I hereby give notice that an ordinary meeting of the Devonport-Takapuna Local Board Community Forum will be held on:

Date: Tuesday, 27 August 2019
Time: 5:00pm
Meeting Room: Devonport-Takapuna Local Board Chamber
Venue: Takapuna Service Centre
        Level 3
        1 The Strand
        Takapuna

Devonport-Takapuna Local Board Community Forum

OPEN AGENDA

MEMBERSHIP

Chairperson
George Wood, CNSM
Deputy Chairperson
Dr Grant Gillon
Members
Mike Cohen, QSM, JP
Jennifer McKenzie
Jan O’Connor, QSM
Mike Sheehy

(Quorum 3 members)

Rhiannon Foulstone-Guinness
Democracy Advisor

21 August 2019

Contact Telephone: 021 815 313
Email: rhiannon.guinness@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
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1 Welcome

2 Apologies

At the close of the agenda no apologies had been received.

3 Declaration of Interest

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

The Auckland Council Code of Conduct for Elected Members (the Code) requires elected members to fully acquaint themselves with, and strictly adhere to, the provisions of Auckland Council’s Conflicts of Interest Policy. The policy covers two classes of conflict of interest:

i. A financial conflict of interest, which is one where a decision or act of the local board could reasonably give rise to an expectation of financial gain or loss to an elected member

ii. A non-financial conflict interest, which does not have a direct personal financial component. It may arise, for example, from a personal relationship, or involvement with a non-profit organisation, or from conduct that indicates prejudice or predetermination.

The Office of the Auditor General has produced guidelines to help elected members understand the requirements of the Local Authority (Member’s Interest) Act 1968. The guidelines discuss both types of conflicts in more detail, and provide elected members with practical examples and advice around when they may (or may not) have a conflict of interest.

Copies of both the Auckland Council Code of Conduct for Elected Members and the Office of the Auditor General guidelines are available for inspection by members upon request.

Any questions relating to the Code or the guidelines may be directed to the Relationship Manager in the first instance.

4 Confirmation of Minutes

That the Devonport-Takapuna Local Board Community Forum:

a) confirm the ordinary minutes of its meeting, held on Tuesday 25 June 2019, as true and correct.

5 Leave of Absence

At the close of the agenda no requests for leave of absence had been received.

6 Acknowledgements

At the close of the agenda no requests for acknowledgements had been received.
7 Petitions

At the close of the agenda no requests to present petitions had been received.

8 Deputations

Standing Order 7.7 provides for deputations. Those applying for deputations are required to give seven working days notice of subject matter and applications are approved by the Chairperson of the Devonport-Takapuna Local Board Community Forum. This means that details relating to deputations can be included in the published agenda. Total speaking time per deputation is fifteen minutes.

8.1 Julie Picot

Te take mō te pūrongo

Purpose of the report

1. Julie Picot will be in attendance to address the board regarding roading concerns in her area.

Ngā tūtohunga

Recommendation/s

That the Devonport-Takapuna Local Board Community Forum:

a) receive the presentation from Julie Picot and thank her for her attendance.

Attachments

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8.2 Harbourside Church

Te take mō te pūrongo

Purpose of the report

1. Mac Andre, General Manager/Pastor of Harbourside Church will be in attendance to address the board in support of this item.

Ngā tūtohunga

Recommendation/s

That the Devonport-Takapuna Local Board Community Forum:

a) receive the presentation from Mac Andre and thank him for his attendance.

9 Public Forum

A period of time (approximately 30 minutes) is set aside for members of the public to address the meeting on matters within its delegated authority. A maximum of 3 minutes per item is allowed, following which there may be questions from members.

At the close of the agenda no requests for public forum had been received.
10 Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

"An item that is not on the agenda for a meeting may be dealt with at that meeting if-

(a) The local authority by resolution so decides; and

(b) The presiding member explains at the meeting, at a time when it is open to the public,-

(i) The reason why the item is not on the agenda; and

(ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting."

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

"Where an item is not on the agenda for a meeting,-

(a) That item may be discussed at that meeting if-

(i) That item is a minor matter relating to the general business of the local authority; and

(ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but

(b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion."
ATTACHMENTS

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23rd June 2019

To: The Devonport-Takapuna Local Board
Auckland Council

cc: Councillor Chris Darby
Auckland Transport
Julie Picot
Hamana Street and Seaciffe Ave Residents

Re: Seaciffe Ave and Hamana Street Resealing with a Chip Seal Surface

Introduction

We live at 86 Seaciffe Avenue, Narrow Neck and this submission is given in support of Julie Picot's presentation to the Board.

The issue involves the objections of local residents to the chip seal material used in the resurfacing of Hamana St and the southern section of Seaciffe Ave from Montgomery Ave to Hamana St and the unsatisfactory responses from Auckland Transport (AT).

AT Position

For AT the issue is simply cost This is best set out in an email on 11/01/2019:

Following the call from our maintenance contractor to discuss the works, we wanted to give you some further information on our Reseal Policy.

Auckland Transport’s road resurfacing guidelines require that chip seal surfacing is used for resurfacing low volume local roads, due to the high cost of the alternative asphaltic concrete (AC) surfacing. AC is normally only used on roads where the traffic volume exceeds 10,000 vehicles per day or in high stress areas such as cul-de-sac heads or busy intersections. This approach is consistent with best practice throughout New Zealand and is endorsed by the NZ Transport Agency who also provide funding for resurfacing of roads. AC surfacing costs approximately four/five times the cost of chip seal and a substantial increase in our resurfacing budget would be required, if AC was more widely used throughout the city. We would not qualify for NZTA funding for AC surfacing as it is not the most cost effective option.

This was the response given to an objection raised prior to the actual work being done when we learned from contractors this was the plan and their stances has not changed since.

The classification of Seaciffe Ave and Hamana Street as low volume roads is flawed in that it does not take in to account their context and location as an alternative route to Lake Road. The is also inconsistent with their decision not long before to reseorl the northern part of Seaciffe Ave, 1-21, with an asphaltic concrete surface despite this section of Seaciffe Ave actually carrying a lower volume with due to the use of the side streets, William Ave and Westwell Road by transit traffic.

By not considering the context and location of the streets as a significant thoroughfare, AT are not following their own Code of Practice.
Alternative Route to Lake Road

In addition to local traffic, with the extreme congestion and gridlock in Lake Road, the alternative route via Hamana Street and lower Seaccliffe Ave is being increasingly used by vehicles transiting from Devonport/Cheltenham to Bayswater, Takapuna and beyond, particularly in the weekends and at peak times during the week...

During the week there is a steady stream of commuter traffic from early in the morning with another peak in the afternoon around 4pm with the Navy traffic impacting on local after school traffic.

The volume and the noise of weekend traffic was clearly illustrated at the Saturday morning kerbside meeting between local residents and Grant Gillon on the 13th of April.

The volume has increased significantly over the past year with noticeably more construction vehicles and this will continue with the planned intensification of housing on the Peninsula under the Unitary Plan. Schoolchildren use the route on the way to Belmont Primary, Belmont Intermediate and Takapuna Grammar as do school buses transiting to outside schools and tourist buses.

Detrimental Effect of Reseal – Noise Pollution

There have been various effects on residents from the reseal including property damage from the loose stones, damage to cars and safety issues but the worst effect is the substantial increase in road noise resulting from the chip seal surface. It is now so loud and unpleasant in our front courtyard that this is unusable in periods of heavy traffic.

Other residents have also complained about the effect on their use of their outdoor areas and balconies facing the road, the comment is that it is suddenly like living right on a state highway.

It is also now discernible from inside our house which was never the case prior to the reseal and other residents have commented about having to leave certain windows closed.

It is accentuated in our area by vehicles accelerating up Seaccliffe Ave after they have negotiated the narrower Hamana St and traffic hump, which is now too low to be effective.

A sample noise recording taken this morning has been supplied and is attached.

The increased noise is solely created by the chip seal road surface.

The level of the noise pollution created by the reseal is having an unacceptable detrimental effect on resident’s enjoyment of their properties and is a nuisance created by a flawed decision of AT taken simply to save costs.

Resolution

We seek the following resolution:

1. A reversal of the AT decision to resurface in chip seal and an agreement to immediately replace the chip seal surface with asphaltic concrete as a matter of urgency;

2. AT to consult with residents about the introduction of further safety and speed reduction measures for Hamana St and Seaccliffe Ave.
Thank you for considering this issue.

Russell and Birgit Green
Health effects from noise

Noise health effects are the physical and psychological health consequences of regular exposure to consistent elevated sound levels. Elevated workplace or environmental noise can cause hearing impairment, tinnitus, hypertension, ischemic heart disease, annoyance, and sleep disturbance.[10][7] Changes in the immune system and birth defects have been also attributed to noise exposure.[3]

Although age-related health effects (presbycusis) occur naturally with age,[4] in many countries the cumulative impact of noise is sufficient to impair the hearing of a large fraction of the population over the course of a lifetime.[6][8] Noise exposure has been known to induce tinnitus, hypertension, vasconstriction, and other cardiovascular adverse effects.[7] Chronic noise exposure has been associated with sleep disturbances and increased incidence of diabetes. Adverse cardiovascular effects occur from chronic exposure to noise due to the sympathetic nervous system's inability to habituate. The sympathetic nervous system maintains lighter stages of sleep when the body is exposed to noise, which does not allow blood pressure to follow the normal rise and fall cycle of an undisturbed circadian rhythm.[7]

Stress from time spent around elevated noise levels has been linked with increased workplace accident rates and aggression and other anti-social behaviors.[8] The most significant sources are vehicles, aircraft, prolonged exposure to loud music, and industrial noise.[6]

There are an 10,000 deaths per year as a result of noise in the European Union.[10][11]

Noise induced hearing loss

Main article: Noise-induced hearing loss

Noise-induced hearing loss is a permanent shift in pure-tone thresholds, resulting in sensorineural hearing loss. The severity of a threshold shift is dependent on duration and severity of noise
Although chipseal is an effective low-cost way to repair road, it has some drawbacks. Loose crushed stone is often left on the surface, owing to underapplication of bitumen or overapplication of stone. If not removed, this can cause safety and environmental problems such as cracked windshields, chipped paint, loss-of-control crashes (especially for motorcyclists, bicyclists and small trucks), and deposition of foreign material into drainage courses. Therefore, it is very important to sweep the road after the emulsion sets. As mentioned earlier, this problem can be minimized by using chips precoated with bitumen. Overapplication of emulsion can lead to bleeding, a condition where the excess asphalt rises to the surface, creating a very smooth surface that is very slippery when wet and bubbling in the hotter summer months. As cars drive over it the tires kick up this tarry substance on to the side of the car. It can only be cleaned off with a solvent remover or diesel fuel.

^ Noise and vibration effects

The rough wearing surface of the chipseal generates more roadway noise at any operating speed than do typical asphalt or concrete surfaces. These sound intensities increase with higher vehicle speeds.\(^7\) There is a considerable range in acoustical intensities produced depending upon the specific tire tread design and its interaction with the roadway surface type.

The rough surface causes noticeable increases in vibration and rolling resistance for bicyclists, and increased tire wear in all types of tires.

Vehicle speed can affect the set up time with chipseal. Shortly after construction (depending on weather conditions) the set speed for chipseal is 10–15 miles per hour (16–24 km/h) for the first 24–48 hours after construction.\(^{citation needed}\)

^ See also

- Macadam
- Asphalt
Photos of Kelmana Avenue where council have installed traffic slowing structures in the street.
This idea is what we require in Hamana Street to reduce dangerous high speeds by motor vehicles.
Attachment C

Item 8.1
We propose a crossing to be installed as per the photos to allow safe walking for our school children and pedestrians.