

**Date:** Wednesday 10 September 2014  
**Time:** 9.00am  
**Meeting Room:** Kaipātiki Local Board Office  
**Venue:** 90 Bentley Avenue  
Glenfield

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## **Kaipātiki Local Board**

# **OPEN MINUTE ITEM ATTACHMENTS**

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Kaipatiki Local Board

Attn. Members Ann Hartley, John Gillon

Re: Heavy trucks in Onepoto Domain

Dear Ann and John,

We write to you in your respective capacities as portfolio -holders for Parks, Active and Passive Recreation.

As you know, Onepoto Domain is one of the most valued park assets in the Kaipatiki Board area.

For some time, its amenity has been seriously diminished by the presence of large trucks on non-Council business, in the main for driver breaks ( especially lunch), also occasional use of the toilets and sometimes for walking, smoking etc on the grounds.

The issue was taken up some years ago by local resident Kevin Fox who asserted that such large vehicles were in breach of the general conservational/recreational intent of the Reserve Management Plan for Onepoto Domain, and also Policy 5.5.1 (p.35) Carparking and Access which states "That the Car parking lots be clearly marked on the ground". Note that there is no reference to availability for truck parking, and the markings subsequently installed are either for cars only, or yellow dot 'no parking' sections of the roadway.

It is reasonable to assume therefore that it was always intended that the only vehicles anticipated to be parked inside the domain would be cars or smaller motor vehicles that could fit within the road markings.

Unfortunately, within a short time, trucks were to be seen regularly parked in the domain.

Kevin Fox took this matter up with a range of parties including the truck operators, Auckland Council and the Ministry of Business, Innovation and Employment from a health and safety perspective. Quite how the decision came to pass we are not sure, but between the various parties in late 2012 or early 2013 it was agreed that signage would be put in place to deter entry by heavy vehicles ( copy attached). While this reduced the flow there were still occasional errants, including the major roading contractor Fulton Hogan, who after being chastised by Mr Fox wrote to NRA to ask our view on trucks in the Domain. We stated our categorical opposition( copy attached) . To their credit, Fulton Hogan responded positively stating that their drivers would be instructed not to use the domain ( copy attached). Offending traffic subsequently reduced until late 2013/2014. Mr Fox took up the matter with the Fulton Hogan area manager James Scully, who, incredibly said he was ignoring the earlier decision of his CEO. Shortly after, the sign was removed, (we have to assume by Auckland Council although no-one has admitted this despite several enquiries from us) presumably at the prompting of one of their major contractors i.e Fulton Hogan.

Incredible! Worse, in a letter to Kevin Fox, Feb 20th, ( copy attached) the manger of parks, Ian Maxwell said the "the Domain is a public place and access cannot be restricted. Further, parking restrictions within the Domain are not currently under

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consideration". ( not sure if he intended the last comma, since it does confuse the meaning somewhat). Attached are photographs of but a tiny sample of recent trucks in the Domain.

We believe that we should go back to 'the basics'. What is the purpose of such a lovely peaceful area?

Surely it is passive and/or active recreation, the enjoyment of which is significantly diminished by the noisy, dieselly arrival, illegal parking and departure of heavy trucks. We say 'illegal' because the trucks cannot park in the carparks as they are marked, and it would be unthinkable for AC to remove some of the relatively restricted carparking area to re-designate for trucks!

NRA asks KLB to take this matter up with AC Parks. In the first instance, trucks are clearly in breach of parking rules ( of whatever legal standing). They should be warned that prosecution will follow breaches. AC is quick enough to issue infringement tickets for the most minor parking offences which cause no inconvenience or discomfort to other motorists. I suggest, for instance that your car parked parallel rather than angle on Birkenhead Ave. would receive an infringement ticket within minutes. Why shouldn't AT also be expected to protect our reserves.

Further, AC implements a plethora of regulations, by-laws, whatever e.g control of dogs on beaches and in reserves ; parking regulations, smoking restrictions, restrictions on what can and can't be done in Council halls, on sportsgrounds etc etc, all supposedly in the interests of enhancing the 'liveability' of Auckland. If AC is presently unable or unwilling to keep trucks out of our parks and reserves then we believe that the proper response is not to stand back and let them in, but to act in the public interest and pass an appropriate by-law to keep them out.

The converse is unthinkable - that on weekdays at least, and especially around the middle of the day, the time when parks around Auckland are most used by the public, that they will be progressively fuller of heavy trucks.

Finally, the connection of the new cycleway with the road means that there will be a significant increase in cyclists, including children using the road. Heavy trucks using this narrow roadway will present a significant hazard.

We ask KLB to take urgent action.

Yours faithfully,

Wayne Hale  
Chair, Northcote Residents Assn.

c.c Councillors George Wood, Chris Derby

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**From:** Shane [sb@datumgroup.co.nz]  
**Sent:** Tuesday, 9 September 2014 8:13 a.m.  
**To:** John Gillon - Kaipatiki  
**Subject:** Re: Heavy vehicles at Onepoto Domain

Morning John,

The ORA would prefer heavy vehicles not to use the Onepoto Domain as the road is not constructed for them and the room for them to manoeuvre is too tight therefore damaging the asphalt which is already in poor repair. Also if heavy vehicles were allowed as of right to use the Domain, it wouldn't be a good look if they parked up in there over a weekend when the park is inundated with visitors. I would have thought the Council would support this move as ultimately if heavy vehicle use the Domain for turning, then the cost of repair will fall back on Council, which seems a bit silly really when the option to ban or discourage heavy vehicle access does not cause any issue. Must be careful however to allow for all park service vehicles weights etc.

Regards

Shane Brannigan  
Director

Datum Consultants Limited

Tel: +64 9 480 2450  
Fax: +64 9 480 2453  
Mob: +64 21 271 9937

Email: [sb@datumgroup.co.nz](mailto:sb@datumgroup.co.nz)

PO Box 91811  
Victoria Street West  
Auckland 1142  
New Zealand