

Appendix E
Consultation

August 2009

Dear

FUTURE ROAD WIDENING - HOBSONVILLE ROAD
INVITATION TO AN IMPORTANT DROP IN DAY

Council is planning to undertake works along Hobsonville Road that will, in some places, include widening the road. This is further work associated with the development arising from Proposed Plan Changes 13 and 14, along the length of Hobsonville Road (from Westgate to Clark Road). This area is sometimes referred to as NorSGA, or the Northern Regional Strategic Growth Area.

You may have become aware of these proposed works through earlier communications from Council or discussions with Council officers. In some instances these works may entail purchasing certain parts of properties to enable this development to move forward. **Part of your property at the above address will be affected.**

We think it is important that you have the opportunity to hear about the project and to understand what implications that the work may have for your property and the local area.

We invite you to a drop-in Day to answer your questions about what it means for your property, and to answer any questions you may have about the project. Council staff and representatives will be available during the day.

The Drop-In Day will be held on:

Saturday 15 August 2009 from 9.00am to 2.00pm
Wings Function Centre
Hobson Motor Inn
327 Hobsonville Rd
Hobsonville

Please drop in at any time from 9.00am to 2.00pm during the day

If you would like more information about the drop-in Day please phone Mike Belcher 836 8000 ext 8257 or Richard Thomas 836 8000 ext 8229. Drop-in days will be held for different areas and timeframes during the life of the project. This invitation has gone to you because you will be directly affected by particular proposals that will be on display at the drop-in Day above.

Yours sincerely



Tony Miguel
Deputy Director: City Services

August 2009

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You may have become aware of these proposed works through earlier communications from Council or discussions with Council officers. In some instances these works may entail purchasing certain parts of properties to enable this development to move forward.

Though **it is not intended to purchase any part of your property** at the above address, you are still invited to attend the drop-in Day so that you have the opportunity to hear about the project and to understand what implications the work may have for your property and the local area.

We invite you to a drop-in Day to answer your questions about what it means for your property, and to answer any questions you may have about the project. Council staff and representatives will be available during the day.


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Yours sincerely



Tony Miguel
Deputy Director: City Services

Appendix F

Waitakere City District Plan

Relevant Objectives and Policies

Objective 2.

To protect the City's native vegetation and fauna habitat, including protecting:

- the quality and resilience of the resource;
- the variety and range of species and their contribution to the biodiversity of the City;
- their ecological integrity;
- their healthiness as a potential source of harvest for cultural purposes.

Policy 2.12. Infrastructure should be designed and located so that clearance of outstanding native vegetation is avoided, and clearance of significant native vegetation and significant and outstanding fauna habitat is minimised.

Objective 3.

To maintain the life-supporting capacity of the City's land resource.

Policy 3.2. Activities involving the disturbance of soil or rock and exposure of soils should be carried out in a way that avoids, or where unavoidable, remedies or mitigates any adverse effects on the surrounding topsoil and soil structure.

Policy 3.6 The use and development (including settlement patterns and subdivision) of the City's higher quality soils resource shall be sustainably managed to ensure that the soil's intrinsic qualities, including productivity and versatility are maintained as far as practical.

Objective 4.

To manage the effects of land use on the environment and, in particular, to maintain air quality, including contributing to the maintenance of the atmosphere at a local, **national and global level.**

Policy 4.3. Pedestrian and cycle access should be designed and constructed in a way that facilitates the use of cycling and walking as transport methods, as means of avoiding the effects of motor vehicle emissions on air. This includes constructing them so that they are safe and easy to use, and choosing a route that maximises links with local neighbourhoods, shops, schools, community facilities, local recreation areas and town centres, and access routes to and through, where appropriate, the Green Network.

Policy 4.4. Roads should be designed and constructed in a way which minimises the adverse effects of motor vehicle emissions on air. This means reducing motor vehicle trip lengths and numbers, and alleviating congestion:

- through appropriate traffic control; and,
- by creating a roading pattern which maximises connections within and between local neighbourhoods, shops, schools, community facilities, recreation areas and town centres, taking into account natural topographic features; and,

- by designing and constructing roads in a way which facilitates the use of alternative modes of transport that are less polluting than the private motor vehicle, such as passenger transport, cycling and walking.

Objective 5.

To protect processes of natural regeneration within the City, and promote and maintain links between areas of significant and outstanding native vegetation and fauna habitat, so that their resilience is protected and enhanced.

Policy 5.2. Activities within the Transport Environment should be carried out in a way that promotes and enhances natural regeneration processes within the Green Network, and in areas identified as Ecological Linkage Opportunities, including promoting and enhancing the overall resilience, diversity and ecological integrity of the Green Network and its parts.

Policy 5.3. Activities on any public land should be carried out in a way that promotes and enhances regeneration and the re-establishment of linkages between areas of native vegetation and fauna habitat within the Green Network, and the effectiveness of any adjacent Ecological Linkage Opportunities and Restoration Natural Areas in protecting the stability of native ecosystems.

Objective 10.

To maintain and enhance those natural and physical characteristics (amenity values) that contribute to the wellbeing of residents and workers, including maintaining:

- an acceptable level of quiet and freedom from nuisance created by noise, odour, dust and vibration;
- adequate levels of daylight and sunlight in dwellings;
- adequate levels of darkness for sleep;
- a safe environment;
- an accessible environment, which includes enhancing public access to and along the coast and waterways and between areas of public land;
- adequate levels of on-site privacy;
- healthy air quality.

Policy 10.3. Activities should be managed in a way that any associated artificial lighting of roads, driveways, signs and sites and the exterior of buildings do not detract from the ability of occupants of surrounding buildings to achieve uninterrupted and adequate levels of sleep.

Policy 10.7. New public and semi-public spaces should be designed in a way that ensures the safety of all users and, in particular, should provide for:

- overlooking (surveillance) of public and semi-public spaces from surrounding buildings during the day and where possible at night;
- direct and efficient movement routes through such spaces;
- adequate signage indicating connections with other routes, and the location of the space within the surrounding area for public reserves, walkways, and within Community Environments;
- adequate lighting;
- integration of pedestrian systems with vehicle routes;
- the minimisation of any physical barrier to the reasonable movement of people within any public space.

Policy 10.8.

Land use development and subdivision must recognise the need for a transportation strategy which provides for the safe and efficient movement of people through private and public transport in a way that avoids, remedies or mitigates potential adverse effects on the environment and which does not compromise the needs of future generations, through ensuring the:

- safe movement of pedestrians, cyclists and vehicles around the City;
- recognising and providing for the interdependence between transportation and other activities;
- supporting the creation of an efficient public transport network which provides an integrated system with appropriate levels of convenience and services;
- protection of the transport corridor for public transport purposes, conveyance of goods and communications;
- ensuring that the impact of activities on the capacity and safety of the road system is adequately catered for;
- maintaining amenity values that contribute to the well-being of residents and workers;
- integrating roads with safe and efficient pedestrian cycle routes;
- minimising impacts of noise and traffic movement on the amenity of surrounding sites;
- contributing where required to an upgrading of the transport system, proportionate to the pressures on that system created by the development proposed.

Policy 10.14.

Activities should be of a scale and located and managed in a way that:

- any traffic generated by the activity, including heavy traffic, does not detract from the capacity of the road to cater safely for motor vehicles, pedestrians and cyclists, and the wellbeing of residents occupying surrounding sites;
- the safe and efficient functioning of the road network is not adversely affected.

Policy 10.16.

Driveways, carriageways and carparking areas should:

- be laid out in a way that provides for the safe circulation of vehicles and pedestrians;
- be of sufficient design quality to ensure the safe passage of motor vehicles, cyclists and pedestrians and discharge of stormwater;
- be designed to avoid edge fretting;
- allow safe, ready access to adjoining sites.

Objective 11.

To achieve a quality of settlement and associated activities within each of the City's Human Environments which is sympathetic to, and protects and enhances, the dominant natural and physical (including building) features which contribute to the amenity value and the neighbourhood character of an area, including maintaining and enhancing:

- the quality and character of different patterns of settlement within the City's intensively settled residential areas;
- the pedestrian-oriented amenity values of the town centres and the character of those areas as retail centres;
- the utilitarian nature and character of the industrial areas;
- the natural and physical features that give each rural and coastal village its particular and unique character;
- the pastoral/rural character of the northern parts of the City;
- the complex, mixed landscape of the foothills.

Policy 11.2.

Activities should be managed in a way that avoids the clearance of or damage to trees and vegetation, to extent that the following characteristics are adversely affected:

- the visual dominance of trees on private property within the neighbourhoods of the Living Environment;
- the remnant native vegetation within the urban Human Environments;
- the remaining native vegetation along riparian margins and coastal edges in the urban area and Foothills Environment;
- the shelter trees along fencelines and clumps of vegetation within the pastoral landscape of the Countryside Environment;
- the mixture of native and exotic vegetation and the scattering of native vegetation along
- ridgelines and stream edges in the Foothills Environment;
- the lines of trees along road edges within the Transport Environment;
- the amenity value associated with native vegetation and its relative significance in all
- parts of the City;
- the historic and cultural value of trees associated with the above characteristics;
- provided that nothing in this policy should prevent the removal of species identified in the
- Environmentally Damaging Plants List.

Policy 11.3.

Buildings and structures should be located so that they maintain the neighbourhood character, visual amenity of the surrounding area and the characteristic streetscape of the area, including providing for:

- the overlooking of streets by buildings;
- maintaining characteristic links between private and public space arising from the orientation of houses and the way they face the street;
- the setback of buildings from the road boundary;
- planting of section frontages; in a way that gives particular regard to variations in amenity values, and neighbourhood character.

Policy 11.4.

Structures (including infrastructure) within the Transport Environment should be of a scale (height, form and bulk), and designed, located and managed in a way that the adverse effects on the amenity values and neighbourhood character of any surrounding Environments and which enhances the amenity of the Transport Environment itself. In particular, structures should:

- be compatible with the existing streetscape, including the links between streetscape and the neighbourhood character and amenity of the surrounding Environments;
- minimise impact on views from adjacent sites;
- minimise the removal or damage to existing native and exotic vegetation;
- minimise physical domination and intrusion into the privacy of adjoining sites;
- located so that planting of road berms can be provided for.

Policy 11.6. New roads must be designed and constructed in a way that is consistent with:

- the integration with safe and efficient pedestrian and cycle routes;
- the enhancement of the surrounding streetscape;
- the provision of planting;
- the protection of the amenity values and neighbourhood character of the surrounding area.

Policy 11.7. Infrastructure should be designed and managed in a way that:

- will maintain, and not adversely affect the amenity values and neighbourhood character of the surrounding area, including streetscape character;
- placement on sensitive ridgelines in a way that visual intrusion above that ridgeline when viewed from a public place is avoided, or where unavoidable, remedied or mitigated;
- does not detract from the significance to tangata whenua of any ridgeline;
- minimises disturbance of natural and physical features;
- does not physically dominate adjoining sites.

Policy 11.11. Signs should be designed so that they do not intrude visually on to the amenity of the surrounding area or detract from surrounding neighbourhood character, and the safety of vehicles and pedestrians on any adjacent roads and state highways. Because of their potential to offend and adversely affect the neighbourhood character and amenity value of the City's residential environments, signage associated with commercial sex activities and small brothels that are home occupations are prohibited in the residential Human Environments of the City.

Policy 11.12. Activities should be of a scale, and located and managed in a way, that does not increase the number of vehicle trips, including heavy vehicle trips, to a level that adversely affects the amenity values of the surrounding Environment or neighbourhood, taking into account the location of the site in relation to the roading hierarchy and the characteristic levels of quiet found in these areas.

Policy 11.13. Activities should be carried out in a way that maintains the characteristic levels of quiet of each Human Environment.