

Submission by Graeme Barnard

In Respect of

Resource Consent Applications

Under section 96 of the Resource Management Act 1991

By the Waitakere City Council

For Network Discharge Consents associated with Diversion and Discharge of Stormwater, and the Discharge of Wastewater within the ICMPs for the:-

Hobsonville Peninsula	- Application No. 27016
Waiarohia	- Application No. 25692
Totara	- Application No. 26185

I **introduce myself** to you as a retired civil engineer with qualifications and experience in water and soil management and environmental protection. I first joined the Metropolitan Drainage Board at the end of 1965 after graduating BE from the Auckland University, School of Engineering (Ardmore). The Drainage Board became a Department of the ARA in whose employment I gained experience in drainage and water engineering until being appointed as the Senior Engineer to the newly formed Auckland Regional Water Board, late 1971. I held the senior technical position of the Board until resigning in 1985 as Chief Engineer and Technical Officer.

Those early years of development of the, then, Regional Water Board was a magnificent period of innovation, learning, and pioneering environmental protection standards. Of relevance to my making submissions to these applications I was actively involved in the introduction of identifying flood levels and building level restrictions, subdivision silt control guidelines, flood detention and watercourse protection and emergency overflow standards from Sewerage Pumping Stations. The first study of the Upper Waitemata Harbour was concluded in the early 1980's, when it was identified as sensitive to chemical pollution and sedimentation. I consider myself uniquely qualified and with the experience to make informed and critical comment on the subject of these Applications.

I am currently the Chairman of the Massey Community Board and conversant with the strategic direction the City is pursuing in the name of an **Eco City**. In this position I have been included in the consultations with Council staff while preparing the ICMP's. I have also been involved in discussions that were held with the Hobsonville Land Company. From these consultations a very clear message came through that this was to be a new era of urban innovation, reflecting environmental standards not implemented in this country before. Such things as roof water tank storage, a minimum of 24 hour sewerage detention to minimise the risk of emergency overflows, the minimising of impermeable ground surfacing, and water conservation. In short, looking to capture the essence of sustainable urban development.

The Applications fell well short of the expectations built up during the pre-application consultations and prompted the submissions I made and have been appended hereto as APPENDIX I. I expected something new and innovative, a brave new world of environmentally innovative treatment to urban development. Something that shows the Waitakere City practising "Eco Policy", instead of being an Eco City by name only. The ICMP's and report on the Applications cover many of these concepts, to a limited extent, but falls short of delivering the ultimate package. I find the conditions rather pedestrian and failing to meet the rigorous standards needed to decisively protect the environmentally sensitive Upper Harbour waters, which the ICPM's have quite well recognised.

I am now in a position to add to my original submission, based on the reporting officer's report, and the recommended conditions for granting these Consents.

STORMWATER

The report has failed to address my submission that on-site roof water retention (for consumptive use) be used in this "proposed model development" for the purpose of attenuating roof water runoff and giving cross benefit by reducing the demand on reticulated supply. Additionally, saving on the use of water of a highly treated quality, not necessary for general washing and ablution purposes. This in turn is a saving on energy used for treatment, reticulation and disposal. It is a proven fact that domestic water consumption from a tank supply (at lower delivery pressure) is lower than from town supply. Hence providing the added advantage of having a lower loading on the sewerage system. The benefits don't stop there. If on a pumped supply, the instant a

break, or leak, occurs in the supply piping, the pump runs continuously and so alerts the householder to the fault before too much water is wasted. A leak in town supply reticulation can go unnoticed for months and sometimes not picked up until the next water rate is received.

The WCC, and the ARC, both promote the lowering of greenhouse emissions (by reducing energy consumption), water conservation, and leakage management. This is the opportunity to put these fine objectives into practice instead of just saying the right thing.

I speak from personal experience in being a “doer” and the simple act of complimenting the town water supply with a 4.5 cm roof water tank is spectacular.

The size of the tank should relate to the catchment area of the roof being collected. To this end a rule of thumb such as 4cm tank capacity per 100sqm of roof.

I suggest a condition, primarily toward the objective of flood flow mitigation, be added as follows:

That all roof water runoff shall be collected in storage tanks, on site, and available for non-potable supply. Tank capacity shall be sized to be about 4cm per 100sqm of contributing roof area.

In general the overall concept of ground soakage and maintaining the natural drainage regime as far as possible is most commendable and clearly puts in practice the “Eco” strategy of the WCC. I do however suggest that attention be given to a small shift in the engineering treatment of the roading network, more in line with the principles of reducing impermeable areas. The ICPM suggested reducing the footprint of roads by narrowing them. While I agree with the concept, I disagree with its execution. Narrow roads create access problems for parking, trailer access, trucks and emergency services. I believe this objective can be achieved by converting the car parking margins of the carriageway into semi-permeable grass reinforced berms. Such a proposal would slow down the passage of road runoff into a reticulated system, provide all important filtering of the obnoxious contaminants that are flushed of the carriageways, and by careful design the roading network can be its own overland flow path. Even the vehicular crossings can be part of the berm design and eliminate the need for individual crossing construction.

While it might be argued that this is more appropriately handled under the subdivision approval procedures, I believe this is an important enough general principle to be included in the ICMP consents. It sets the standard by which developers have an idea of the rules before the design stage. I also made the submission that this concept could be implemented in car park areas, and in suitable terrain could double as localised detention areas. A suggested road profile is attached at APPENDIX II.

EARTHWORKS SILT CONTROL

In my submissions I covered silt control in my section on wastewater discharges. As the report on the applications includes this topic in the section on Stormwater I will now do likewise.

My submission questioned that TP90 was of sufficient efficacy to protect the sensitive Upper Harbour waters from siltation during the construction stages. The only reference I can find in the report on the application is under the headings "Stormwater Management Options", pages 35, 63 and 89 under the heading on "Erosion and Sediment Control Management. Therein it states, respectively for each catchment:

"If the development associated with Plan Change 13/14/15 proceeds, each area of land developed will be subject to consents for subdivision from WCC and earthworks consents from the ARC. Compliance by the developers with the ARC Technical Publication 90 (March 1999) during site development can be expected to be a minimum requirement."

Appendix A, recommended conditions, at page 168 contains an Advise Note under a heading "Temporary / Interim Stormwater Management" clearly makes the point that these consents do not cover sediment control during the construction phase.

The advise note makes the point that the "Consents only authorises the works that are identified in the ICPM and referred to in Conditions 3 and 4." I fail to see where the ICPM,s have failed to "identify" the need for earthworks to implement the proposed development of the land. In fact, similar to the report on the applications, casual comment is made that silt control would need to meet the standards of TP90.

On this matter there are two areas of concern on which I take issue.

The first is that I clearly see the ICPM as a document that the WCC has prepared to demonstrate to the satisfaction of the ARC, under the provisions of the RMA, that the proposed urbanisation of these catchments can be implemented in a manner that has the minimal impact on the existing Eco system and long term welfare of the harbour receiving waters. The WCC having achieved this, the ARC, in granting these Consents, effectively delegates the implementation of the ICPM's through its subdivision approval processes. It is very clear to me that standards for earthworks controls should be an integral part of that process. Furthermore I strongly contend that the ICPM is precisely the vehicle through which the question of construction controls against silt entering the harbour waters are identified. From the studies carried out, the contamination of the harbour, both existing and predicted, and the potential damage through uncontrolled development in the catchments, it is so obvious, to me at least, that standards higher than TP90 will be required. For goodness sake, if this is considered expert opinion, then say it! Put it in the ICPM statements and cover it in the Consents to these ICPM's.

I would have expected comment on the maximum area of land that should be allowed to be made bare as each stage of subdivisional development proceeds. Is it appropriate that say 5 hectare should only be allowed to be made bare for each stage of development? Or maybe, should that be only 3 hectare? There must be some point at which the ability to effectively control siltation is compromised due to the size of the earthworks. I would have also expected to see comment on the need to intercept overland flow on earthworks sites at closer intervals. Maybe silt pond capacity should be 20-30% larger than TP90 requires. Should consideration be made for areas of varying steepness requiring tighter controls?

What I am suggesting, at this conceptual stage of catchment planning, is the fundamental need to identify any peculiar, or extraordinary, requirements that affect future developers, such as higher than normal silt controls.

From personal experience I find myself reluctantly questioning the priority the ARC places on protecting the Upper Harbour from siltation. About four years ago a lifestyle development was made opposite my Whenuapai property, in Rodney District; at the back of Riverhead. The roading earthworks were given token protection (a few hay bails) against scouring, and in the event of a reasonably sever

storm an enormous volume of silt was washed into the harbour. When Mr Hahn (our local guardian of the Upper Harbour) complained to the ARC and Rodney Council, both ducted any responsibility, or showed any concern, the contractor being made the scape goat. But who was controlling the contractor? Was he not required to obtain a Consent from the ARC in much the same way as these ICMP Consents are proposing?

An example a little closer to home. When I applied for Consent to protect my foreshore property from sea erosion and bank slippage I was informed that what I was wanting to do was "not in the public interest and was inappropriate, the erosion is a natural process and should be left to the effects of nature." Need I tell you my reaction to such a reckless disregard to the protection of the Upper Harbour. Where was it forgotten that the Harbour, at great cost, has been clearly identified as sensitive to chemical pollution and siltation. Mr Hahn and I covered this issue at greater length in our submissions to the ARC last year on its 2006 Annual Plan. I have attached the relevant extract as APPENDIX III. I bring to your notice that the WCC actively protects all its Foreshore Reserves against erosion, and does this through the Consent process, with the ARC.

My second concern is that by not including silt control within the ICMP Consents a tedious and inefficient procedure must be followed by developers in having to go to two Local Authorities for approvals on the one development. It makes a lot of sense for the WCC to also have delegated authority, through these Consents, to process the silt control proposals with the overall subdivision approval. We should be looking at ways to help developers to work within the rules that do not involve them in more than necessary administrative procedure.

EMERGENCY SEWAGE OVERFLOWS

From ongoing consultation with the WCC, Watercare and the Hobsonville Land Co. a far better understanding of the direction being taken for the provision of a sewerage infrastructure has resulted. From this it is my contention that there is now sufficient information to apply conditions that reflect the intentions of the concept plans currently on the table. The standards being quoted are high and need to be better recognised than they are in the proposed conditions before this hearing. There is the

need however to clarify the connection between the standards being quoted. I refer to comments made in discussions we have had that 24 hour storage in the wetwell / tank of pump stations will be provided to minimise the risk of overflows occurring. There does not seem to be a correlation with the current industry standard (which has been used in the conditions) that overflows *"do not occur more frequently than 10 times in a 5 year period at any one location."*

It is thus difficult to assess whether the 24hr detention provision is of a higher, or lower, standard than the 10 overflows over a 5 year period.

The applicant recently provided information on the proposed Watercare Services Ltd network and pumping stations servicing the NORSGA and Hobsonville areas. For the three proposed pump stations typical flow and ultimate flow figures were provided with proposed storage provisions. If the flow figure are applied as average daily figures, the detention times for each station is calculated to be as follows:-

STATION	TYPICAL FLOW	ULTIMATE FLOW
Massey North (No.1)	35hr	7hr
Brigham Creek (No.2)	15hr	3hr
Peninsula (No.3)	6hr	1.2hr

These figures deserve further explanation and why the standard of storage provision seems to vary so much. On the face of it Brigham Creek and Peninsula are considerably below a 24 hr storage standard, and for ultimate flow predictions will both have less than the long held 4 hour storage provision.

The question this begs is, "Do these proposed storage provisions meet the proposed condition of 10 flows only in a 5 year period?"

It has been encouraging to find that the Consents recognise the risk of overflows is very real and that conditions need to be applied in order to control the frequency, and the method by which the overflows will be monitored and controlled. There is however a condition I would like to see included which relates to confining the impact of overflows as far as is practicable and makes cleaning up easier.

It is the solid material content of an overflow that is the objectionable and aesthetically revolting component. Once reaching the foreshore the solid matter will be trapped in mangroves, and float on the water where it will be highly visible. This

unattractive sight is made all the worse, as it is near impossible to get in and clean it up. Such a discharge in the Upper Harbour waterways could stay around for days, moving back and forward with the ebb and flow of the tide until it tires of hanging around. It is therefore desirable to, as far as possible, trap as much of the solid material on the land where it is accessible for a tremendously improved ability to clean it up. I supply a concept drawing in APPENDIX IV.

The condition I suggest is something along the line:-

“That the positioning of pump stations, where practicable, be sufficiently clear of the foreshore, or a watercourse, so as to allow the overland flow paths to include a bunded, and suitably screened, detention area with clear access for maintenance.”

The ICMP's are attempting to set new standards of plumbing in the catchment that should greatly reduce infiltration. My original submission questioned why sealed gully traps were not a condition of construction in order to eliminate (usually innocent) connections of roof water to the wastewater system. I still contend that this should be a requirement throughout the catchments and suitable conditions drafted. Also associated with the objective of minimising overflows is not just the reduction of infiltration, but the effectiveness of plumbing standards used in construction need to be monitored by metering inflows into the pump stations. I therefore ask that, in addition to condition 18 on telemetry monitoring, that a flow measuring condition be added, for example:-

18. ***“....monitoring by telemetry and that measurement of the inflow volumes and rates be recorded.”***

These records would then be included as part of the monitoring and reporting requirements included in condition 20.

In Conclusion I wish to set the record straight that these applications for Consents to these ICMP's are important to the setting of appropriate environmental standards to this area of high ecological sensitivity. The WCC, The Hobsonville Land Company and Watercare have all demonstrated a willingness to set new standards of environmentally sensitive urban development. My submissions have merely been to show how that objective could be better promulgated by setting conditions that supports standards for improved environmental and sustainable urban development. It is in the hands of you, members of this Hearing Body, to decide on these suggestions,

and which could result in cutting edge initiatives that pave the way for improved, and sustainable, urban development.

I appreciate that several of my suggestions could already be hidden in the details of the ICMP's , and if not, could be, instead of having specific conditions on the Consents.

I thank you for your consideration of my submissions and have faith that your deliberations will arrive at the best result that suits the current climate. At the same time I hope you take us a small step forward to improving urban development that reduces the demands, through sound conservation policies, on our resources such as water, energy and minimises the impact on the environs in which we live, work, and spend our recreational time.

The granting of these Consents is an important step in the process of making available desperately needed land in Waitakere City for vital expansion by providing places to work, live and play.

I wish you well in your deliberations.

Graeme Barnard BE

Supporting Submissions by Graeme Barnard, Resident of Whenuapai and a member of the Massey Community Board.

1.0 INTRODUCTION

I have been fortunate enough to have participated in the consultative processes the Council engaged in during the preparation of the Integrated Catchment Management Plans, subject of these Resource Consent Applications. In general **I support the objectives of these ICMP's**, but reserve that support, subject to some of the claims in the Plans being adequately justified and leading to appropriate conditions on the Consents to which these Plans will be implemented.

The studies, carried out by NIWA, have identified the sensitivity of the Harbour waters to contamination of metals, chemicals and siltation, and the predicted trends should urban development not have appropriate controls in place. Much of the controls needed, and identified in the ICMP's, are **at source**, and demonstrates that 'best practicable practice' needs to be included in conditions to these Applications in order to satisfactorily meet the environmental objectives of these Plans and the protection of the natural environment. The natural environment referred to here includes not only the receiving harbour waters, but the protection of watercourses and the land from unnecessary disturbance and erosion.

My submissions are made under the two headings of **Stormwater** and **Wastewater**.

2.0 STORMWATER

The objectives of the ICMP's is to minimise the impact of urban development by controlling runoff at source with measures such as storage/consumption, retention, soakage and diversion. All these objective I **fully support** and ask that appropriate conditions are applied to the exercise of these Consents to ensure they are enforceable. I direct my attention to matters of detail on which I consider the ICMP's are deficient, or impotent.

2.1 Storage/Consumption. The Waitakere City Council might be recognised as a leader in the promotion of roof storage tanks in urban areas, but little pro-active effort has been realised so far. I believe the development of Hobsonville, under the umbrella of one developer, the Hobsonville Land Company, offers a unique opportunity to pioneer these new environment standards of urban development. The ICMP's refer to **encouraging** roof water storage tanks. I believe this is **grossly inadequate** if progress is to be made in promoting

effective water conservation, and at the same time, mitigating the effects of increased runoff from roofs. I ask that conditions be set which require, as far as is practicable in individual cases, that all properties be required to provide roof storage tanks for a dual water supply, generally not less than 4.5 cu m capacity, with a dedicated line from the mains supply for potable water supply. Such a system could be provided with a very small amendment to the WCC's current literature on the subject. See the attached brochure with my suggested amendment.

2.2 Retention. For more frequent storm events, particularly of relatively short duration, Stormwater retention will be effective in minimising discharges to the natural receiving waters. However in major events such as 50 to 100 year return periods, and if after a period of wet weather conditions, on-site detention will be filled to capacity and provide little, or no, mitigation of peak runoff. Such protection, or control of peak flows, can only be provided through large scale community detention facilities. For this reason I contend that roof tank storage be dedicated to consumptive use without wastage through building in a detention component to the limited storage capacity, of say, 4.5 cu m. By encouraging the tank water to be consumed this automatically provides a detention result of up to 4.5 cu m, and not just the 2.5 cu m, the standard usually adopted by the WCC at present.

Focus for effective stormwater detention should be focussed on public facilities such as flood berms beside watercourses, where the terrain is suitable, parks that can accommodate temporary flooding, man made detention ponds (as included in the ICMP's) and car parks. The large carparking areas associated with shopping complexes can be self mitigating if the discharge from these large sealed areas is restricted at the expense of temporary shallow flooding during extreme storm events. To maximise this method of detention the contouring of the sealed area needs to be as flat as possible in order to prevent the lowest point storing water to an unacceptable depth. I ask that conditions for stormwater control be set that require flood berms, parks, ponds, and carparking areas be the controlling detention mechanisms by which stormwater runoff is controlled. I ask that roof tanks not be included as a primary detention requirement.

2.3 Soakage I support the principal of on-site treatment with rain gardens and impermeable quotas, but suggest these measures are only really effective for regular, lower intensity storm events of relatively short duration. I cannot support the concept of green roofs as this relies generally on a flat surface being adequately sealed against leakage into the sub

structure. We have had enough problems with 'leaky homes' with conventional construction without introducing another form of bad building construction in our wet climate. My understanding is that green roofs were first introduced in hot climates where the evapo-transpiration from the green roof insulated and cooled the building on which it was located. I do not see conditions requiring soakage as being useful to the objectives of stormwater management, but recognise that the filtering effects are beneficial and could be seen to be worth recognising in suitably worded conditions.

2.4 Road Footprints. The ICMP's suggest that an effective method of reducing the runoff from roads is to reduce their width. I disagree with this suggestion for two reasons. The first being the aspects of providing adequate carriageway widths for traffic to negotiate safely, i.e. good roading practices. But secondly, I believe that the effect of reducing road widths would only result in releasing more land for development and the impermeable component that comes from that. In any event I am not convinced, again in that event of extreme storm conditions, that the provision of impermeable surfaces, for soakage, is at all effective. In extreme storm conditions the soakage surfaces are already saturated and the whole catchment area approaches more closely to being impermeable everywhere.

I would prefer to see the carriage ways to be designed with reinforced grassed berms, which are the parking areas, and provide limited soakage, particularly for regular rain events, but more importantly act as a filter to road runoff contaminants. Such a system of design should also not provide channelling and curbing in the conventional manner, but a drainage depression in the permeable berm with vehicle crossing being designed to fit in with this configuration. There is a range of readily available, and economical, commercial products for grass surface reinforcement.

3.0 WASTEWATER

I consider the ICMP's are generally light on effective controls for protecting the recognised sensitive receiving waters of the Upper Waitemata Harbour. In particular I refer to the casual coverage of erosion control measures and the inevitable discharge of sewage during, at least, power outages from sewage pumping stations. I also consider that there is not enough emphasis on the prevention of stormwater infiltration. It is now technically possible to provide sealed gully traps and prevent illegal stormwater connections. I would like to see more effort in the effective control of unwanted infiltration, and appropriate conditions be worded to cover this problem.

3.1 Earthworks The construction stage of development is recognised in the ICMP's as being as potentially damaging as the long term effects of stormwater runoff (see 9.4 Hobsonville Plan). It is mentioned that consents required for subdivisional development will be required to cover silt control, but fails to prove that TP90 will be adequate in the Upper Harbour catchments. I seriously question whether TP90 is adequate and contend that it is appropriate for conditions to be placed on these ICMP's that defines the baseline by which individual subdivisional consents will be set specific conditions for silt control.

3.2 Natural Watercourses. There is an emphasis on trying to maintain as far as possible the natural water course environment within an urban development. This basic objective I support, but have grave misgiving that in practical terms this will result in serious degradation from severe storm events when the soakage and detention provisions are compromised. I would prefer to see a recognition in the ICMP's that stream bank erosion is a real possibility and that conditions need to be in place to require protective works be carried out and the standard be specified so as to be in harmony with the eco-friendly policies that are encapsulated within these ICMP's.

3.3 Emergency Sewage Overflows. I fail to understand how the Plans can claim there will be no emergency overflows from the sewage reticulation system. While not supported in the applications, I have heard that it is proposed to provide so much storage at each new pumping station that the possibility of an overflow is totally avoided. Until such time as I can see the evidence that backs this up I am totally unconvinced and that these applications for **ICMP Consents not be granted** until we are satisfied that the claims with the Applications are justified. Historically it has been uneconomical, and often physically limiting, to provide sufficient wet well storage to eliminate the probability of overflows during, mostly, power outages. I cannot believe that the situation with these developments is any different. In any event, it is good, and prudent, practice to assume that under extreme and unforeseen circumstances that sewage overflows could occur. The purpose of controlling such events through the RMA is to set conditions on location, screening, clean-up and reporting. I strongly oppose the granting of these Consents until it can be demonstrated to yours, and the public's, satisfaction that overflows will not occur, or, that the ICMP's recognise this possibility and include them in these Applications.

3.4 CONCLUSIONS

Generally I believe the Waitakere City Council is attempting to make the developments in these catchments as a model of environmentally sympathetic urban development, and are to be applauded for that. However, as outlined in my submissions, I challenge that the objectives of the ICMP's are adequately met in these Applications, and at present many are unenforceable unless covered by appropriate Conditions on these Consents. I thank you for being given the opportunity to make these submissions, and to be heard in support of them.

Graeme Barnard B.E.



welcome, kia ora, talofa lava, fakalofa lahi atu, kia orana, malo e lelei, bula vinaka, malo ni, dobrodošli, 欢迎

RAINWATER tanks

Why use rainwater?

Using rainwater reduces demand on the city's water supply, reduces your water rates and reduces flooding and erosion which means less pollution of our waterways and fewer wet weather sewage overflows.

What can I use rainwater for?

Rainwater can supply up to 65% of your household's water.

You can use it for:

- Outside use - watering the garden and lawn and washing vehicles
- Supplying the laundry and toilet

What size tank do I need?

The size of tank you need will depend on the following factors:

- How you plan to use the rainwater
- The amount of water you use
- The roof area available to collect water from

Tanks

Tanks come in a variety of sizes, however even small tanks can provide significant quantities of water for use around the house.

There are different types and styles of tank available.

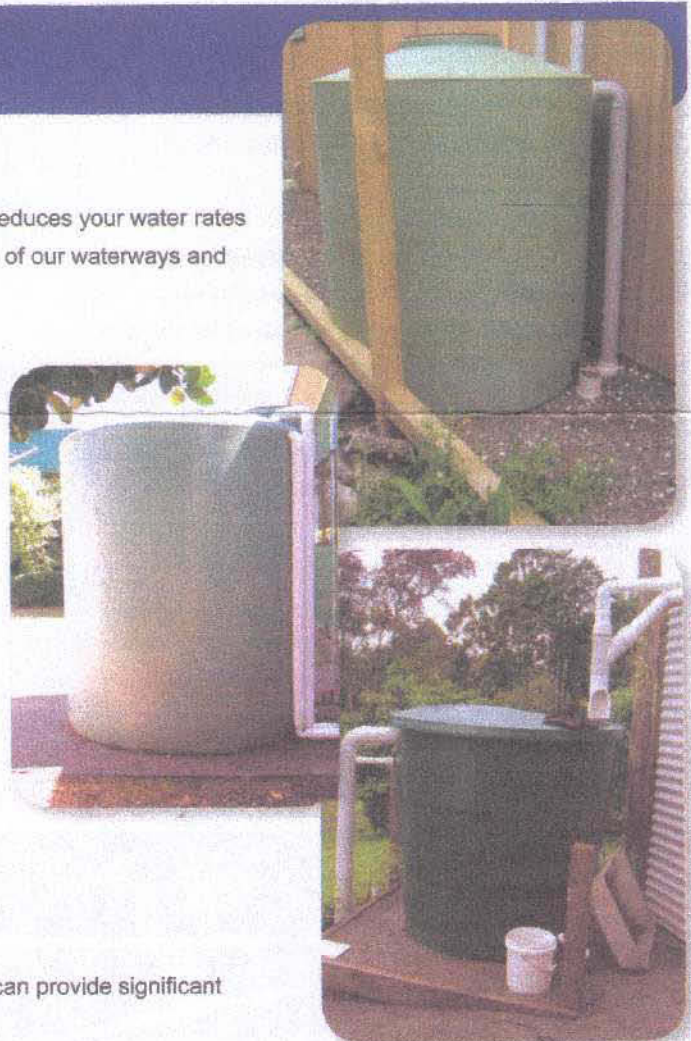
To use a tank to supply your house you will either need to install the tank on a platform to create sufficient gravity or install a pump.

Cost

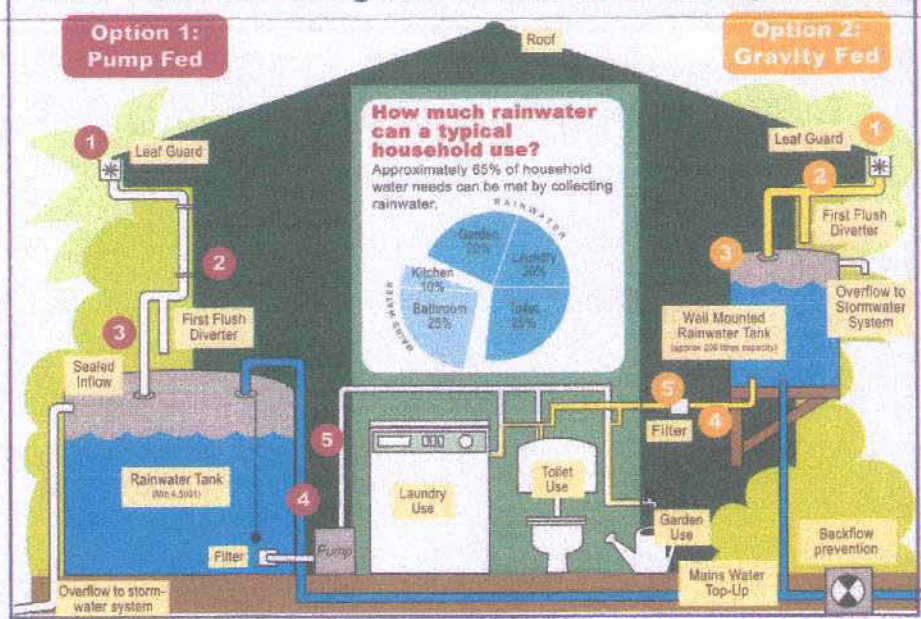
The average cost to buy, install and plumb-in a rainwater tank and pump is approximately \$2,800 - \$3,500.

Rebate

Waitakere City Council is offering a \$500 rebate until 30 June 2006 for people installing tanks for garden, laundry and toilet use.



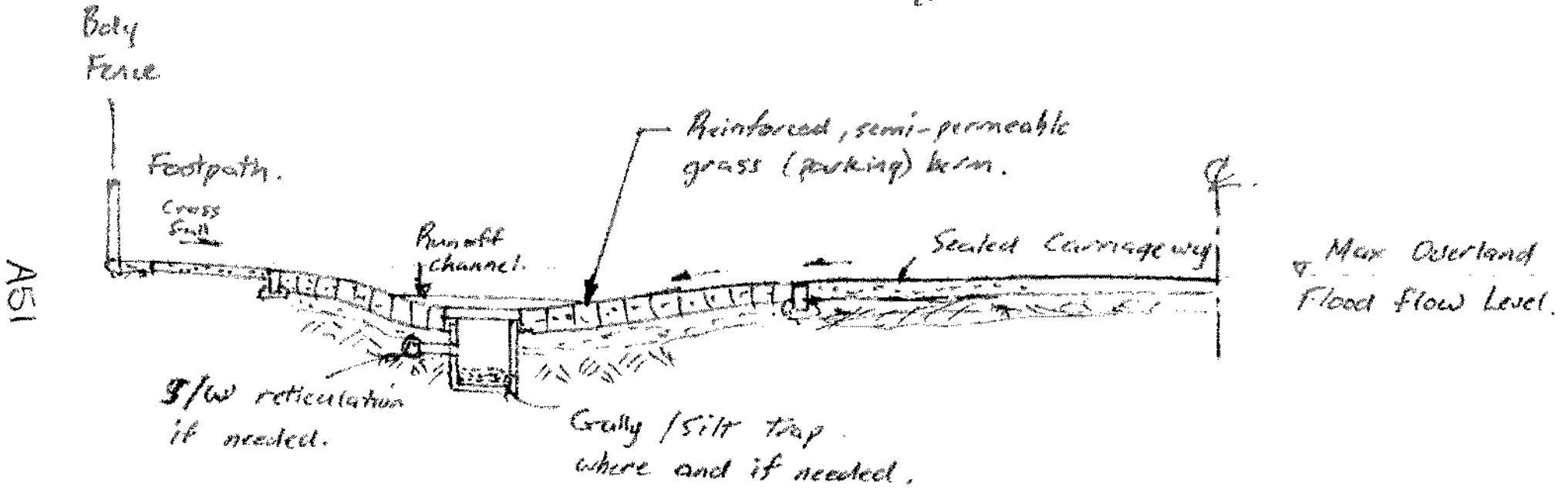
Water tank retro fitting where mains water supply available



Permanent supply of treated potable water to kitchen sink and wherever else required in house

Isolating (charging) valve

Mains Supply



Boly Fence

Footpath

Berm supplies at

- Parking Area
- Runoff water table
- Filter to road contaminants.

Sealed Carriageway

Scum trap connection

ECO-WISE ROAD CROSS-SECTION

Extract from last year's

SUBMISSIONS TO ARC ON IT'S 2006 LTCCP

5. THE UPPER WAITEMATA HARBOUR

The Upper Waitemata Harbour's protection is being compromised by inadequate policies for water quality, soil erosion and water related recreational activities.

The Upper Waitemata Harbour was identified back in the 80's as being sensitive to pollution from land-related activities and siltation from soil erosion, natural and man-made. The 1984 study made predictions on water quality if land development continued along traditional paths. We understand the recent study has been completed and we eagerly await the results as these, we understand, will be compared to the earlier study results and better assessments will be able to be made of the impacts of future development options within the catchment. This is becoming increasingly important as the edges are already being singled out for intensive future growth, (e.g. Westgate). Additionally the Upper Harbour is being increasingly used by boaties looking for a sheltered and picturesque body of water on which to cruise, sail, kayak, water ski and even the odd lucky fisherman.

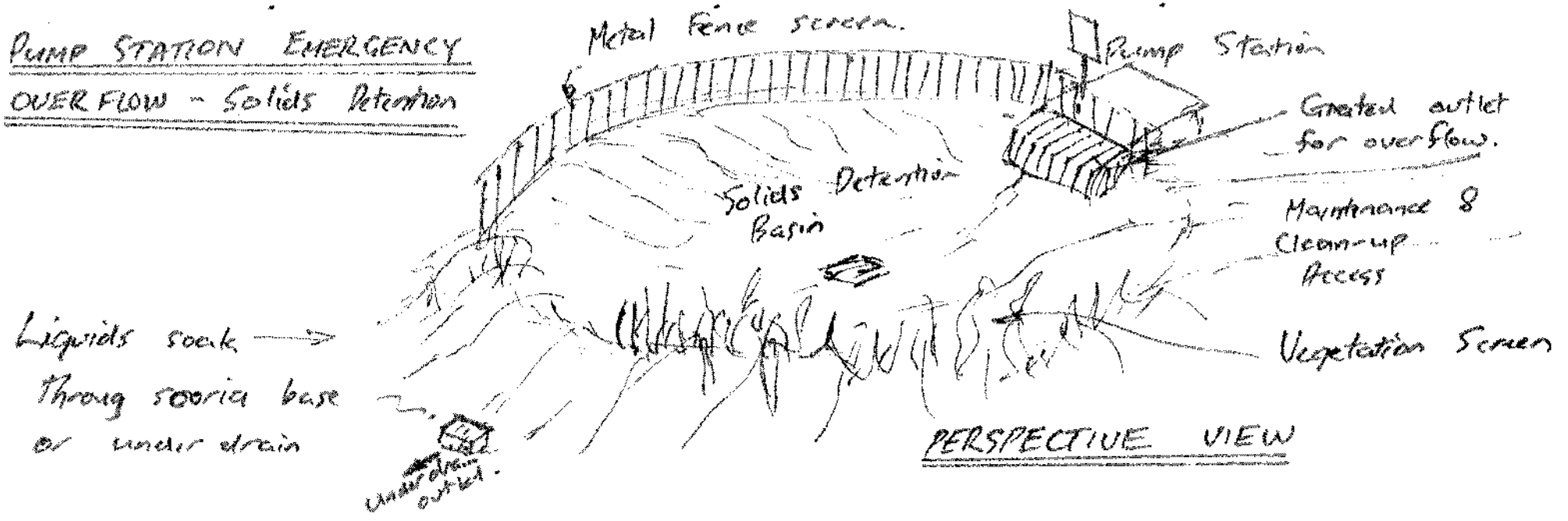
We ask that the newly elected ARC make an immediate review of current policy practices. Instead of targeting owners of coastal properties who attempt efforts (through the legal RMA procedures) to restrict, or even stop, erosion of their properties into the Upper Harbour and stop ignoring property owners who have done absolutely nothing to lessen the continuing siltation, the ARC starts to actively promote erosion protection in the catchment, particularly adjacent to the foreshore. The current practice is contrary to the coastal environment protection the ARC claims to be promoting and ensuring. We have frankly been disgusted at the attitude of the manner in which the administration have responded to the concerns of the local residents who are concerned with the ongoing, and hardly controlled, siltation of the Upper Harbour.

From personal experience I can quote as being told that the erosion of my property was a natural process and should not be interfered with. The measures of protection proposed were said to be "inappropriate and not in the public interest"; whatever that meant within the scope of the RMA. We can quote a number of similar experiences by other owners of property bordering the Harbour waters. This is nothing short of an outrage and contrary to the responsibilities of the ARC under the RMA. I believe, now with the results of this more recent study the ARC should be developing policies for erosion control, appropriate means of foreshore protection resulting in a more consistent visual and environmentally sympathetic method of foreshore protection. Taking that one step further the ARC should be actively promoting foreshore protection and as a stimulus be offering subsidies as such works must ultimately be **in the public interest** (without question).

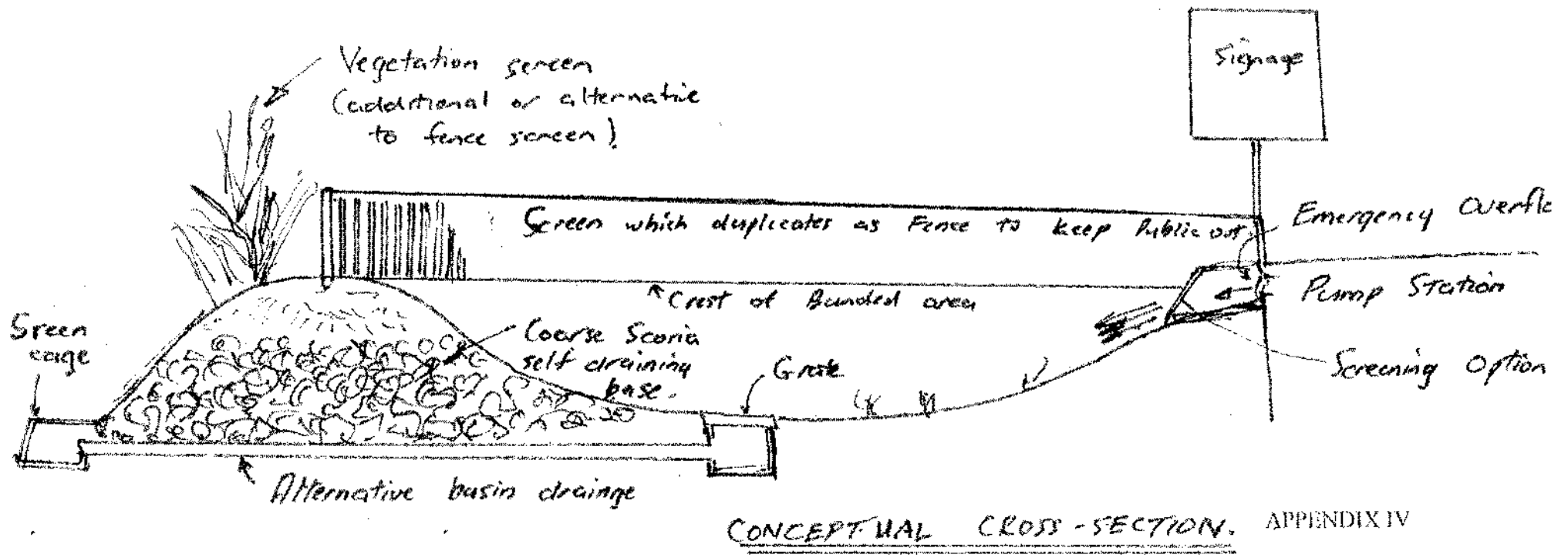
Malcolm Hahn for Guardians of the Upper Harbour and member of the Whenuapai Ratepayers and Residents Assoc Inc.

Graeme Barnard member of the Massey Community Board and the Whenuapai Ratepayers and Residents Assoc Inc.

PUMP STATION EMERGENCY
OVERFLOW - Solids Retention



AS3



IT'S TIME TO STOP THE CRIME

MEETING AT THE

WHENUAPAI VILLAGE HALL

7:30pm, Tuesday, 12th June

This is a meeting at which we want to find out how to take back control of our once safe and secure community

ISSUES TO BE ADDRESSED

**House burglaries and break-ins
Theft of unsecured equipment
Theft of vehicles
Disorderly congregations
Vandalism
Graffiti
Broken Glass on Roads
Speeding on the roads
Road hoons
Lack of Police Response
Fear of retribution by reporting incidents**

The objective of the meeting is to: -

Ask the NZ police, in conjunction with the Waitakere City Council, to assist the people of this community to become better empowered to assist the police in working towards the elimination of crime and disorderly behaviour in Whenuapai and Herald Island

An assisting panel will comprise representatives of:-

**The NZ Police
The Airbase
Safe Waitakere**

A54

Meeting called by Graeme Barnard, a concerned citizen.

LAW & ORDER ISSUES IN THE WHENUAPAI / HERALD ISLAND COMMUNITIES

Preamble

The communities of Herald Island and Whenuapai have a kind of uniqueness that is not immediately easy to identify. It has to have something to do with the 'isolation' from our predominately urbanised city status. For a start the urban area of Whenuapai is called "Whenuapai Village". A village: not a suburb. And then we have Herald "Island": another allusion to being separate. Well, it is. The causeway entrance to the island creating a very strong feeling of 'separate from normal suburbia', and a sense of *security*.

In general the locals are found to be trusting and new arrivals rave on about how quiet and safe the place is. More often than not there is little attention given to security and doors are not always locked.

The reasons for this euphoric sense of security is undoubtedly reinforced by the rural, to semi-rural environs; particularly the fact that to drive in through Totara Road, or Kauri Road, farmland and lifestyle holdings are passed.

All this aside, probably the single most important contributing factor is the Airbase. This creates a physical barrier from 'the other side' and effectively acts as a 'green belt' from urban encroachment and influence. The operations of the Airforce are of such a low impact as to be more welcomed as part of the tranquility of the area. And adds to the feeling of security.

The lack of traffic congestion and shopping facilities adds to this atmosphere of living in paradise. The fact that some residences have lived in the area all their lives speaks for itself.

It is necessary to understand these aspects of the area, and the effect it has on the local inhabitants and their expectations. Those expectations can be summarised to just this:

Peaceful and quiet

Safe and secure

The Issues

As is the case throughout New Zealand, law and order violations have grown with an increase in violence, mobility, lack of respect and lawlessness. Whenuapai and Herald Island are receiving their fair share of this trend. The difference being that the community spirit is better motivated to protect the unique qualities of this unique community. The community is, in other words, better prepared to stand up and protect those values that are cherished, and the reasons why they live in Whenuapai and Herald Island.

So what has changed that the local community finds unacceptable.

House burglaries and break-ins

Theft of unsecured equipment

Theft of vehicles

Disorderly congregations

Vandalism

Graffiti

Broken Glass on Roads

Speeding on the roads

Road hoons

Lack of Police Response

Fear of retribution by reporting incidents

This list covers the main issues of concern and as a community they are increasingly saying, "enough is enough".

So, what are we wanting to achieve?

Basically: take back control of our community, our safe and secure lifestyles, make it so uncomfortable for the law breakers and ant-social element that they come into our community at their risk, that is, **“the risk of being caught”**.

How do we achieve this?

Be more active in reporting incidents to the police. Yes, the answer is self-explanatory. We have a grossly under resourced Police force to meet our expectations for law enforcement. We need to look for another solution that supports and augments the ability of our police to better meet our expectations of putting the crims and hoons out of circulation.

There are already a few initiatives in effect. The police have produced a ‘Community Roadwatch’ reporting form, with the heading **“Safer Communities Together”**. The will is there, the resourcing seriously lacking. What looks like fertile ground to explore is for;

‘the NZ Police, in conjunction with the Waitakere City Council, assist the people of Whenuapai and Herald Island to being better empowered to assist the police in working towards the elimination of crime and disorderly behaviour in our community’.

The Council has already set up a number of law and order initiatives in the form of **“ Safe Waitakere”** and **“Safe Roads”**, and a **“Crime Prevention Group”** under the chairmanship of Cr Penny Hulse. These groups are working closely with the police, virtually on a daily basis. It is suggested our community should take advantage of these support groups and seek their help and guidance.

The next step to a solution.

It is proposed that a public meeting be called that is addressed by the various organisations that can assist the community towards its objective of being empowered to assist the police in crime prevention. To be successful in attaining that goal such a meeting needs careful preparation and right people to address the assembly.

There are two things the meeting must not be;

A protest meeting

A commentary by observers of unlawful events

We can take for read that the community has witnessed enough misbehaviour and crime and we can move on to the next step of how to combat it.

Things that we can do

There are a number of initiatives that can be considered and on which professional advise can be discussed at the meeting with the guidance of a panel of experts. As a starting point the following possibilities are tabled for consideration:

The recording of number plates of inappropriately driven cars.

The recording of number plates of suspicious cars

Crime Report Sign Board

Co-ordinated recording of criminal activity

Website for reporting suspicious and criminal activities

Continuous video monitoring

Speed camera(s)

Speed recording monitors

Airforce security as used to be

Closing off Road ends

Road calming measures and landscaping

Anti-crime and speeding signs, e.g. Zero Tolerance Zone

Entry portals with security monitoring. (Kauri & Totara Rds.)