






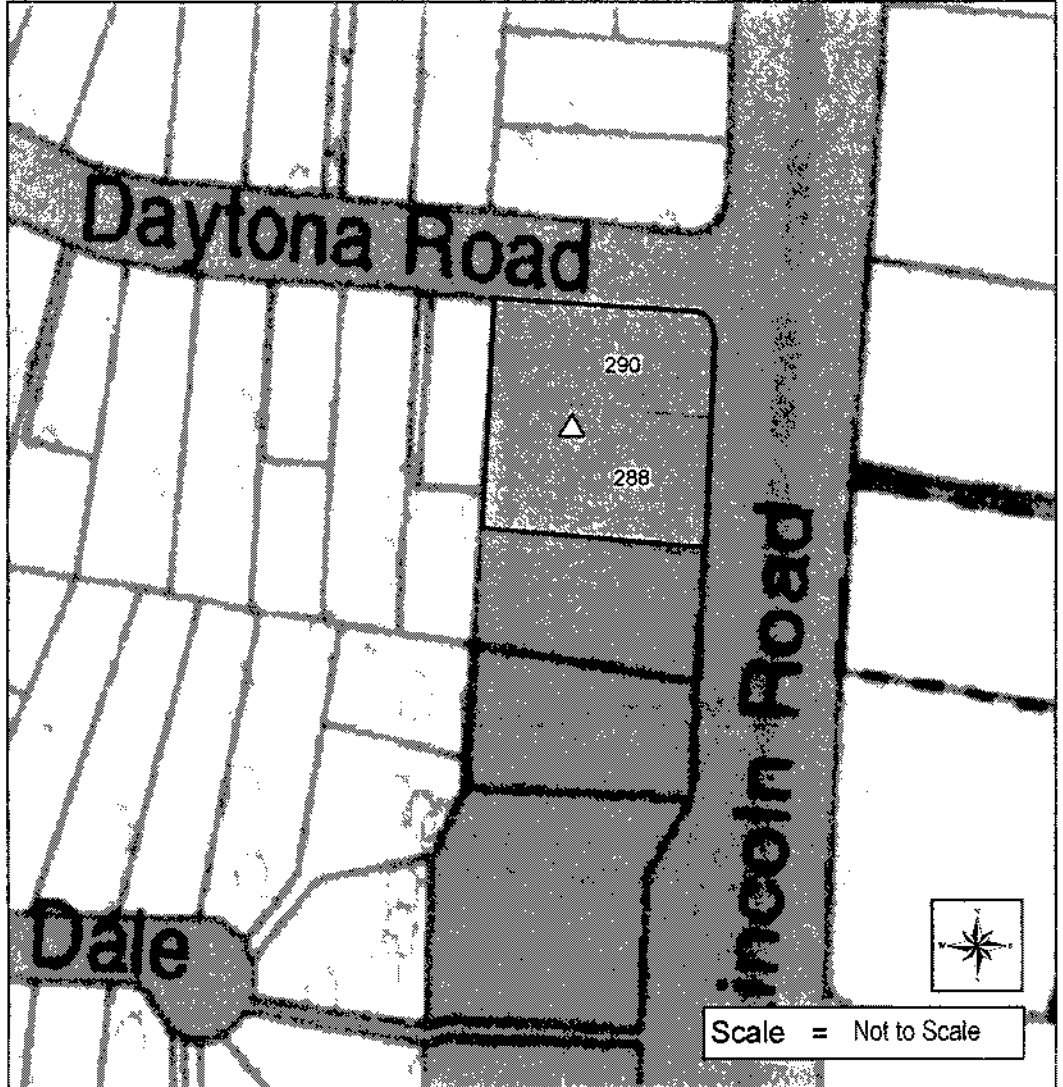


# Waitakere City Council District Plan

Proposed Changes to Map D8 Human Environment

**Legend**

-  Proposed Plan Change
-  Area of Plan Change
-  Living
-  Open Space
-  Lincoln Working
-  Community
-  Transport



## Proposed Plan Change 19

Proposed Change from 'Living Environment'  
to 'Community Environment'

288 and 290 Lincoln Road, Henderson

Lots 2 & 3 DP 43472



## Memorandum

<b>To</b>	<b>Michael Campbell</b> , Planner: Policy Implementation Waitakere City Council
<b>From</b>	<b>Adam Moller</b> Principal Transport Engineer, Design
<b>Unit</b>	<b>TRANSPORT ASSETS</b>
<b>Date</b>	28 June 2005
<b>Subject</b>	Proposed Plan Change 19 – 288 & 290 Lincoln Rd, Henderson

Dear Michael,

Further to your memorandum dated 20 April 2005 regarding the proposed Plan Change for the above sites (Lots 2 and 3 DP 43472). I have assessed the proposed Plan Change from Living Environment to Community Environment and the actual or potential adverse environmental effects that this may have on the safety and efficiency of the adjoining road network.

I have inspected the subject site, which is currently vacant. Lincoln Road is classed as a regional arterial road, while Daytona Road is classed as a Local Road. Lincoln Road feeds a major motorway interchange in the Northwester Motorway and is subject to traffic queues during peak periods as a result of traffic movement to and from the motorway. Daytona Road serves as a local access to a small residential area. While it does provide a through connection to Universal Drive the roads within the through route have been traffic calmed to discourage through traffic and the traffic volume is low.

It is my understanding that changing the current zoning from Living Environment to Community Environment will not preclude the use of the site for high density residential development. Under the Community Environment rules, it is anticipated the site would be able to establish retail and commercial activities.

### Existing consent for the site

A resource consent has recently been granted for a residential apartment development. While the existing consent allows for a relatively large development in term of the scale of the building, it is a relatively low traffic generator with low parking demand.

### Possible future applications

As noted above, changing the Human Environment on this land to Community Environment would allow a range of non-residential activities, both retail and non-retail. However because of the substantially higher parking demand per floor area associated with these activity types it is unlikely that the scale of building on the site would be as large for non-residential activities unless a multi-layered parking structure was incorporated into the building or separate parking provision was made on an adjacent site.

If parking was provided at the permitted activity standard we would have no control under the consent over matters of traffic generation and the impact of this on the road network. Under a permitted activity scenario it is likely that no more than 50 car parks (a 33% increase on the previous consent) in a basement configuration similar to the previous consent could be served from Daytona Road however in the case of a retail development the turnover of vehicles using the spaces would be substantially higher so the traffic generated in Daytona

Road has potential to create a significant adverse effect on the adjacent residential sites. This could be mitigated by splitting vehicle access between Daytona Road and Lincoln Road.

If the developer sought consent as a controlled activity for parking (in order to allow a reduction in the standard gross floor area ratios) then under the assessment criteria for the controlled activity we would be able to assess the impacts of traffic generation on the road network.

The likelihood of a development that meets the permitted activity parking standard for retail being proposed is considered low as the 1:16 ratio would most likely lead to an over provision of parking and/or limit the amount of retail floor area that can be provided. However it would be good to limit the ability for all traffic to gain sole road access from the Daytona Road frontage of the site as part of the plan change if possible.

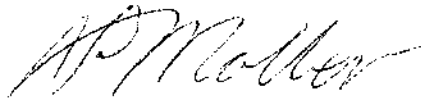
**Conclusion:**

After reviewing the proposed Plan Change for the combined sites at 288 & 290 Lincoln Rd Transport Assets support the proposed Plan Change to re-identify the above site from Living Environment to Community Environment subject to the following requirements being attached to any development on the site.

It is recommended that a covenant be attached to the titles of Lots 2 and 3 DP 43472 to the effect that any vehicle crossing is also formed on Lincoln Road (ie Daytona Road shall not be used as the sole vehicular access point to the property

If you have any further questions or require clarification please do not hesitate to contact the writer.

Yours faithfully



Alan Moller  
Principal Transport Engineer Design



**Memorandum**

<b>To</b>	<b>Michael Campbell</b> , Planner: Policy Implementation Waitakere City Council
<b>From</b>	<b>Mark Iszard</b> Subdivision Engineer:
<b>Unit</b>	<b>ECOWATER SOLUTIONS</b>
<b>Date</b>	27 July 2005
<b>Subject</b>	Proposed Plan Change -- 288 & 290 Lincoln Rd, Henderson

Dear Michael,

I refer to your memorandum dated 20 April 2005, and our subsequent meeting on 26 July 2005 with the land owner, regarding the proposed Plan Change for the above sites (Lots 2 and 3 DP 43472). I have reviewed the proposed Plan Change from Living Environment to Community Environment and the actual or potential adverse environmental effects that this may have on the stormwater and wastewater infrastructure. I will address these issues separately below.

It is my understanding that changing the current zoning from Living Environment to Community Environment will not preclude the use of the site for high density residential development. Accordingly I have assessed the site on a worst case scenario, i.e. high density residential development.

I am aware that a resource consent has previously been issued for the subject sites for a high density residential development. That consent included a number of conditions to address wastewater and stormwater issues. In the event that this resource consent is given effect to these conditions would still need to be complied with.

I also note that should an alternative residential development be proposed for the site, then such an activity would require a limited discretionary resource consent in accordance with the rules of the Community Environment. This would give the Council the discretion to consider the proposal and the ability to impose conditions on matters of wastewater and stormwater disposal and design.

**Wastewater:**

The Lincoln Rd wastewater western interceptor pipe is currently nearing capacity as high intensity development is being constructed along Lincoln Rd. Typically wastewater networks were designed to accommodate one residential dwelling per 450m<sup>2</sup> Lot. To extend the operating life of such pipes and to provide mitigation against higher density development than was originally allowed for when designing these wastewater networks EcoWater introduced a number of water savings measures that can be installed within such developments to minimise water inflow and thence wastewater outflows. If high intensity development was proposed on the site, then EcoWater would anticipate that any such development would include wastewater mitigation devices in the form of Low Flow water savings devices.

There also remains an issue of ensuring that any actual or potential effects of non-residential activities are avoided, remedied or mitigated.

**Stormwater:**

Neither of the sites is currently served by a Public stormwater system, with the Public system running parallel to the site in Lincoln Rd not having sufficient capacity to accommodate any stormwater flows from this site.

Under Councils District Plan, General Natural Area, rule 4.1. Activities meeting the following Performance Standard are Permitted Activities.

- The establishment of impermeable surfaces up to 100% of the site area in a working or Community Environment, and up to 90% of the legal width of the road within the Transport Environment, and in all other areas:
  - ii) Up to 60% of the site area where there is a connection available to a reticulated stormwater system provided that no more than 10% of the area defined as special soils on a site is established as an impermeable surface, or
  - iii) **Up to 15% of the site area where there is not a connection available to a reticulated stormwater system** provided that no more than 10% of the area defined as special soils on a site is established as an impermeable surface.

The proposed change of this land from Living Environment to be Community Environment therefore will allow any development on the site to be completely impervious and will need to be served by an appropriately designed stormwater system. As there is currently no stormwater reticulation serving this site, this is an issue that will need to be dealt with when the site is developed. Previous development proposals for this site proposed extending a sufficiently sized stormwater system from within Daytona Road to within the site. This is one option available to deal with stormwater runoff from the subject sites.

An alternative option to address stormwater run off from the site would be to connect in to the existing stormwater line located at the rear of 4A Daytona Road. Provided future development is designed in accordance with the Council's Code of Practice, it is considered that this would also be an acceptable solution for the subject land, provided such a system is appropriately designed. It is noted that most of the site appear to be located at a level that can rely on gravity flow into this system. This is a small portion of the site. Located along the entrance at Daytona road, which is below this level. This area would need to be designed with some form of permeable paving such as Gobi blocks or similar.

Provided such a system is included within the development of the site, in accordance with the Council's Code of Practice, it is considered that the site would be suitable for redevelopment as Community Environment. The cost of designing and installing such a stormwater system would be the sole responsibility of the developer of the site.

**Conclusion:**

After reviewing the proposed Plan Change for the combined sites at 288 & 290 Lincoln Rd **EcoWater supports the proposed Plan Change to re-identify the above site from Living Environment to Community Environment subject to the following conditions being attached to any development on the site. It is recommended that the following covenant be attached to the titles of the subject sites:**

1. Any residential or non-residential development on the site shall incorporate the full water savings devices listed below:
  - a. All taps over handbasins/sinks and showerheads are to be of a type that limit the flow rate to 9 litres/minute or less.
  - b. All units/dwellings shall have showers.
  - c. All toilets shall be of 6/3 litre dual flush type.
  - d. No in sink waste disposal units shall be installed.
  
2. Any proposed development on the site that exceeds 15% impermeable site coverage shall be required to design and install a stormwater reticulation system designed to convey the calculated stormwater runoff from the site for the 1 in 5yr storm event without surcharging in compliance with Council's Code of Practice for City Infrastructure and Land Development.

If you have any further questions or require clarification please do not hesitate to contact either one of the EcoWater Drainage Engineers or myself.

Yours Faithfully



Mark Iszard  
Subdivision & Drainage Engineer  
EcoWater

# LINCOLN ROAD

## A Changing Place

NEWSLETTER

AUGUST 2008

This newsletter looks at residential, property and business changes in the Lincoln Road business district and outlines how the area is expected to change over the next decade.



### A GREAT PLACE

Imagine Lincoln Road looking like the drawing above — smart buildings, improved traffic flow and attractive landscaping. These are just some of the positive changes planned by the Council for the Lincoln Road business district. Some of you will remember when the area's main commercial activity revolved around vineyards and orchards. We want to retain a sense of that heritage, and to guide the area's future growth in a way that ensures a well-designed urban environment for those of us living and working here now.

### A GREAT LOCATION

Lincoln Road is a gateway into Waitakere City. It provides the major transport link between the North Western motorway and Henderson, the commercial heart of the City. The ease of getting from "a to b" coupled with planned improvements to public transport, makes the Lincoln Road area a natural drawcard for business investment. The location of UNITEC and the Council's new Civic Centre right in the heart of

Henderson will also have major benefits for business life on Lincoln Road. Other developments due to be completed in the next few years will also increase commercial activity. For example:

- Waitakere Hospital expansion
- New Waitakere Sports Trusts Stadium on Central Park Drive
- New Regional Library in Henderson
- New Henderson Bus/Rail Transport Centre



Waitakere City Council  
Te Taiāroa Waitakere

# HENDERSON VINEYARDS BUSINESS CAMPUS -



- |  |  |   |
|--|--|---|
| 1 Proposed Henderson Vineyards Business Campus                               | 5 UNITEC Waitakere Campus. Expansion project 2009-2012.                    | 9 Enterprise Waitakere and Westport (Specialist business incubator) |
| 2 West Wave Aquatic Centre and Recreation Centre                             | 6 Waitakere City Civic Centre. New site development. Completion date 2006. | 10 Carbon Estate Arts Centre. Development of site 2005-2006.        |
| 3 Waitakere Trusts Sports Stadium. Completion date 2004.                     | 7 Waitakere Regional Library. Completion 2006.                             | 11 Henderson Valley Film Studios                                    |
| 4 Waitakere Hospital. Expanding to full emergency services. Completion 2004. | 8 Current location of Civic Centre.  |   |

## A GREAT FUTURE

The Lincoln Road business district is already a hive of activity. It has a wonderful mix of social and community services alongside a range of businesses and retail outlets.

As redevelopment takes place along Lincoln Road, it's likely a variety of new multi-story buildings will spring up to cater

for professional services particularly adjacent to the Waitakere Hospital. These buildings could also accommodate apartments above, conveniently positioned on a transport route and within walking distance of Henderson town centre.

The northern end of Lincoln Road near the motorway turnoff is also ready for change.

Some of the vineyard land, existing businesses and residential sites along this part of Lincoln Road are poised for redevelopment.

There's an exciting mix of development opportunities including plans for a new "business campus".

# COUNCIL'S ROLE?

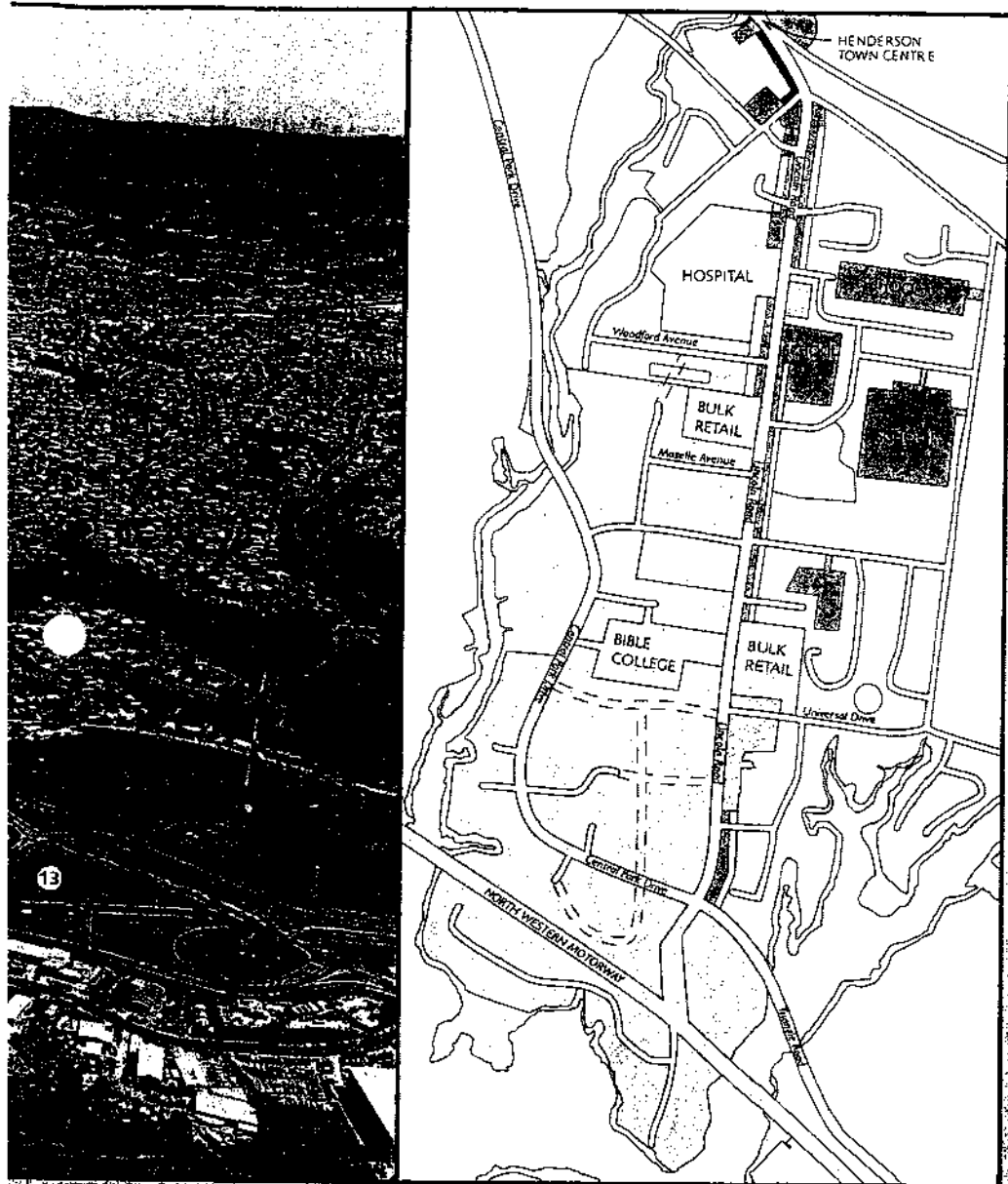
The Council are actively promoting the concept that Henderson Vineyards represents, guiding the development of this special area into a quality business environment. Along with the Council's support for the changes in the rest of Henderson, it forms part of long-term plans to encourage economic growth in the City.

A business campus such as Henderson Vineyards will create quality jobs for the large pool of talented and skilled people living here, and enable them to work locally rather than having to drive out of the City each day.

## SO FAR...

To make Henderson Vineyards a reality, the Council has so far taken these steps:

- In December 2002 the designation of the proposed new roads was publicly notified. These roads will allow for more efficient use of "business campus" sites. The actual roads will be built as development takes place.
- A marketing and communication plan has been developed to stimulate interest in the Henderson Vineyards concept and to attract quality investors to locate to Lincoln Road.
- An investment document has been created for potential investors.



12 Field Shopping (West City retail and entertainment precinct)	Existing Roads	Medium Density Housing
13 North Western Motorway interchanges	Proposed New Roads	Proposed Commercial/Professional
14 Henderson Creek	Working Environment	Proposed Living Environment
15 Bus/Rail Transport Centre. Completion 2007	Recreational Areas	Social Services
	Special Areas	Shopping Centre

## WHAT IS THE "BUSINESS CAMPUS"?

Key properties at the northern end of Lincoln Road could be up for sale in the next one to five years. Lincoln Road, Central Park Drive and the North Western Motorway form part of the outer boundary around these properties. Since 1999 the Council has been consulting with the

landowners about the future development of their land, and acting as the initial go-between for them and potential investors. Henderson Vineyards Business Campus is the Council's name for the ideal future use of this land as a business location.

## WHAT'S IN A NAME?

The name, Henderson Vineyards Business Campus, acknowledges the area's winemaking history but also its future potential as the home of clean, progressive, high-tech industries and modern businesses.

# LINCOLN ROAD

## A Changing Place

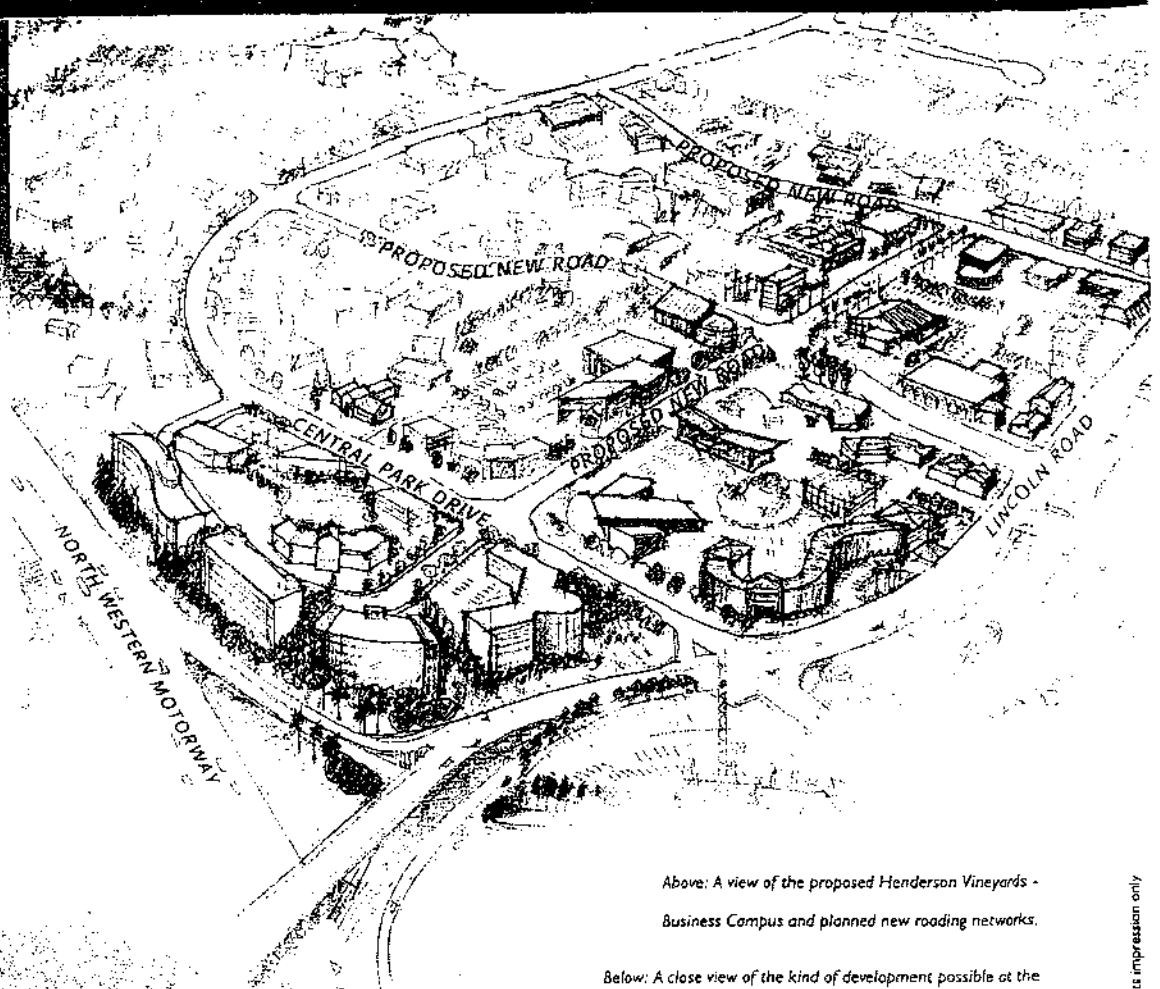
### WE INVITE YOU TO PARTICIPATE

An exciting future lies ahead for the Lincoln Road business district, and we invite you to discuss with us how you can be part of that future. We expect that the area will progressively redevelop over the next one to ten years.

As business growth takes off, you'll see an improvement in services and amenities and the general environment.

In response to these changes you may choose to further develop your current

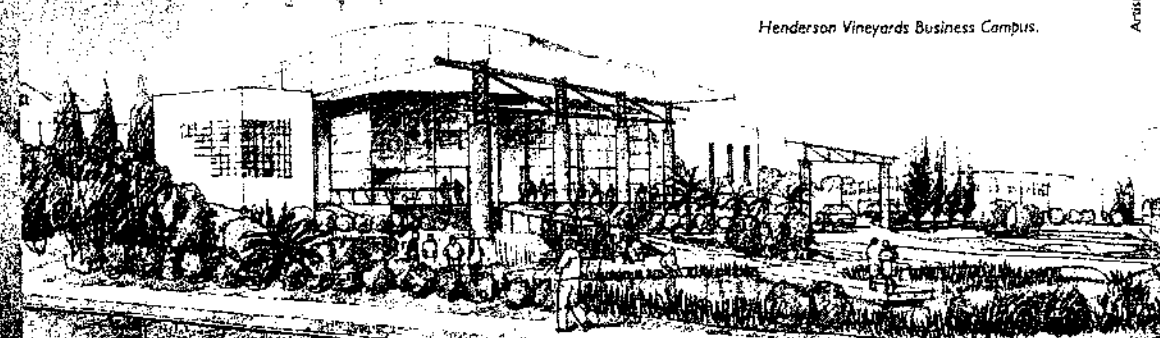
investment, seek a new one, or sell your business. Should you need further information, please contact us.



Above: A view of the proposed Henderson Vineyards - Business Campus and planned new roading networks.

Below: A close view of the kind of development possible at the Henderson Vineyards Business Campus.

Artist's impression only



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### CONTACT US

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