</u>	Mark Johannsen	<p>Response emailed by Mark Johannsen to Western Councillors 24/11/09:</p> <p><i>Property had agreed on transferring the property to the adjoining owner and the documentation was with their solicitor for signing. We have followed up today and have now been advised that the property is to be put on the market and they do not wish to pursue this land transaction.</i></p>	

Res.No. Committee	Summary of Decision	Officer/Director Responsible	Status/Next Action(s)	Completed
			<i>We are continuing with the reserve revocation and will enter dialogue with the new owner when a sale occurs. We will also contact the RE agent concerned and let them know the availability of this land to any potential buyer.</i>	

REPORT



TO Infrastructure and Environment Committee
 ON 4 February 2010
 FROM Mark Johannsen – Group Manager: Property Services
 APPROVED BY Murray Noone – Director: Infrastructure
 SIGNATURE

SUBJECT **QUARTERLY PROPERTY TRANSACTIONS UPDATE - DECEMBER 2009 QUARTER**
 FILE REF PK/1/1

PURPOSE OF REPORT:

<input checked="" type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance?
	No
(ii)	Implications in terms of Vision Rodney?
	No
(iii)	Implications in terms of Long Term Council Community Plan / Annual Plan?
	No
(iv)	Implications in terms of other Council Strategic documents or Council Policy?
	No
(v)	Is a budget amendment required?
	No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required?
	No
(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?)
	No

FINANCIAL IMPLICATIONS:

Capital cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

SUMMARY:

This report details the results of the property transactions (settlements) that have occurred since the last report to the Council. It has been prepared in accordance with Council policy for Land Dealings 1605(c)(ii), which states:

The details of all property transactions are to be reported back to the Council or relevant Committee quarterly.

The report details sales and purchases (settlements) between 1 October 2009 and 31 December 2009 as shown in the schedule attached as **Appendix 1**.

RECOMMENDATION:

That the 'Quarterly Property Transactions Update' for the period 1 October 2009 to 31 December 2009, attached as Appendix 1 to the agenda report, be received.

APPENDIX 1

REPORT



TO Infrastructure and Environment Committee
 ON 4 February 2010
 FROM Mark Johannsen – Group Manager: Property Services
 APPROVED BY Murray Noone – Director: Infrastructure
 SIGNATURE

SUBJECT **CLASSIFICATION - METRO PARK WEST**
 FILE REF TP/9/36/2

PURPOSE OF REPORT:

<input type="checkbox"/> Information only	<input type="checkbox"/> Strategic decision	<input type="checkbox"/> Policy decision	<input checked="" type="checkbox"/> Statutory process
<input type="checkbox"/> Community issue	<input type="checkbox"/> Contract decision	<input checked="" type="checkbox"/> Delegation	<input type="checkbox"/> Appointment
<input type="checkbox"/> Administrative matter			

IMPLICATIONS:

(i)	Is this matter significant in terms of Council's Policy on Significance? No
(ii)	Implications in terms of Vision Rodney? No
(iii)	Implications in terms of Long Term Council Community Plan / Annual Plan? No
(iv)	Implications in terms of other Council Strategic documents or Council Policy? No
(v)	Is a budget amendment required? No
(vi)	Have the views of affected or interested persons been obtained and is any further public consultation required? No
(vii)	Does a decision on this matter require Auckland Transition Agency approval? (yes / no / advice being sought?) No

FINANCIAL IMPLICATIONS:

Capital cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding source of capital costs	Not applicable
Ongoing operational cost implications	Not applicable
Is it currently budgeted for?	Not applicable
Funding & rating impact (whether resulting from capital expenditure or arising directly)	Not applicable

SUMMARY:

This report seeks the Committee's endorsement to recommend to the Council that it classifies the land known as Metro Park West, Silverdale as Recreation Reserve pursuant to the Reserves Act 1977.

RECOMMENDATION:

That it be recommended to the Council:

- (a) **That the land known as Metro Park West, being all that land held in Computer Freehold Register 502666, being Part Lot 1 Deposited Plan 212197, and Sections 2, 4, and 6 Survey Office Plan 416852 be classified as Recreation Reserve pursuant to Section 16(2A) of the Reserves Act 1977.**
- (b) **That the Group Manager: Property Services be delegated authority to complete all the necessary statutory processes to give effect to resolution (a) above.**

1.0 Background

The Council, at its meeting held on 9 April 2009, approved various legalisation actions to stop and add road to Metro Park West, and conversely declare parts of the park to be road. These legalisation actions have now been completed and new amalgamated Computer Freehold Register 502666 has been issued for the amended park area.

The Metro Park West Reserve Management Plan, adopted by Council in October 2009, noted that the park was not classified under the Reserves Act 1977, however the intention is to classify all parts of the park proposed for recreation purposes as 'Recreation Reserve'.

This report now seeks the Committee's endorsement for the Council to classify Metro Park West as a Recreation reserve pursuant to Section 16(2A) of the Reserves Act 1977.

2.0 Issues

2.1 Land details

The land details for Metro Park West are as outlined below:

Owner:	Rodney District Council
Legal Description:	Part Lot 1 Deposited Plan 212197, and Sections 2, 4, and 6 Survey Office Plan 416852
Computer Freehold Register:	502666
Area:	14.7792 Hectares
Status:	Unclassified Recreation Reserve subject to the Reserves Act 1977.

A plan of the revised Park boundary is attached as **Appendix 1**.

2.2 Classification process

The process to classify Council owned land that is held subject to the Reserves Act 1977(the Act) is as prescribed in Section 16(2A) of the Act. This requires the Council to pass a resolution to classify and the presentation of that resolution to the Department of Conservation, together with a request asking it to acknowledge that classification. The Department of Conservation will then ask Land Information New Zealand to amend its land database.

Iwi and public consultation is not a requirement of this process.

Land subject to a reserve management plan must be classified in order for that plan to comply with Section 41 of the Act, and be recognised by the Department of Conservation.

3.0 **Options**

The options available to the Council are summarised below:

- (a) Approve the proposed classification of Metro Park West as a recreation reserve.
- (b) Decline the proposed classification. This option should be avoided, as it is contrary to the intention of the adopted reserve management plan.

4.0 **Conclusion**

It is recommended that the Council resolve to classify Metro Park West as a recreation reserve.

APPENDIX 1

SUBJECT PUBLIC EXCLUDED

Recommendation:

That the public be excluded from the following parts of the proceedings of this meeting, namely:

Agenda Item No(s) 8 and 9

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to 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 matter to be considered	Reason for passing this resolution in relation to each matter	Grounds under section 48(1) for the passing of this resolution
Possible land disposal	The disclosure of information would not be in the public interest because of the greater need to enable the council to carry out, without prejudice or disadvantage, commercial activities (section 7(2)(h) Local Government Official Information and Meetings Act 1987).	That the public conduct of the whole or the relevant part of the proceedings of the meeting would be likely to result in the disclosure of information for which good reason for withholding would exist, under section 6 or section 7 (except section 7(2)(f)(i) of the Act). (section 48(1)(a) Local Government Official Information and Meetings Act 1987.)
Progress report on implementation of confidential committee decisions	As per the reasons given for excluding the public at the meeting(s) when these decisions were made	As per the grounds given for excluding the public at the meeting(s) when these decisions were made.

CONFIDENTIAL