



Auckland
Regional Council
TE RAUHĪTANGA TĀIAO

LOCAL GOVERNMENT (AUCKLAND) AMENDMENT ACT 2004

RESOURCE MANAGEMENT ACT 1991

**DECISION REPORT OF THE
AUCKLAND REGIONAL COUNCIL**

**ARC 8 – MUL HOBSONVILLE AND
MASSEY NORTH**

Decision Regarding:

- **Proposed Change 7 to the Auckland Regional Policy Statement**

On 14 June 2007 the Auckland Regional Council adopted the recommendations of the Joint Regional Policy Statement and District Plan Changes Hearings Panel in relation to Proposed Change 6 to the Auckland Regional Policy Statement.

The recommendations in this report have been adopted as the decisions of the Auckland Regional Council.

31 July 2007

**Index of submissions and further submissions addressed in Report ARC 8
 MUL Hobsonville and Massey North**

Rec. Rpt s6 : sub-section no.	Sub No.	Submitter	Supported by	Opposed by	Hearing Report Section No.
7	1167/1	Adrian Blaser	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.7
6	1150/1	Alan Roy & Jenny Bleakley	254 North Shore City Council		5.6
6	1152/1	Alastair Munro	254 North Shore City Council		5.6
7	1189/1	Amber & Raymond Sanchez	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.7
18	203/1	AMP NZ Property Development Ltd & AMP Capital Investors (NZ) Ltd	81 IB, GA and IE Midgley 254 North Shore City Council	250 Auckland Regional Council	5.18
6	1138/1	Angela Riggs	254 North Shore City Council		5.6
10	251/46	Auckland City Council		95 Housing New Zealand Corporation (1) 75 Steve Nuich 74 Roy Wigg 76 Ivan & Milka Selak 254 North Shore City Council 312 Ockleston Family Trust 300 IMF Westland Ltd	5.10
7	1180/1	Barry Johnstone	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.7
6	1156/1	Ben & Anita Kaa	254 North Shore City Council		5.6
6	554/1	Bounty Scrapbook Supplies Ltd	254 North Shore City Council		5.6
6	569/1	Bounty Scrapbooks	254 North Shore City Council		5.6
6	570/1	Bounty Scrapbooks Supplies Ltd	254 North Shore City Council		5.6
7	1177/1	Casey Realty Ray White Royal Heights	254 North Shore City Council		5.7
6	571/1	Catherina Pearton	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.6
6	1148/1	Ceryl & Chris Patchell	254 North Shore City Council		5.6
18	587/2	Chapmans Chartered Accountants Ltd	254 North Shore City Council		5.18
7	1184/1	Charlene Moffat	254 North Shore City Council		5.7
6	1145/1	Chester John Sherab	254 North Shore City Council		5.6
6	559/1	Chris McLennan Photography	254 North Shore City Council		5.6
7	1178/1	Christine & Barry Whittle	254 North Shore City Council		5.7
7	1182/1	Colin McHoln	254 North Shore City Council		5.7
7	1171/1	Constantinus Bonsel	254 North Shore City		5.7

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Rec. Rpt s6 : sub-section no.	Sub No.	Submitter	Supported by	Opposed by	Hearing Report Section No.
		and Wilheimina Bonsel	Council		
6	565/1	Craft World New Zealand Ltd	254 North Shore City Council		5.6
7	1187/1	Cutting Edge NZ Consultants Ltd	254 North Shore City Council		5.7
6	1131/1	Danielle Hows	254 North Shore City Council		5.6
6	1080/1	Darren Anderson	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.6
7	1176/1	David Chad	254 North Shore City Council		5.7
6	558/1	David Craddock	254 North Shore City Council		5.6
7	1163/1	David John Thomson	254 North Shore City Council		5.7
5	329/5	David Phillips	254 North Shore City Council		5.5
6	563/1	Debbie McIntosh	254 North Shore City Council		5.6
6	1135/1	Debra Burns	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.6
6	560/1	Deneece Goldsworthy	254 North Shore City Council		5.6
10	336/1	Denise Finlayson		95 Housing New Zealand Corporation (1) 254 North Shore City Council	5.10
19	11/3	Dennis Terry		76 Ivan & Milka Selak 74 Roy Wigg 75 Steve Nuich 108 Progressive Enterprises Limited 140 Garelja Brothers Strawberry Gardens	5.18
6	551/1	Dominique Taku	254 North Shore City Council		5.6
7	1168/1	Doris Mitchell	254 North Shore City Council		5.7
7	1172/1	Duthie Lidgard	254 North Shore City Council		5.7
8	1076/1	E H Grbic	254 North Shore City Council		5.8
18	295/2	Edward & Merlene Cox and Kylie May	254 North Shore City Council 140 Garelja Brothers Strawberry Gardens	140 Garelja Brothers Strawberry Gardens	5.18
21	295/3	Edward & Merlene Cox and Kylie May	109 The Warehouse Ltd 111 The National Trading Company of New Zealand Limited 110 Warehouse Stationery Limited	107 Westfield (New Zealand) Limited 254 North Shore City Council 108 Progressive Enterprises Limited 250 Auckland Regional Council 259 Transit New Zealand	5.21
11	1081/1	Emily Simes		95 Housing New Zealand Corporation (1)	5.11

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Rec. Rpt s6 : sub-section no.	Sub No.	Submitter	Supported by	Opposed by	Hearing Report Section No.
				107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council	
5	85/5	Enterprise Waitakere	95 Housing New Zealand Corporation (1) 254 North Shore City Council 140 Garelja Brothers Strawberry Gardens		5.5
7	1165/1	Eric & Myrene Ramm	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.7
21	52/2	Frances Clare Ltd (Chick. Broiler Farm Unit)	109 The Warehouse Ltd 111 The National Trading Company of New Zealand Limited 110 Warehouse Stationery Limited	254 North Shore City Council 259 Transit New Zealand	5.21
21	205/1	Fulton Hogan Limited (1)	109 The Warehouse Ltd 111 The National Trading Company of New Zealand Limited 110 Warehouse Stationery Limited	107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council 259 Transit New Zealand	5.21
7	1074/1	Future Choices Ltd	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.7
8	1077/1	G E & H W Stone	254 North Shore City Council		5.8
1	140/11	Garelja Brothers Strawberry Gardens	96 Housing New Zealand Corporation (2) 257 Waitakere City Council		5.1
5	140/12	Garelja Brothers Strawberry Gardens	254 North Shore City Council 300 IMF Westland Ltd		5.5
7	1169/1	Garry Green	254 North Shore City Council		5.7
7	1179/1	Gerald Martens	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.7
6	1153/1	Gillian & James Lawson	254 North Shore City Council		5.6
8	1078/1	Gordon Kay	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.8
10	340/2	Grant Smith		95 Housing New Zealand Corporation (1) 254 North Shore City Council	5.10
7	1173/1	Grimmer and Norma Gordon	300 IMF Westland Ltd 254 North Shore City Council		5.7
7	1161/1	Gwen Nash	95 Housing New		5.7

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Rec. Rpt s6 : sub-section no.	Sub No.	Submitter	Supported by	Opposed by	Hearing Report Section No.
			Zealand Corporation (1) 254 North Shore City Council		
6	566/1	Harvey World Travel	254 North Shore City Council		5.6
6	552/1	Harvey World Travel	254 North Shore City Council		5.6
10	337/1	Heather Rogers		95 Housing New Zealand Corporation (1) 254 North Shore City Council	5.10
21	71/2	Henry B Norcross	111 The National Trading Company of New Zealand Limited 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd	204 The Waitakere Ranges Protection Society Incorporated 254 North Shore City Council 259 Transit New Zealand	5.21
14	95/16	Housing New Zealand Corporation (1)	257 Waitakere City Council		5.14
15	95/17	Housing New Zealand Corporation (1)	254 North Shore City Council		5.15
4	95/18	Housing New Zealand Corporation (1)		258 Auckland Regional Transport Authority	5.4
14	95/26	Housing New Zealand Corporation (1)	257 Waitakere City Council		5.14
15	95/27	Housing New Zealand Corporation (1)	254 North Shore City Council		5.15
10	81/1	IB, GA and IE Midgley		254 North Shore City Council	5.10
21	81/2	IB, GA and IE Midgley	109 The Warehouse Ltd 111 The National Trading Company of New Zealand Limited 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd 110 Warehouse Stationery Limited	95 Housing New Zealand Corporation (1) 254 North Shore City Council	5.21
7	1188/1	Irene Levet	254 North Shore City Council		5.7
17	76/1	Ivan & Milka Selak		95 Housing New Zealand Corporation (1) 107 Westfield (New Zealand) Limited 257 Waitakere City Council 108 Progressive Enterprises Limited	5.17
21	76/2	Ivan & Milka Selak	111 The National Trading Company of New Zealand Limited 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd	107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council	5.21
7	1185/1	Jackie Cochran	254 North Shore City		5.7

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Rec. Rpt s6 : sub-section no.	Sub No.	Submitter	Supported by	Opposed by	Hearing Report Section No.
			Council		
6	548/1	Jaimi-Leigh Fairbairn	254 North Shore City Council		5.6
6	547/1	Janine Lodge-Osborn	254 North Shore City Council		5.6
10	335/1	Jeremy & Rebekah Opie		95 Housing New Zealand Corporation (1) 254 North Shore City Council	5.10
21	154/1	Joan Winnifred Boyle		107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council 259 Transit New Zealand	5.21
6	1159/1	Jocelyn Avery	254 North Shore City Council		5.6
7	1186/1	John & Noni Carroll	254 North Shore City Council		5.7
10	13/3	John Birkbeck		95 Housing New Zealand Corporation (1) 108 Progressive Enterprises Limited 254 North Shore City Council	5.10
20	13/12	John Birkbeck		76 Ivan & Milka Selak 74 Roy Wigg 75 Steve Nuich 254 North Shore City Council 140 Garelja Brothers Strawberry Gardens	5.20
18	297/2	Judith Ann & Lisa Robin MacLaine	254 North Shore City Council 140 Garelja Brothers Strawberry Gardens	140 Garelja Brothers Strawberry Gardens	5.18
21	297/3	Judith Ann & Lisa Robin MacLaine		107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council	5.21
6	1130/1	Judith Hildred	254 North Shore City Council		5.6
8	1075/1	Juponica Gardens	254 North Shore City Council		5.8
7	1175/1	K& R Clarke	254 North Shore City Council		5.7
9	127/20	Land Transport New Zealand	258 Auckland Regional Transport Authority 95 Housing New Zealand Corporation (1)	312 Ockleston Family Trust 205 Fulton Hogan Limited (1) 81 IB, GA and IE Midgley 300 IMF Westland Ltd 95 Housing New Zealand Corporation (1)	5.9
21	298/43	Landco Limited	109 The Warehouse Ltd 111 The National Trading Company of New Zealand Limited	107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited	5.21

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Rec. Rpt s6 : sub-section no.	Sub No.	Submitter	Supported by	Opposed by	Hearing Report Section No.
			1210 Rob Garden 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd 110 Warehouse Stationery Limited 95 Housing New Zealand Corporation (1)	254 North Shore City Council 259 Transit New Zealand 205 Fulton Hogan Limited (1) 300 IMF Westland Ltd 95 Housing New Zealand Corporation (1)	
11	585/2	Leanne Raewyn Karl			5.11
6	1146/1	Lisa Gamond	254 North Shore City Council		5.6
6	1151/1	Lita Summerfield	254 North Shore City Council		5.6
6	546/1	Lorraine Snell	254 North Shore City Council		5.6
6	1137/1	Lynette Aroha McGookin	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.6
5	253/49	Manukau City Council	254 North Shore City Council		5.5
6	1144/1	Marama Moreliu	254 North Shore City Council		5.6
6	544/1	Margaret Cowper	254 North Shore City Council		5.6
16	171/1	Mariko and Zoka Pavich	257 Waitakere City Council		5.16
18	171/2	Mariko and Zoka Pavich	254 North Shore City Council 140 Garelja Brothers Strawberry Gardens		5.18
6	568/1	Memories Forever	254 North Shore City Council		5.6
7	1170/1	Memory Ellis	254 North Shore City Council		5.7
6	1141/1	Michael Alswailer	254 North Shore City Council		5.6
7	1166/1	Mike Dickens & Arti Sugesti	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.7
18	296/2	Mitchell & Helena Cox	254 North Shore City Council 140 Garelja Brothers Strawberry Gardens	140 Garelja Brothers Strawberry Gardens	5.18
21	296/3	Mitchell & Helena Cox		107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council	5.21
6	1132/1	Momentum Magazine Group	254 North Shore City Council		5.6
6	1143/1	Mr Mervyn & Mrs Margaret Rix	254 North Shore City Council		5.6
7	1181/1	Murray Addis	254 North Shore City Council		5.7
6	1157/1	Nadine Taupo	254 North Shore City Council		5.6
6	555/1	Nailed It	254 North Shore City Council		5.6
22	1128/1	Neon Limited and		259 Transit New	5.22

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Rec. Rpt s6 : sub-section no.	Sub No.	Submitter	Supported by	Opposed by	Hearing Report Section No.
		Boron Limited		Zealand	
6	556/1	New Zealand Driver Licensing Ltd	254 North Shore City Council		5.6
6	553/1	Nola Jewell	254 North Shore City Council		5.6
6	1129/1	NZ Hardware Co	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.6
15	312/3	Ockleston Family Trust	254 North Shore City Council		5.15
5	282/1	PA Purdy	254 North Shore City Council		5.5
6	1149/1	Pauline R Langford	254 North Shore City Council		5.6
8	1079/1	Peter & Sheila Le Masurier	254 North Shore City Council		5.8
7	1183/1	Peter Hon	254 North Shore City Council		5.7
3	108/17	Progressive Enterprises Limited	95 Housing New Zealand Corporation (1) 205 Fulton Hogan Limited (1) 257 Waitakere City Council 208 Sylvia Park Business Centre Limited 300 IMF Westland Ltd		5.3
5	108/24	Progressive Enterprises Limited	254 North Shore City Council 208 Sylvia Park Business Centre Limited		5.5
5	106/3	Property Council of New Zealand	69 Project Consultancy Group Limited 254 North Shore City Council 140 Garelja Brothers Strawberry Gardens		5.5
13	106/5	Property Council of New Zealand	107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited	107 Westfield (New Zealand) Limited 254 North Shore City Council	5.13
6	550/1	R Rainbow	254 North Shore City Council		5.6
7	1164/1	Raymond & Maureen Barnett	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.7
5	4/1	Rexford Family Trust	254 North Shore City Council		5.5
7	1174/1	RM D Barrett	254 North Shore City Council		5.7
15	169/1	Robin J Crothall			5.15
10	188/1	Ross Simpson		95 Housing New Zealand Corporation (1) 254 North Shore City Council	5.10
17	74/1	Roy Wigg		257 Waitakere City Council	5.17
21	74/2	Roy Wigg	111 The National Trading Company of	107 Westfield (New Zealand) Limited	5.21

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Rec. Rpt s6 : sub- section no.	Sub No.	Submitter	Supported by	Opposed by	Hearing Report Section No.
			New Zealand Limited 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd	108 Progressive Enterprises Limited 254 North Shore City Council	
4	309/9	Royal Forest and Bird Protection Society - North Shore Branch			5.4
6	1133/1	Sally Ann Mitson	254 North Shore City Council		5.6
6	543/1	Sandi Kem	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.6
6	561/1	Stacey Clegg	254 North Shore City Council		5.6
6	1134/1	Stephen Holyer	254 North Shore City Council		5.6
6	1155/1	Steve & Karen Raine	254 North Shore City Council		5.6
17	75/1	Steve Nuich		95 Housing New Zealand Corporation (1) 107 Westfield (New Zealand) Limited 257 Waitakere City Council 108 Progressive Enterprises Limited	5.17
17	75/2	Steve Nuich		95 Housing New Zealand Corporation (1) 107 Westfield (New Zealand) Limited 257 Waitakere City Council 108 Progressive Enterprises Limited	5.17
21	75/3	Steve Nuich	111 The National Trading Company of New Zealand Limited 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd	107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council	5.21
21	75/4	Steve Nuich	111 The National Trading Company of New Zealand Limited 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd	107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council 259 Transit New Zealand	5.21
6	1147/1	Suburban Newspapers	254 North Shore City Council		5.6
11	1082/1	Sue Maloney		95 Housing New Zealand Corporation (1) 254 North Shore City Council	5.11
6	545/1	Suzanne Maree Cameron	254 North Shore City Council		5.6
10	195/1	The Kumeu-Huapai Executive Group (KEG)		95 Housing New Zealand Corporation (1) 76 Ivan & Milka Selak	5.10

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Rec. Rpt s6 : sub-section no.	Sub No.	Submitter	Supported by	Opposed by	Hearing Report Section No.
				74 Roy Wigg 75 Steve Nuich 254 North Shore City Council	
2	195/6	The Kumeu-Huapai Executive Group (KEG)			5.2
5	330/1	The Michael Bridgford Family Trust			5.5
6	562/1	Tina Hodson	254 North Shore City Council		5.6
6	1158/1	Tom & Martha Wubben	254 North Shore City Council		5.6
6	1154/1	Tracey Thomas	254 North Shore City Council		5.6
9	259/33	Transit New Zealand	258 Auckland Regional Transport Authority 95 Housing New Zealand Corporation (1)	81 IB, GA and IE Midgley 254 North Shore City Council 140 Garelja Brothers Strawberry Gardens 157 Federated Farmers of New Zealand (Inc) 95 Housing New Zealand Corporation (1)	5.9
6	1142/1	Trish Alsweiler	254 North Shore City Council		5.6
5	299/1	Unitec New Zealand	254 North Shore City Council		5.5
7	1162/1	Vinka Williams	95 Housing New Zealand Corporation (1) 254 North Shore City Council		5.7
6	549/1	Virginia Kem	254 North Shore City Council		5.6
10	314/8	Vision Waimauku Asociation Inc.		76 Ivan & Milka Selak 74 Roy Wigg 75 Steve Nuich 254 North Shore City Council	5.10
12	314/9	Vision Waimauku Asociation Inc.		76 Ivan & Milka Selak 74 Roy Wigg 75 Steve Nuich	5.12
12	314/10	Vision Waimauku Asociation Inc.		76 Ivan & Milka Selak 74 Roy Wigg 75 Steve Nuich	5.12
5	257/74	Waitakere City Council	256 Rodney District Council 254 North Shore City Council 140 Garelja Brothers Strawberry Gardens		5.5
4	257/75	Waitakere City Council		258 Auckland Regional Transport Authority	5.4
6	564/1	Westgate Fashion	254 North Shore City Council		5.6
6	557/1	Westgate Fashion	254 North Shore City Council		5.6
18	118/6	Westgate Properties Limited	254 North Shore City Council 140 Garelja Brothers Strawberry Gardens		5.18

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Rec. Rpt s6 : sub- section no.	Sub No.	Submitter	Supported by	Opposed by	Hearing Report Section No.
16	118/7	Westgate Properties Limited	257 Waitakere City Council		5.16
6	1140/1	Wu Qifen	254 North Shore City Council		5.6
6	1139/1	Xiong Zhang	254 North Shore City Council		5.6
21	584/1	Yat Kwong and Susan Wong		107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council 259 Transit New Zealand	5.21

**RECOMMENDATION REPORT OF THE JOINT HEARINGS PANEL
TO THE PLAN CHANGES NOTIFIED IN ACCORDANCE WITH
THE LOCAL GOVERNMENT (AUCKLAND) AMENDMENT ACT 2004
AND THE RESOURCE MANAGEMENT ACT 1991**

AUCKLAND REGIONAL POLICY STATEMENT PROPOSED CHANGE 7

ARC 8 – MUL HOBSONVILLE AND MASSEY NORTH

1. OUTLINE OF REPORT

This report is part of a series of reports that contain the recommendations of the Joint Regional Policy Statement and District Plan Changes Hearings Panel (“the Panel”) following consideration of submissions and further submissions received in relation to Metropolitan Urban Limits issues regarding the Hobsonville and Massey North areas in Auckland Regional Policy Statement Proposed Change 6 (“RPS Change 6”) and Change 7 (“RPS Change 7”).

The Panel was jointly appointed by the councils of the region under the Local Government (Auckland) Amendment Act 2004 (“the LGAAA”). Following consideration of all the submissions and supporting evidence presented and/or tabled by the submitters and further submitters at the hearings, and the reporting officer’s report, the Panel now makes the recommendations contained in this report to the Auckland Regional Council (“ARC”).

To reiterate, this report contains the **recommendations** to the ARC of the Panel on submissions that have been made during the course of the hearings. **It is not the decision of the ARC.**

Abbreviations Used In This Report:

Auckland Regional Policy Statement – ARPS / RPS
Auckland Regional Growth Strategy – RGS
Integrated Catchment Management Plan – ICMP
Local Government (Auckland) Amendment Act 2004 – LGAAA
Metropolitan Urban Limit – MUL
Northern and Western Sectors Agreement - NWSA
Regional Land Transport Strategy - RLTS
Resource Management Act 1991 – RMA
Territorial Authorities – TA / TAs

2. BACKGROUND

The LGAAA mandates that all councils in the Auckland Region integrate their land transport and land use provisions and ensure these are consistent with the Auckland Regional Growth Strategy (“RGS”), give effect to its Growth Concept and contribute to the land transport and land use matters specified in Schedule 5 (s39 & s40 LGAAA).

The matters that the LGAAA requires to be included in changes to statutory documents support the purpose of the Resource Management Act 1991 (“RMA”) in promoting sustainable management of natural and physical resources.

RPS Change 7 was notified on 31 March 2005 in accordance with the LGAAA. The Change proposes to move the MUL in two areas involving approximately 537 hectares in total, as shown in the maps on page 17-19 of this report. That is:

- Massey North/Westgate – 156 hectares

Located at the end of the Northwestern motorway bounded by Hobsonville Rd (and the existing Westgate development) to the south, SH16 to the west and by existing rural land along the remaining boundaries.

In addition to the Westgate Town Centre expansion, Waitakere City Council (“WCC”) proposes to develop land for employment uses in the Massey North area in order to address the shortfall of business land available for industrial uses within Waitakere City.

With reference to Table 9 of the Northern and Western Sectors Agreement (“NWSA”), in this Massey North area there is an estimated development capacity of 475 dwellings and a population of approximately 1,330. No employment capacity estimates have been determined or further detailed specifically for the Massey North area, under Proposed Plan Change 15 to the Waitakere City District Plan (“WCC Change 15”), or other supporting information, other than broad assumptions of 70% for business and other land uses in Table 9 of the NWSA.

- Hobsonville Corridor/Brighams Creek Interchange and Hobsonville Peninsula/Hobsonville Airbase – total area of 381 hectares

This area is bound by Hobsonville Rd along the bulk of the southern side, Waitemata Harbour on the eastern, northern and remaining southern sides, and by existing rural land on its north-western and western sides.

The Hobsonville Corridor is being proposed in the MUL shift in order to provide for the Hobsonville Village and the Brighams Creek employment precinct. Urban development proposed in this area includes precincts for industry, a mixed use town centre with retail and residential, open space and a school, as detailed in Proposed Plan Change 14 to the Waitakere City District Plan (“WCC Change 14”).

The Hobsonville Airbase has been the subject of a significant amount of background work regarding how the land is to be disposed of by the Crown. Shifting the MUL would provide certainty regarding proposed landuses for the future development by the Hobsonville Land Company (Housing New Zealand Corporation’s development company). The proposal does not include the Scott Point area. Proposed Plan Change 13 to the Waitakere City District Plan (“WCC Change 13”) introduces four new “Special Areas” – Hobsonville Base Village Special Area, Hobsonville Marine Industry Special Area, Hobsonville Landing Special Area and Hobsonville Future Urban Special Area. The intention is that there is provision for mixed uses, varying housing densities (from low to medium), retention of heritage areas, office and commercial space, and retail.

The estimated development capacity in Hobsonville (Corridor and Peninsula) is 5280 dwellings, and a population of approximately 15,600 [source: Table 9, NWSA].

2.1 Relationship of Change 7 to RPS Change 6, District Plan Changes and Network Discharge Consent Application

RPS Change 6

RPS Change 6, in the main, amends two key chapters/components of the RPS. First, it seeks to provide a much broader Regional Overview and Strategic Direction (Chapter 2) in the context of the RGS (as required under the LGAAA). Second, it amends the Transport chapter (Chapter 4) to better reflect the purpose of the LGAAA – to integrate land use and transport.

A new Schedule 1 is provided for that encapsulates the Sector Agreement responses to the RGS regarding the identification and likely programming of the development of growth areas (high density centres, corridors and future urban areas) to 2050.

District Plan Changes & Network Discharge Consent Application

Method 2.6.3(3) of RPS Change 6 sets out the information required to support an application to the ARC to extend the MUL. Accordingly, WCC has provided:

- Integrated Catchment Management Plans and an associated Network Discharge Consent Application, outlining proposed stormwater catchment management and discharges for those catchments within the Massey North and Hobsonville areas; and an Integrated Transportation Audit;
- Proposed Changes to the Waitakere City District Plan (WCC Change 13 - Hobsonville Airbase, WCC Change 14 - Hobsonville Village, and WCC Change 15 - Massey North), in satisfaction of the requirement to provide District Plan policy guidance and rules, as specified by Method 2.6.3(3)(viii) of the RPS (as amended by RPS Change 6).

All of this information has been considered as part of the assessment described in sections 5 and 6 below.

3. THE PANEL AND THE HEARINGS PROCESS

3.1 The Joint Hearings Panel

The Panel was comprised of the following members:

Cr Paul Walbran (Chair)
Cr Wyn Hoadley (Deputy Chair)
Cr Carolynne Stone
Cr Neil Morrison
Cr Bill Smith
Lindsey Rea
David Hill
Alan Watson

The members of the Panel included regional councillors, city and district councillors, a community board chairperson and two independent commissioners.

The councils of the region jointly delegated to the Panel their powers, functions and duties to hear submissions and make recommendations (under s41(1) and (2) LGAAA, and s24A RMA) on the following 15 proposed plan changes:

AUCKLAND REGIONAL POLICY STATEMENT

Proposed Change 6 - Giving Effect to the Regional Growth Concept and Integrating Landuse and Transport.

Proposed Change 7 – Metropolitan Urban Limits

AUCKLAND CITY DISTRICT PLAN –

Operative Isthmus Section
Proposed Plan Modification 175 - Giving Effect to the Regional Growth Concept

FRANKLIN DISTRICT PLAN

Proposed Plan Change 20 - Changes Pursuant to Local Government (Auckland) Amendment Act 2004.

MANUKAU CITY DISTRICT PLAN

Proposed Plan Change 12 – Manukau’s Growth.

NORTH SHORE CITY DISTRICT PLAN

Proposed Plan Change 12 - Redraft of parts of the North Shore City District Plan - Required by the Local Government (Auckland) Amendment Act 2004.

PAPAKURA DISTRICT PLAN

Proposed Plan Change 10 – ARPS Changes to the Operative District Plan.

RODNEY DISTRICT PLAN

Proposed Variation 22 to the Proposed District Plan 2000 Proposed Plan Change 97 to the Operative Transitional District Plan 1993.

WAITAKERE CITY DISTRICT PLAN

Proposed Plan Change 13 – Hobsonville Airbase;
Proposed Plan Change 14 – Hobsonville Village Centre;
Proposed Plan Change 15 – Massey North;
Proposed Plan Change 16 – Managing City Growth;
Proposed Plan Change 17 – New Lynn;
Proposed Plan Change 18 – City Wide Urban Design Rule

3.2 The Hearings Process

The proposed plan changes were notified by local authorities by 31 March 2005, in accordance with section 39 of the LGAAA. Given the number of proposed plan changes and the predicted volume of submissions to be dealt with, the Panel agreed that submissions were to be separated into categories. The categories used are detailed in the following table:

Category	Topic	Number of Submissions	Number of submitters and further submitters
A	General Growth	1575	266
B	Infrastructure / Natural Resources / Rural / Countryside Living	1098	174
C	Business Issues & Retail Location	290	93
D	Transport	534	115
E	MUL Issues (Not Hobsonville/Massey North)	79	85
F	Housing Lobby Identical Submissions	996	520
G	Swanson / Penihana	251	229
H	MUL Hobsonville and Massey North	1041	197
I	New Lynn	332	48
J	Urban Design WCC 18	281	32
K	Howick	60	29
M	ARC Miscellaneous	8	32
W	WCC 16 & 18 (Miscellaneous)	20	12
	TOTAL	6565	1832

Hearing Reports were generated by each local authority in the region under Schedule 1 of the RMA for each category – 50 reports in total. Public hearings were notified and held for each category, addressing all submissions deemed by the relevant Hearing Reports to fall within that category. In total, there were 46 hearing days, commencing on 27 April 2006. A further 12 days were utilised for site visits and deliberations. The Panel allocated time at the end of each hearing day to conduct preliminary deliberations. Additionally, more in-depth interim deliberations were held at the end of each topic. The last day of deliberations following the hearings was on 21 May 2007.

The Panel obtained legal advice in relation to the scope of the hearings process and other key issues raised prior to and during the hearings.

In forming its recommendations, the Panel focussed on the purpose of the LGAAA – to integrate land use and land transport provisions to ensure consistency with the growth strategy, give effect to its Growth Concept and contribute to the matters specified in Schedule 5 of the LGAAA. Under the legislation, local authorities were mandated to notify changes to the RPS and all District Plans to achieve this purpose – a substantial process.

The LGAAA came into effect on 1 July 2004 and notification of changes was required from all local authorities by 31 March 2005. It is relevant that, while District Plans are required to give effect to the RPS, the proposed changes to the RPS were notified at the same time as the proposed amendments to the District Plans.

Due to the relatively short timeframe and substantial changes envisaged by the LGAAA, there has been a mixed approach from local authorities, with different levels of detail reflected in the various proposed plan changes. This had the potential to frustrate the purpose of the LGAAA in terms of achieving integration across planning documents. Given the ambitious task set by the LGAAA, the Panel has taken the decision to concentrate its efforts on ensuring the RPS gives effect to the Growth Concept and meets the purpose of the LGAAA. The Panel considers that, once the RPS reflects the aims of the LGAAA, the District Plans will be required to give effect to the RPS and consequential amendments to the Plans will follow accordingly.

The Panel noted that many of the submissions focussed only on the plan changes and variations notified under the LGAAA. These changes were in many instances “filling the gaps” that existed in the current planning documents. When considering the Panel’s recommendations it is necessary to take into account the changes notified under the LGAAA, the existing District Plans, and other changes that have been notified both before and during the LGAAA process. The Panel was advised that work that each council currently has in train provides an indication of each council’s longer term plans.

The Panel also noted that many of the submissions lodged under the LGAAA were made in respect of the RPS and simply stated that the District Plans should be amended to reflect any changes to the RPS. The Panel considers that the issues raised in these submissions are best addressed after local authorities release the decision reports and any appeals to RPS Change 6 and RPS Change 7 are concluded. It will then be clear to what the District Plans must give effect.

This approach was not universal across the region or for all issues raised by the submissions. Some proposed District Plan changes were substantial, for example, those put forward by Waitakere City. In such cases, the Panel has dealt with the proposed changes in the same level of detail as the proposed RPS changes.

The Panel considers that the approach outlined above is practical and realistic, and will give local authorities time to prepare the necessary changes and carry out consultation with local communities. Ultimately, the objectives of the LGAAA can best be achieved by allowing the

process in respect of the RPS to run its course, with subsequent amendments to District Plans in the context of a clear and robust RPS. Legal advice to the Panel has confirmed this approach.

3.3 Evidence

The Panel has received extensive and detailed evidence from submitters during the hearings process. The Panel has carefully considered this evidence and the substantial number of submission points put before it. This recommendation report does not attempt to comprehensively summarise each submission point and/or piece of evidence as this would result in an unduly lengthy report without substantially adding to the recommendations.

3.4 Integration

A key element of the LGAAA is the requirement for “integration” in a number of aspects. These include *“giving effect, in an integrated manner, to the growth concept”* and *“contributing, in an integrated manner, to the matters specified in schedule 5”*. Changes that seek to achieve these requirements must, in relation to each other, be integrated (s40 LGAAA). Schedule 5 also refers to *“facilitating integrated transport management”, and “integrating transport and land use policies”*.

Integration is therefore required within each of the planning instruments, and across all planning instruments in the Auckland Region. The Panel recognises the importance of integration to the LGAAA process and has been very mindful of this in its deliberations.

The Panel has made a number of recommendations on matters which provide integration across the planning documents, for example the recommendations to include material on the following:

- recommendations in relation to corridors
- recognition of regionally significant infrastructure
- integrated transport assessments
- Appendix H on densities required to support public transport

These, and other matters, are discussed further in the Panel Key Issues Recommendation Report.

4. PANEL KEY ISSUES RECOMMENDATION REPORT

In response to the extensive detail and evidence presented, the Panel has produced a Panel Key Issues Recommendation Report (the “Key Issues Report”) setting out its direction on the issues it considers to be key to the LGAAA process. This report is overarching of issues and is not separated into different categories, as with the recommendation reports. The recommendation reports for each proposed plan change and category refer back to the Key Issues Report where it assists in providing the context for specific recommendations.

The Key Issues Report is attached to and forms part of this recommendation report, and should be taken to comprise Section 4 of this report. It should be read in conjunction with Section 5 – Discussion and Recommendations.

5. ASSESSMENT OF RPS CHANGE 7

5.1 Evaluation Framework

Section 32 of the RMA sets out the key tests that any proposal to change the RPS must satisfy:

- Extent to which the objective(s) achieve the purpose of the RMA i.e. “...to promote the sustainable management of natural and physical resources”
- Efficiency of the proposed policy/method in achieving the objective(s)
- Effectiveness of the proposed policy/method in achieving the objective(s)

The resource management validity of the use of the MUL as defined in the operative RPS is well established in case law [*ARC v NSCC* CA29/95]. Hence, for the purpose of this report, the efficiency and effectiveness tests of s32 are not being applied to evaluate the use of the MUL as a method of growth management.

Rather, they are applied here, in the context of whether the purpose of the Act is achieved by determining whether there is justification for further urbanisation of land on the northern Waitakere City MUL on the basis of need and appropriateness.

The appropriateness of the proposed northern Waitakere City MUL extensions is further determined by an assessment of the proposal against established evaluation criteria. Those criteria are generally set out in Chapter 2.6 of the RPS (as amended by RPS Change 6).

Section 32(4) also requires that the evaluation takes into account the costs and benefits of the policy/method, as well as determine the risks of acting or not acting where there is insufficient or uncertain information about the subject matter of the proposed RPS policies/methods.

The Panel has considered RPS Change 7 in the context of this evaluation framework, including the tests set out in Chapter 2.6 of the RPS (as amended by RPS Change 6) and WCC’s hearing reports on the Proposed District Plan Changes (WCC Changes 13 - 15). These reports provide the detail and contextualisation of the issues the Panel has considered with respect to the regionally strategic considerations required under RPS Change 7.

The assessment that follows is based on an analysis and review of the information and evidence submitted by WCC and other submitters, in support of and opposition to the proposals to extend the MUL at Massey North and Hobsonville contained in RPS Change 7.

5.2 Analysis

A summary table of the analysis is included in Table 1 attached, and discussed in detail below. Primary reference in the following analysis, is to the tests set out in 2.6.1 and 2.6.2 2. of the RPS, as amended by RPS Change 6.

Regional Strategic Alignment – Policy 2.6.2.2(i)

With respect to the alignment of the proposal with the strategic direction of containment and intensification set out in the Growth Concept of the RGS, it is noted that Hobsonville Corridor (210ha), excluding the Airbase area, is identified for development scenarios of residential, business and other in both the RGS and the NWSA 2001. In addition, the suggested sequencing for development [Appendix 2 – NWSA], indicates that only 50% of the Corridor is set down for development in the 2011 – 2021 planning period, with the Hobsonville Peninsula suggested for development beyond 2021.

It is noted that both the RGS and the development of the NWSA largely predate the increased certainty created by the release of Crown land for development (Hobsonville Airbase). The proposed RPS Changes provide the first opportunity to consider and address the future urban development of this area and alignment with the regional strategic objectives of the RPS, RGS and NWSA.

The consistency of the proposed MUL shift with other regional strategies, such as the Regional Land Transport Strategy and Regional Business Land Strategy, is detailed further in sections B. and D. of this analysis (see below).

Sixty-four (64) hectares of the Massey North area is identified in the RGS and the NWSA for Future Urban Growth. This area has also been identified for development sequencing within the 2006 – 2011 planning period.

There was some further clarification at the hearings with respect to the form and the detailed sequencing of employment land development in this area. The Panel discussions on the form of the development focussed, in particular, on Transit's withdrawal of a motorway off-ramp at Northside Drive, and the impact this would have on integrated land use and transport development at Massey North. This is further discussed under the topic of transport issues. Additional information on the detailed sequencing of employment land development is provided in WCC Changes 13 - 15, and further information is also expected through the structure plan process.

In addition to WCC's proposals, some landowners in the area have sought to have their land included within the MUL as part of the proposed shifts. The Panel considers that at times submitters raised valid concerns, as indicated by specific comments made in response to these submissions. In particular, the Panel considers there is merit in the proposal by Fulton Hogan (submission 205/1) to include an additional 38 hectares of rural land on the north-western side of Hobsonville Road (the "Fulton Hogan land") within the MUL. However, the Structure Plan process will be important to ensure that appropriate development and densities are achieved.

Overall, the proposals in relation to Hobsonville and Massey North are considered to be in general alignment with the regional objectives and policies of containment and intensification set out in the RPS, the RGS and, subsequently, the NWSA. Hence, the overall objectives of 2.6.2.2(i) are generally considered to be satisfied.

Capacity and Supply – Policy 2.6.2.2(x)

The basis for the proposed MUL shifts in Hobsonville and Massey North, are to counter an insufficient capacity of vacant business/employment land in Waitakere City. There is also considered to be limited opportunity to redevelop existing areas in the City to augment the projected supply of employment land. New Lynn and Henderson provide some significant opportunities for this, and have the advantage of rail access, but by themselves are unlikely to meet Waitakere City's employment targets.

The Panel discussed the potential risk that development of Massey North and the Hobsonville area could result in a loss of development impetus in New Lynn and Henderson. This could compromise their ability to consolidate and effectively function as subregional centres, as envisaged by the growth strategy. Evidence from WCC indicates that the business categories expected for Massey North and Hobsonville differ from those in the existing centres in their provision for group 1 type activities under the Business Land Strategy. While this may be correct to some extent, care will be needed in the Structure Plan phase to ensure that the future of the existing centres is not compromised, while ensuring a viable subregional centre at Massey North, a smaller town centre at Hobsonville village and neighbourhood centre at Hobsonville Airbase.

RPS Change 7 also seeks to accommodate growth of commercial (retail/business) and industrial uses generating increased local employment to reverse the current trend of residents leaving the City daily for employment (in 2004, approximately 63% of the workforce). WCC's policy target is to achieve the provision of local jobs for 60% of the City's resident workforce, amounting to 31,500 additional jobs, by 2021 in an effort to reverse this trend.

Two hundred (200) hectares or 37% of the total proposed area of Hobsonville and Massey North, is proposed to be zoned for business land. Conservative projections estimate this will provide an additional 14,000 jobs (less than 30%) of the local workforce by 2021, falling well-short of WCC's estimates and therefore the strategic objective for including this additional green-field capacity within the MUL. The additional 38 hectares of rural land on the north-western side of Hobsonville Road will strengthen the supply of business/employment land within this area.

The Panel had anticipated the provision of further information through the hearings process about the employment densities to be achieved. It acknowledges that Appendix H of the RPS, as inserted by RPS Change 6, provides guidance on this. For Massey North and the Hobsonville area to minimise the risk of becoming a continuation of unsustainable low density urban development (or "urban sprawl") will require medium and high employment densities in appropriate locations. The decisions on WCC Changes 13 - 15 are important to achieve appropriate employment densities, as is the Structure Planning process.

Environmental Effects – Policy 2.6.2.2(viii)

Water Quality

Hearings on the Network Discharges associated with the New Lynn East, Hobsonville Peninsula, Waiaroha and Totara catchments were held concurrently with the LGAAA hearings. Both the Massey North and Hobsonville areas have discharge points into the Upper Waitemata. Hence, issues of stormwater discharge and management are detailed in the Integrated Catchment Management Plan ("ICMP") and network discharge consent applications and decisions made in respect of these applications.

It is noted that significant work has been undertaken under the Upper Waitemata Water Study with respect to water quality.

Issues of water quality and stormwater management with respect to the proposed urbanisation of Hobsonville and Massey North have been considered in the context of the Network Discharge Consent and ICMP of the catchments attached to these areas. Given information provided in these hearings it is considered that these particular effects on the environment can be mitigated and/or avoided. In relation to the Fulton Hogan land (submission 205/1), the Panel considers that inclusion of this land would go some way to address the apparent 'hole' in the Hobsonville corridor proposed MUL boundary. The work done as part of the WCC Plan Changes and the ICMP to ensure that stormwater and other issues can be resolved is also relevant to this land, although further network discharge applications will be required. In addition, the structure plan process will examine these issues in more detail.

It is noted that the Hobsonville area is within the Kumeu Waitemata Aquifer – a High Use Aquifer [refer to the *Proposed Auckland Regional Plan: Air, Land & Water (ALW Plan)*]. There are likely to be water draw-down issues associated with the industrial and employment-related activities and densities within this area and care will need to be taken, particularly given its proximity to the coastal environment.

Air Quality

Both the Hobsonville and Massey North areas are currently within Rural Air Quality Management Areas under the ALW Plan. Further changes will be required to amend the ALW Plan in the event the MUL shift is confirmed as amended, to bring these areas into the Urban Air Quality Management Area (UAQMA).

As both these areas are accessed from and adjacent to state highways (SH 16, SH18 and SH20) the upgrades and increased traffic projected on these major roads in the next planning period to accommodate the proposed urban development will likely generate adverse air quality issues.

Mitigation and/or avoidance of these environmental effects has been largely achieved under Transit NZ's resource consents and designation conditions as part of those upgrades, especially along SH18/SH20 Upper Harbour Corridor. However, relevant consents will need to be sought where SH16/SH18 is upgraded to accommodate urban development in the Massey North area.

Agricultural land (refer also to Policy 2.6.2.2(ix)).

The loss of productive soils is considered to be minor given that urban development in this area has been previously signalled, and supported by key horticultural landowners in that area.

Transport – Policy 2.6.2.2(iii) and (ix), Policy 2.6.5 Urban Structure 1 – 10, Policy 2.6.11 Land Use and Transport Integration, and Chapter 4

The Panel acknowledges the Integrated Transport Assessment submitted in support of WCC's MUL extension application. This assessment, together with the evidence provided, outlines the land use and travel characteristics of the Hobsonville and Massey North areas and appraises the impacts (and mitigation proposals) in the context of the proposed MUL shift.

The Panel spent considerable time discussing its concerns about the integration of transport and land use. In both existing and new urban areas, effective transport linkages have the potential to strongly support or undermine efficient and effective urban outcomes. It is important that urban motorways and expressways, while meeting transport needs, also support local connectivity through appropriate linkages to the local transport network – in particular, the ability to access local employment and other amenities through public transport, and/or walking and cycling. The development of a sustainable transport network needs to take into account the local and state highway roading networks, as well as broader land use and urban form/ design outcomes.

For these reasons, the Panel considered that the Massey North proposal, as notified, sought to achieve a reasonable balance between the needs of the state highway network, and the transport and other needs of the local area. The inclusion of a motorway off-ramp at Northside Drive was central to the development. This second interchange at State Highway 16 would have provided an efficient interchange for the Massey North employment area. It would have kept most heavy vehicles off the local network, and supported the efficiency of both the local and state highway transport networks by, for example, reinforcing connectivity between the existing Westgate and new Massey North area.

After notification of WCC Change 15 - Massey North, the proposal for this motorway interchange was dropped by Transit. The Panel understands that Transit has not included such an interchange in its 10 year funding programme. In a 15 May 2007 letter, Transit states that it is submitting a funding application to Land Transport NZ in June 2007 for a combined project of SH18 Hobsonville Deviation and SH16 Brigham Creek Extension. The latter is to be undertaken as a separable portion within the main project, which has a start date of 2010/11.

Transit's evidence indicates that it has worked with WCC on the traffic and transportation issues involving Transit, and that the two parties have entered into a Memorandum of Understanding going forward. Given this, Transit has altered its position on the Plan Change and no longer seeks that it be rejected and withdrawn.

Evidence presented by WCC provided the Panel with a degree of comfort about the additional local road network crossing over the State Highway 16 proposed at Northside Drive and the proposed extension at Oriel Avenue across the existing motorway between Massey and existing Westgate to the south.

During the course of the hearing the Panel also had concerns about the future functioning of that part of Hobsonville Road that is currently State Highway 18. It was concerned as to how this area would function as a corridor, as envisaged by the RGS, if it continued to operate as a State Highway. Following evidence from Transit NZ later during the hearings, the Panel is now satisfied that when the State Highway 18 motorway is complete, the State Highway status of Hobsonville Road will be revoked. This will enable WCC to ensure that this area can be developed so as to integrate transport and landuse along this corridor.

It is noted that WCC continues to work with ARTA and Transit NZ on the development of Corridor Management Plans, particularly in the Hobsonville corridor, beyond RPS Change 7. The Panel also notes that WCC Change 15, in particular, deals with traffic matters.

The Panel does not question the high level strategy for transport, or the importance of regionally and nationally significant transport infrastructure. However, the Panel had anticipated greater engagement from Transit about how to achieve integration of land use and transport at the local, operational level. The Panel would have benefited through more information from, and discussion with, Transit about how to best achieve the multiple objectives that are assumed in land use and transport integration, and/or to meet Transit's objectives under the Land Transport Management Act 2003. Sustainability in these circumstances requires a broad focus – it goes further than asking what sustainability means for the state highway network.

Both in the hearings and during its own deliberations the Panel has focussed on the issues associated with transport integration, and transport severance, particularly east-west across the Massey North area. As was pointed out in evidence, the Massey North area could possibly have been extended to enable a broader walking catchment. Currently, however, there is potential for heavy vehicles to take shortcuts through Massey North to State Highway 16, with attendant risks to other traffic, to public transport connections, and to walking and cycling attractiveness and safety.

The Panel accepts that the situation may be improved after Transit extends State Highway 16, i.e. the current North Western motorway, as part of a motorway extension, and revokes SH16's current continuation on local roads. This will enable these roads, which constitute two edges to the Massey North plan change area, to be more effectively managed to meet land use and transport integration outcomes.

The Panel is concerned that the land use and transport integration outcomes, which are signalled in the LGAAA and are a key objective of the current changes, are not the best that could have been achieved, given third party decisions and agreements developed outside this process by Transit and WCC. In addition, regardless of whether the agreements may or may not achieve sound integration of transport and land use, the Panel has no ability to enforce or alter a third party agreement.

The Panel is supportive of sequenced growth that is employment led rather than residential led, provides a sustainable edge while completing the urban form, and enables a reduction in trip-lengths as a result of better access to work, shopping and community facilities, with subsequent benefits in terms of fuel use, costs of travel, travel time and carbon dioxide emissions. It will also

be important to achieve sequenced and integrated improvements in passenger transport, walking and cycling through improvements to bus, ferry, walking and cycling infrastructure and services. As already indicated, the Panel has concerns about transport integration, particularly impacts on local connectivity.

The Panel has reservations about how effectively land use and transport integration will occur at Massey North, given the lack of a motorway interchange at Northside Drive, and the implications of this for local access on the local street network for freight movements, public transport, walking and cycling. While this approach may not be contrary to the transport objectives and policies of the RPS (as amended by RPS Change 6), it could engage with these far more constructively, and by so doing, improve integration outcomes. The Panel has no oversight of any third party agreement, and such an agreement is also likely to impact on integration outcomes. Thus, while RPS Change 7 does "...give effect to the Growth Concept" [LGAAA], and thus meets the purpose of the Act, it could have done so in a far more transparent and persuasive manner.

Defensible Metropolitan Urban Limit – Policy 2.6.2.2(vi) and (vii) (2.6.2.3 as notified) and Requests to Extend the MUL

The proposed northern MUL for the Hobsonville area appears to have been determined generally along lot boundaries. Massey North appears to have been determined along or adjacent to road, stream and lot boundaries.

It is noted that WCC submission 257/19 (see ARC Report 7) sought greater certainty around the determination of defensible MULs, seeking the addition of geophysical characteristics such as streams, open space and motorway in the above policies.

Given the likelihood that land will be subdivided further and therefore pressure for further urban development, those MULs proposed along lot boundaries at the northern Hobsonville boundary in particular, are not considered to be as defensible against this urban development pressure, or to adequately provide a 'visual' differentiation between proposed urban and rural land. More appropriate MUL would include roads (e.g. Ockleston Lane/Clarks Lane/Sinton Rd), streams (e.g. in the Brighams catchment) or other features, such as coastline.

After deliberation, the Panel considers that some minor amendments to the MUL in the Hobsonville area will provide greater defensibility and better achieve Objectives 2.6.1 1. and 7. Therefore they recommend that the 38 hectares of rural land on the north western side of Hobsonville Road, belonging to submitter 205 (Fulton Hogan) be included in the MUL. There are a number of reasons that support this recommendation, including that WCC supports the extension; the land provides a more satisfactory defensible boundary to the MUL, given the use of an existing watercourse; there is a commitment to provide a more extensive esplanade reserve; the land enables a more appropriate interface with land to the west across the watercourse; and the land supports the development of an employment area with greater critical mass.

The Panel has very real reservations about most proposals to extend the MUL. The Panel considers a number of tests or requirements need to be met before extensions to the MUL can occur. First, work needs to be done in sufficient detail that the Panel can be assured that the environmental outcomes will be appropriate. The area encompassed by RPS Change 7 and the Fulton Hogan land meet this test, even though further discharge applications are likely to be required for the latter area. The defensibility of any MUL boundary that might be created is an important consideration. Transport issues are also important.

A further issue is the land use focus of MUL extensions. Waitakere faces significant business land supply constraints. A key focus of the current MUL shift and Waitakere Plan Changes 13 - 15 is to lead growth through providing more land for business and employment. The Panel notes that RPS Change 6 has also addressed business land supply constraints.

Timing also has a role to play. A change to the MUL is foreshadowed in the Regional Growth Strategy, but for a later time period. WCC is the proponent of the MUL shift proposals – it has the key land use responsibilities for the area and has carried out comprehensive work on these proposals. The Panel accepted the evidence presented by WCC that the timing of this urban development should be brought forward.

The Panel considers that other requests to extend the MUL failed some or all of these requirements.

Consideration of Alternatives

Having examined the appropriateness of the MUL shift against the tests set out in the RPS, the analysis considered the need, costs and benefits and alternatives considered.

There are three principal alternatives considered:

1. Extend MUL in the two (2) key growth areas of Hobsonville and Massey North only
2. Extend the MUL further to some point beyond but within the 2050 RGS
3. Do nothing i.e. maintain the MUL in its current position

Maintaining the MUL in its current position as an alternative to the proposed MUL shift has, for the most part, been considered in the context of the NWSA. It is considered that the most significant cost to WCC and its residents of not moving the MUL is that the projected employment needs of the City will not be met either in the medium term or within in the longer term of the RGS planning period i.e. to 2050, particularly given the lead-in times required for the sequencing of such development over this planning period. This cost will likely outweigh the short to medium term benefits of retaining the existing MUL in order to facilitate consolidation of employment in existing centres and corridors such as New Lynn or Henderson (as per the Growth Concept).

It is considered that, generally, the risk of extending the MUL beyond that publicly notified in RPS Change 7 is significantly high, given the lack of information and detailed analysis of the effects that the extension would have on the environment and/or the Growth Concept as set out in the RGS. The Panel therefore considers it would be inappropriate for the MUL to be amended further beyond the publicly notified proposal, apart from the one exception of the Fulton Hogan land, until the appropriate level of detailed analysis has been undertaken by WCC in determining a defensible Northern Waitakere MUL.

The Panel acknowledges that this recommendation report needs to be read in conjunction with the recommendation reports on WCC Changes 13 - 15, as much of the detailed justification for moving the MUL sits there, for example, material on integrated catchment management planning.

In conclusion, and with reference back to the key tests of s32, the Panel considers that the proposed MUL extensions at Massey North and Hobsonville under RPS Change 7, and including the additional 38 hectares of Fulton Hogan land:

- a) do achieve the purpose of the RMA in promoting sustainable management of land for the purpose of providing long-term solutions to employment land objectives in particular in WCC; and
- b) given consideration of the costs and benefits of the alternatives, do achieve the efficiency and effectiveness tests, on the basis that the proposals signalled through this process will give effect to the urban containment objectives, policies and methods of the RPS (as amended by RPS Change 6), enabling planned and sequenced employment land development to 2050.

5.3 Structure Planning Process

Having determined the appropriateness of the MUL extensions at Massey North and Hobsonville through this LGAAA/RMA process, it is the role of the structure planning process to provide the more refined future spatial patterns of development and land use, as well as any areas to be set aside for environmental protection, in the areas proposed to be urbanised.

The structure planning process is an iterative, refining process requiring technical and public input, extending beyond the life of RPS Change 7 and WCC Changes 13 - 15. Subsequently, the concept/structure plan(s) developed by WCC in support of its District Plan changes, will continue to consider and address (amongst other things):

- land use and transport outcomes;
- local transport and accessibility issues;
- key infrastructure requirements such as roads and public utilities; and
- the timing and sequencing of the availability of such infrastructure and facilities together with land use.

It is this WCC process which is relied upon to respond specifically to the issues of concern raised by this Panel. In particular the Panel is concerned to ensure that the structure planning process results in more effective land use and transport integration, and appropriate employment and residential densities.

TABLE 1 – SUMMARY OF ANALYSIS

CRITERIA	RPS REFERENCE (PROPOSED CHANGE NO. 6)		HOBSONVILLE	MASSEY NORTH
	OBJECTIVE (2.6.1)	POLICY (2.6.2.2)		
REGIONAL STRATEGIC ALIGNMENT - Objectives and outcomes - RGS (Growth Sector Agreements), RLTS, RBLs	2.6.1.1 2.6.1.17	2.6.2.2 (i)	<ul style="list-style-type: none"> Not identified in Growth Concept (RGS) which pre-dates release of Air Force land under Public Works Act Only Hobsonville Corridor (201ha) identified in RGS and NWSA 2001, for development scenarios of residential, business and other Corridor and Peninsula (part) included in Schedule 1 of RPS Change 6 (see NWSA) See Transport criterion for strategic alignment with RLTS <p>Comment: The opportunity created by the release of Airbase land was not anticipated at the time these regional strategic documents were prepared.</p>	<ul style="list-style-type: none"> Identified as Future Urban in Growth Concept – development scenarios include mixed use and residential 64ha identified in NWSA See Transport criterion for strategic alignment with RLTS <p>Comment: General alignment with objectives at regional strategic level achieved</p>
	SEQUENCE OF FUTURE DEVELOPMENT		2.6.3.3 (vii)(d)	<ul style="list-style-type: none"> 50% of Corridor identified in NWSA for development in years 10–20 (2011–2021), with sequence for balance and Peninsula beyond 2021 To be detailed further under Structure Plan process
DEFENSIBLE MUL LINE	2.6.1.5	2.6.2.2 (vii)	<ul style="list-style-type: none"> Proposed MUL appears to be determined generally by lot boundary Land can be subdivided, so MUL not considered as defensible as other features eg. road (Ockleston Lane/Clarks Lane/Sinton Rd), creek (Brighams), coastline, or water catchment boundaries. Addition of 38 hectares improves defensible MUL (and also because meets other tests). 	<ul style="list-style-type: none"> Proposed MUL for the most part appears to be determined along or adjacent to road, stream and lot boundaries As defensible on this basis except north-east terminus within a large, un-subdivided lot
CAPACITY AND SUPPLY Additional employment land	2.6.1.16 2.6.1.11	2.6.2.2 (x)	<ul style="list-style-type: none"> 115.1ha identified for business purposes (RBLs), and additional 38 ha will support greater critical mass. 	<ul style="list-style-type: none"> 90.3ha identified for business purposes (RBLs)
			<ul style="list-style-type: none"> Note: WCC policy target of providing local jobs for 60% of its resident workforce. Calculates to 31,500 additional jobs to be created by 2021 200ha of business land is less than 7% of the total proposed development. Projections estimate this will provide only 14,000 jobs (less than 30%) of local workforce by 2021. Proposed business areas therefore insufficient to reach targets, though further land included will improve situation. WCC evidence that the business categories expected for Massey North and Hobsonville differ from those in existing centres such as Henderson and New Lynn. Further information is included in the reports on WCC Plan Changes 13–15. Appendix H of RPS Change 6 provides some guidance on employment densities to be achieved. The structure plan process will be important to ensure that appropriate employment densities are achieved, including medium and high employment densities in appropriate locations. It will also specify the quality of employment to be achieved in the proposed business areas. 	<ul style="list-style-type: none"> As defensible on this basis except north-east terminus within a large, un-subdivided lot
ENVIRONMENTAL EFFECTS - Water quality - Air quality - Economic - Agricultural land	2.6.1.10 2.6.1.11 2.6.1.13	2.6.2.2 (viii)	<ul style="list-style-type: none"> The inclusion of an extra 38 hectares provides a greater focus on land to be zoned for business development. In addition, there will be a future release of additional Hobsonville corridor land. This sequencing is signalled in Schedule Y of WCC Plan Change 16. Upper Harbour Water Study outcomes pending – under consideration as part of ICMP and subsequent Network Discharge Consent Application Within Kumeu Waitemata Aquifer, a High Use Aquifer. Likely water draw-down effects given nature of proposed land uses and densities in this area (particularly business) Further change to RPS will be required to amend the current Air Quality Management Area from rural to urban, subject to MUL extension being confirmed Upgraded SH18/20 connections and impact of increased traffic on air quality. Mitigation as per Transit NZ conditions of designation and associated consents Evidence provided indicated additional 38 ha could meet appropriate environmental standards, with some possible changes to discharge consents etc 	<ul style="list-style-type: none"> Stormwater catchment specific issues in context of ICMP Area discharges from Brigham/Waiarohia catchment to Upper Harbour Refer to Network Discharge Consent Application Further change required to amend the Air Quality Management Area from rural to urban subject to MUL extension being confirmed in this area air quality potentially compromised being at junction of 2 state highways (SH16 and SH18) Loss of specific agricultural land (elite land) considered to be minor – MUL shift supported by large horticultural land-owners
	TRANSPORT		2.6.2.2 (xi)	<ul style="list-style-type: none"> The Panel had reservations about whether effective integration of land use and transport would be achieved. The inclusion of a motorway off-ramp at Northside Drive in Massey North sought to achieve a reasonable balance between the needs of the state highway network and the transport and other needs of the local area. It would have kept heavy traffic off local roads, and supported greater connectivity. The interchange proposal, which was central to the MUL shift as notified, was withdrawn after notification. Transit NZ withdrew its opposition to Plan Change 7, after agreeing a Memorandum of Understanding with WCC. The Panel has no ability to oversee third party agreements. WCC proposed to fund to local crossings over State Highway 16 at Northside Drive and Oriels Ave to the south of existing Westgate to provide local connectivity. The Panel accepts Transit's assurance that once the SH 16 motorway is extended, the current SH 16 designations on local roads will be removed, and that the designations on Hobsonville Road will also be revoked, once SH 18 in Waitakere is completed. These changes will enable WCC to more effectively integrate land use and transport outcomes, a key component in ensuring the efficient functioning of urban areas. The approach taken by WCC and Transit NZ may meet the transport policies and objectives of the RPS (including as amended by RPS Change 6). However, these could have been engaged in ways that provided greater support for land use and transport integration outcomes. Refer also to the Integrated Transport Assessment and WCC Reports 8A, 8B & 8C.

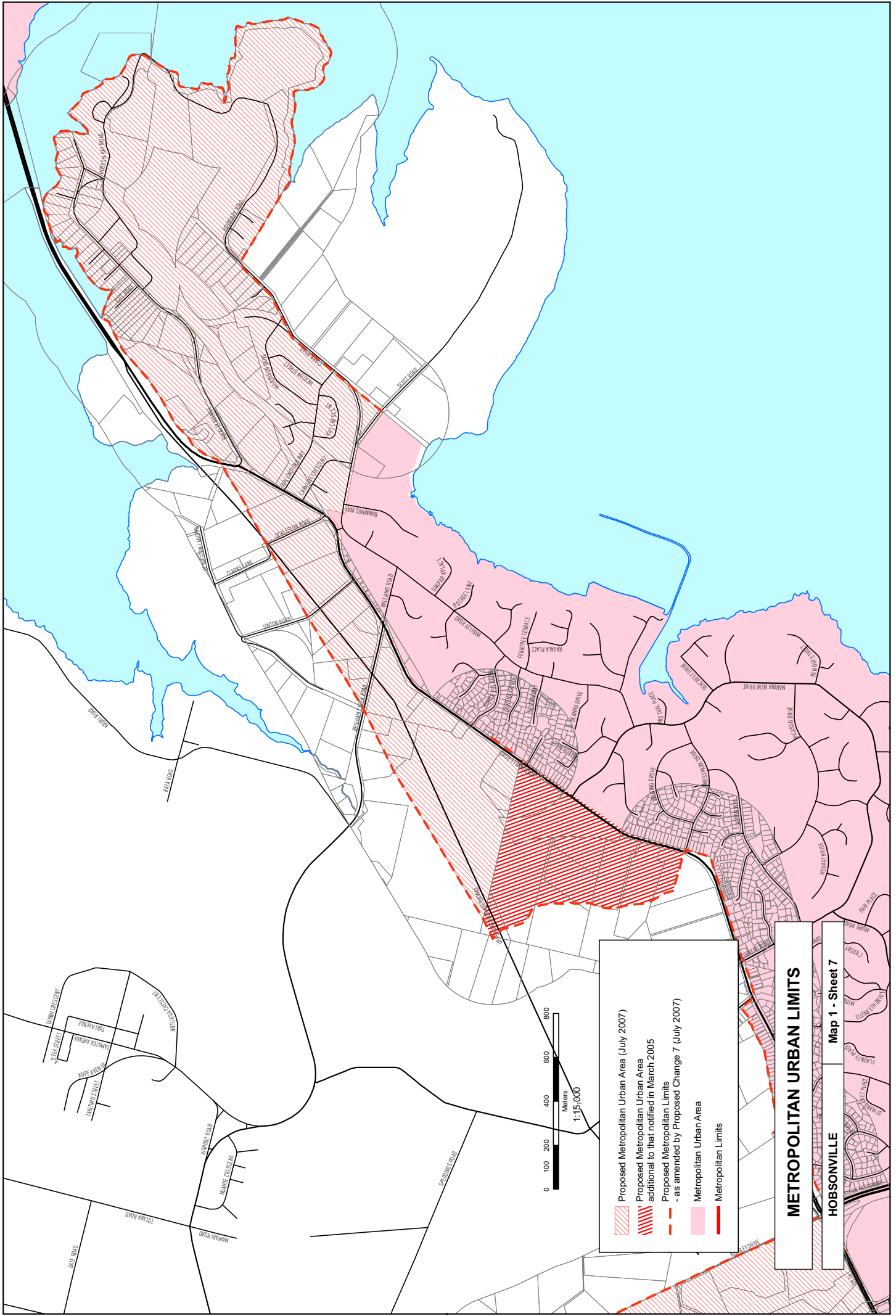
Map Series 1: Auckland Regional Policy Statement - Metropolitan Urban Limits

The changes are shown on the following maps:






Map 1, Sheet 7

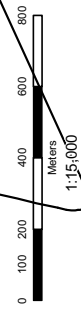
Map 1, Sheet 7a

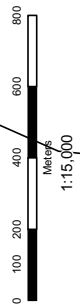
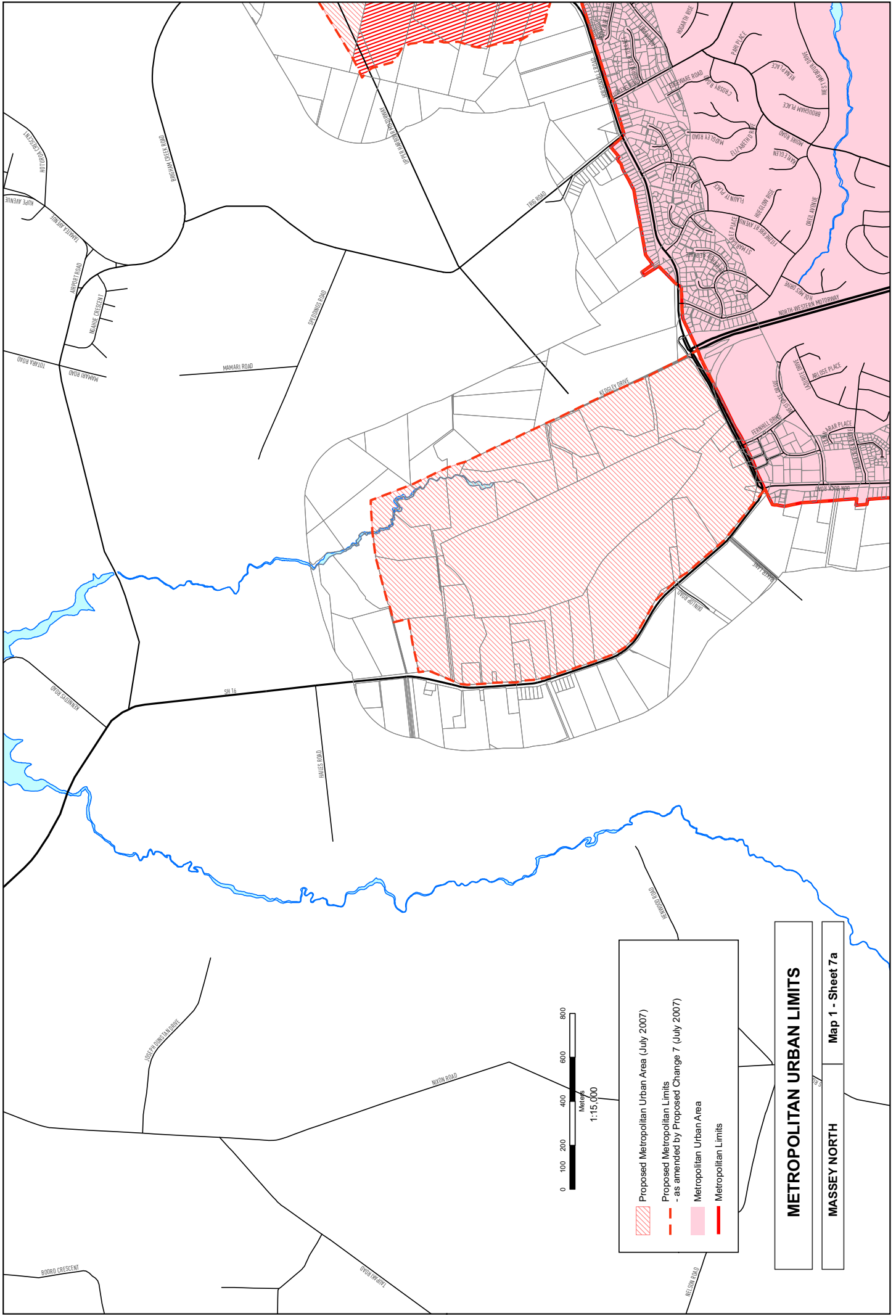
Map 1, Sheet 8







METROPOLITAN URBAN LIMITS
HOBSONVILLE
Map 1 - Sheet 7

-  Proposed Metropolitan Urban Area (July 2007)
-  Proposed Metropolitan Urban Area additional to that notified in March 2005
-  Proposed Metropolitan Limits
-  Metropolitan Urban Area
-  Metropolitan Limits



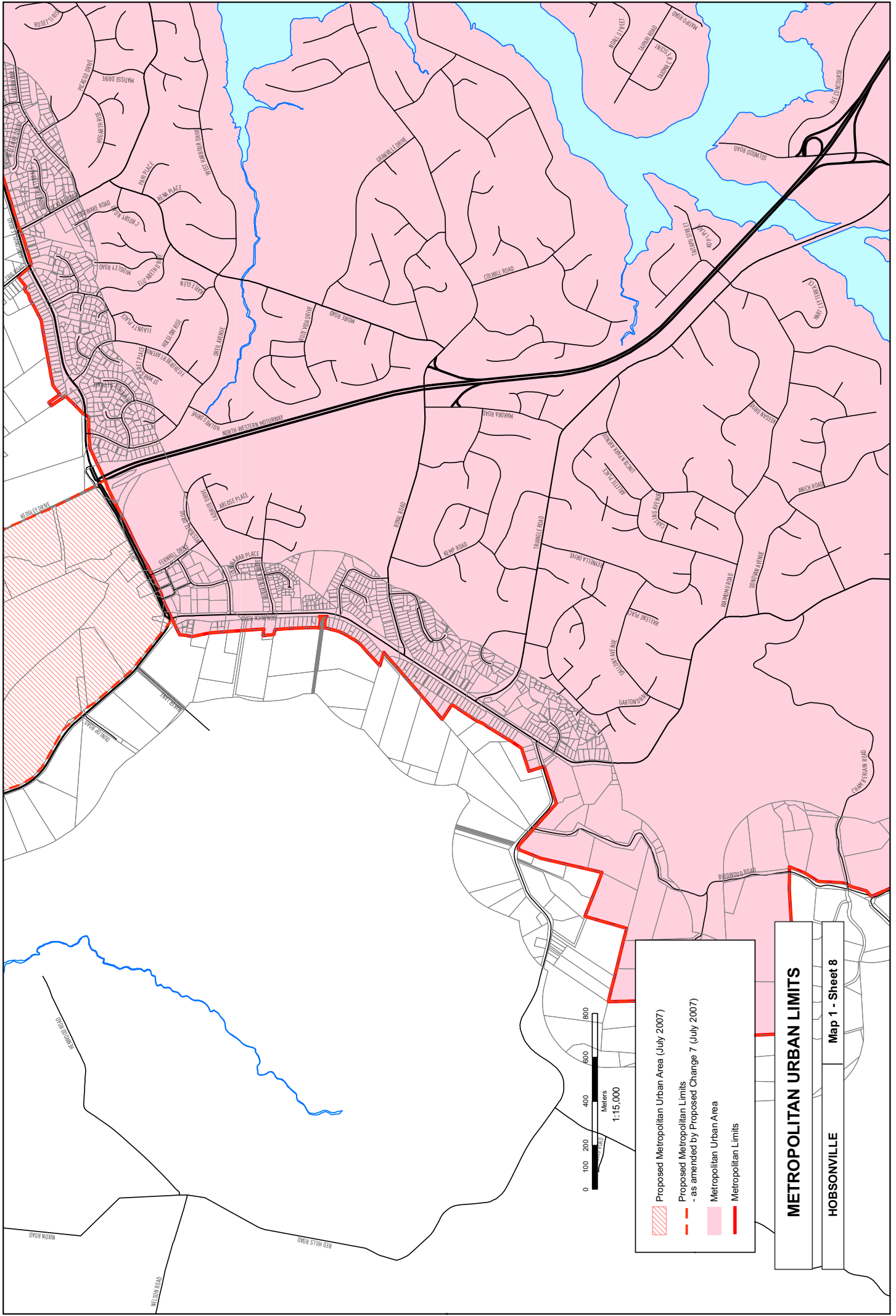






-  Proposed Metropolitan Urban Area (July 2007)
-  Proposed Metropolitan Limits - as amended by Proposed Change 7 (July 2007)
-  Metropolitan Urban Area
-  Metropolitan Limits

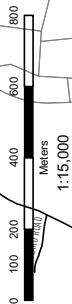
METROPOLITAN URBAN LIMITS

MASSEY NORTH **Map 1 - Sheet 7a**

PROPOSED REGIONAL POLICY STATEMENT CHANGE 7 - DECISION VERSION (JULY 2007)



-  Proposed Metropolitan Urban Area (July 2007)
-  Proposed Metropolitan Limits - as amended by Proposed Change 7 (July 2007)
-  Metropolitan Urban Area
-  Metropolitan Limits



METROPOLITAN URBAN LIMITS

HOBSONVILLE

Map 1 - Sheet 8

PROPOSED REGIONAL POLICY STATEMENT CHANGE 7 - DECISION VERSION (JULY 2007)

6. DISCUSSION OF SUBMISSIONS

The following discussion is the Panel's recommendation, having considered all the submissions and further submissions, both within the reporting officer's report and presented and/or tabled at the hearings.

ARC 8 HOBSONVILLE/MASSEY NORTH (GENERAL)

1 RPS Change 6 – Policy 2.6.1 Strategic Objectives

No.	Submitter	Summary of Decision Sought	Further Submitter/s
140/11	Garelja Brothers Strawberry Gardens	Retain RPS Change 6 and the proposed MUL extension.	Supported By: 96 Housing New Zealand Corporation (2) 257 Waitakere City Council

Discussion:

No further evidence was presented to the Panel in relation to this particular submission.

The above submission seeks to retain RPS Change 6 (*Giving Effect to the Regional Growth Concept and Integrating Landuse and Transport*), with specific reference to Policy 2.6.1-Strategic Objectives, in the context of the proposed MUL shifts promulgated under RPS Change 7 (*Hobsonville and Massey North*).

Minor amendments to the RPS are recommended in other LGAAA hearings reports, as a result of other submissions. Overall the Panel recommends that RPS Change 6 be generally retained, hence satisfying the relief this particular submitter seeks.

Recommendation:

- 6.1 The Panel recommends:
 - 6.1.1 Submission 140/11 is accepted with no amendments required.
- 6.2 That the further submissions made in support of or in opposition to the submissions noted in 6.1 above, are accepted or rejected in whole or in part, accordingly.

2 RPS Change 6 - Urban Containment

No.	Submitter	Summary of Decision Sought	Further Submitter/s
195/6	The Kumeu-Huapai Executive Group (KEG)	Reject the proposed MUL change and the effects it will have on Kumeu.	

Discussion:

This submission generally supports the premise by which the existing MUL was established under the RPS, and therefore opposes the expansion of the north-western MUL particularly on the basis of effects such an expansion will have on Kumeu. No further evidence was presented to the Panel in relation to this particular submission.

The ARGS and the RPS does acknowledge limited expansion of the MUL to accommodate projected growth in the Region will be required over the life of these strategic planning documents.

The effects on nearby centres and settlements, of moving the MUL is considered through the structure planning process – a comprehensive strategic planning and design tool, with public and technical input. RPS Change 6 acknowledges structure plans as an integral component to support any movement of the MUL promulgated by TA's or the Crown (refer to Method 2.6.3.3 vii) [now 2.6.3.3 vi]. Hence, the Panel considers that this submission is already partly satisfied by virtue of the concept plans notified under Waitakere City Council's Proposed Plan Changes 13-16, which considers effects in the context of those matters outlined in Appendix A-5 *Structure Planning* of RPS Change 6.

Recommendation:

6.3 The Panel recommends:

6.3.1 Submission **195/6** is rejected.

6.4 That the further submissions made in support of or in opposition to the submissions noted in 6.3 above, are accepted or rejected in whole or in part, accordingly.

3 Major Employment Areas

No.	Submitter	Summary of Decision Sought	Further Submitter/s
108/17	Progressive Enterprises Limited	Amend Section 2.3, page 2-5, paragraph 4 by adding those words underlined: <i>“Major employment (re)development is envisaged at a number of existing and new areas including Albany, East Tamaki, Sylvia Park, Mt Wellington, Massey North, Hobsonville and the central area”.</i>	Supported By: 95 Housing New Zealand Corporation (1) 205 Fulton Hogan Limited (1) 257 Waitakere City Council 208 Sylvia Park Business Centre Limited 300 IMF Westland Ltd

Discussion:

Submission **108/17** seeks to amend section 2.3 (page 2-5, paragraph 4) of RPS Change 6 to add the 'Massey North' and 'Hobsonville' areas of the MUL shift of RPS Change 7 as areas identified specifically for major employment re(development). No further evidence was presented to the Panel in relation to this particular submission.

Schedule 1- High Density Centres and Corridors and Future Urban Areas of RPS Change 6, does include the Massey North and Hobsonville areas as Future Urban Areas/Sub-Regional Areas; recognising the growth management strategy set out in the Northern & Western Sector Agreement (NWSA).

Hence, while the list in Section 2.3 is not exhaustive or exclusive, the Panel considers it appropriate to recognise and provide consistency throughout the document.

Recommendation:

- 6.5 The Panel recommends:
- 6.4.1 Submission **108/17** is accepted with subsequent amendments to the RPS as per Appendix 1 (Section 2.3)
- 6.6 That the further submissions made in support of or in opposition to the submissions noted in 6.5 above, are accepted or rejected in whole or in part, accordingly.

4 Whole RPS Change 7 - Hearings Process

No.	Submitter	Summary of Decision Sought	Further Submitter/s
95/18	Housing New Zealand Corporation (1)	Seeks that for the purpose of hearings and decision making, that each of the three MUL extensions be considered on their own merits, and not be treated as a bundle.	Opposed By: 258 Auckland Regional Transport Authority
257/75	Waitakere City Council	Seeks that the requests for Hobsonville Village, Hobsonville Airbase, and Massey North/Westgate be heard and decided independent of each other.	Opposed By: 258 Auckland Regional Transport Authority
309/9	Royal Forest and Bird Protection Society - North Shore Branch	Seeks that widespread notification of changes to the MUL be given and that independent commissioners be appointed for the hearing.	

Discussion:

This group of submissions relate to matters of process and procedure. Specifically, submissions **95/18** and **257/75** seek that the three proposed MUL extensions be heard and decided independently of one another. Waitakere City Council (**257**) presented evidence at the hearing, but did not specifically address this point.

RPS Change 7 was publicly notified consisting of two (2) distinct parts – Hobsonville (Map 1-Sheet 7 and 8) and Massey North (Map 1-Sheet 7a). As a result, the issues raised in submissions have generally fallen into one or other of these areas. Hence for reporting purposes, each of these areas were addressed individually (ARC Report 8A – Hobsonville and ARC Report 8B – Massey North); while matters raised which are common to both areas, were addressed as a separate report (ARC Report 8).

It was not considered appropriate to further break-down the Hobsonville area report (ARC 8A) into Hobsonville Airbase and Hobsonville Village Centre, as suggested by submissions 95/18 and 257/75. The two areas (Airbase and Village Centre) are contiguous. Hence to consider each in isolation would not be in keeping with the land use and transport integration objectives of the Act. This does not preclude decisions being made regarding any particular area on its merits. Submissions **95/18** and **257/75** are therefore partly satisfied.

With respect to submission **309/9**, the proposed changes to the MUL have been publicly notified throughout the Auckland region (and beyond) through RPS Change 7, with any person able to make a submission on the RPS Change - this satisfies the submitters point regarding 'widespread notification'. Further, all hearings for RPS and District Plan Changes under the LGAAA, have been heard by a joint Panel, consisting of representatives from the each of the Region's territorial authorities (either Council or community board), and including two (2) independent commissioners. Submission **309/9** has therefore been given effect to in its entirety.

Recommendation:

6.7 That further to evidence produced in hearings and pursuant to Section 41 of the Local Government (Auckland) Amendment Act 2004, the recommendations of Recommendation Report ARC 8 be accepted as follows:

6.7.1 Submissions **95/18** and **257/75** are accepted in part, with no changes to the RPS recommended

6.7.2 Submission **309/9** is accepted, with no changes to the RPS recommended.

6.8 That the further submissions made in support of or in opposition to the submissions noted in 6.7 above, are accepted or rejected in whole or in part, accordingly.

5 Retain RPS Change 7 and All Proposed Extensions to MUL

No.	Submitter	Summary of Decision Sought	Further Submitter/s
108/24	Progressive Enterprises Limited	Retain and adopt RPS Change 7.	Supported By: 254 North Shore City Council 208 Sylvia Park Business Centre Limited
257/74	Waitakere City Council	Retain Plan Change 7 in its entirety.	Supported By: 256 Rodney District Council 254 North Shore City Council 140 Garelja Brothers Strawberry Gardens
140/12	Garelja Brothers Strawberry Gardens	Retain RPS Change 7 and the proposed MUL extension	Supported By: 254 North Shore City Council 300 IMF Westland Ltd
330/1	The Michael Bridgford Family Trust	Support proposed Regional Policy Statement 7 changes	
282/1	PA Purdy	Retain proposed policy statement change 7 - extension to metropolitan limits	Supported By: 254 North Shore City Council
253/49	Manukau City Council	Retain the provision in the RPS Change 7 for extension of the Metropolitan Urban Limits in Waitakere City.	
299/1	Unitec New Zealand	Retain the Plan Change. Unitec New Zealand supports Waitakere City in the changes sought to the Regional Policy Statement, especially the expansion of the Metropolitan Urban Limits.	
4/1	Rexford Family Trust	Retain the extension of the MUL at Hobsonville Airbase, Hobsonville Village and Massey North (RPS Map Series 1, Maps 7, 7A and 8)	
85/5	Enterprise Waitakere	Retain the RPS Change as notified as it is generally consistent with the aims of the Regional Growth Strategy and the Northern and Western Sector Agreements and other reasons set out in the submission.	Supported By: 95 Housing New Zealand Corporation (1) 254 North Shore City Council 140 Garelja Brothers Strawberry Gardens
106/3	Property Council of New	Retain the extension of the Metropolitan Urban Limits (MUL). This extension is	Supported By: 69 Project Consultancy

No.	Submitter	Summary of Decision Sought	Further Submitter/s
	Zealand	particularly relevant with regards to non-residential zoned land.	Group Limited 254 North Shore City Council 140 Garelja Brothers Strawberry Gardens
329/5	David Phillips	Retain proposed MUL adjustments to retain a Greenfield buffer between Waitakere and Kumeu.	Supported By: 254 North Shore City Council

Discussion:

All of the above submissions seek to retain RPS Change 7 in its entirety, or seek to retain one and/or all three of the areas included under this RPS Change.

The Rexford Family Trust (**4**), Michael Bridgford Family Trust (**330**) and PA Purdy (**282**) presented evidence in support of their submissions to retain RPS Change 7 on 9 March 2007. Reasons cited in support of the submitters' views included:

- access to the port of Auckland, Auckland Airport, Central Auckland and industrial development to the south of Auckland
- availability and demand
- shortage of suitable employment zoned land (industrial and service type zoned land) in the west and north west of the Metropolitan area of Auckland

Enterprise Waitakere (**85**) presented evidence in support of their submission on 8 March 2007. A number of points were made in support of the submitter's view that RPS Change 7 is needed, including:

- Waitakere's slowing growth indicates a constrained economy with regional implications
- current demand for new land is from the desirable export-led niche manufacturing, transport and town centre related activity
- desirable development is able to be influenced by non-regulatory activity
- thriving local employment options are key for social equity

Progressive Enterprises Ltd (**108**) presented evidence in support of their submission on 16 and 23 March 2007. In general the submitter supports the overall thrust and intent of the Proposed Plan Changes and the Reporting Officers's recommendation to retain the proposed MUL extensions at Hobsonville and Massey North under RPS Change 7, but noted exceptions to their general support with regards to details within District Plan Changes.

Waitakere City Council (**257**) presented evidence at the hearing, reiterating their support for the proposed MUL extensions at Massey North and Hobsonville. Waitakere City Council (WCC) is of the opinion that the proposed MUL shift is a regional issue, and that any consideration of this matter should not be based purely on localised issues. The submitter noted that the proposed MUL shift within RPS Change 7 is in keeping with the RGS and the Northern and Western Sector Agreements, and is therefore consistent with the LGAAA. The submitter argued that any position of significant variance to that set out in RPS Change 7 would need to be justified and supported by a robust contrary regional assessment of a range of natural resource and infrastructure factors, coupled with region-wide consultation, and technical and political evaluation. WCC noted that they have undertaken a vast analytical exercise to address the statutory and non-statutory requirements of the LGAAA, RMA, ARPS and related planning instruments, in order to justify the proposed changes to the MUL within RPS Change 7 and WCC Proposed Plan Changes 13, 14 and 15. Expert witnesses presented evidence relating to potential air quality, traffic, town centre, economic and urban design issues arising from the proposed MUL shift, with a number of technical reports and assessments provided for the Panel's consideration.

On consideration of all submissions and further submissions and evidence presented at the hearing, and for the reasons outlined in Section 5 and 6 of this report, the Panel considers that the proposed MUL extensions at Hobsonville and Massey North under RPS Change 7 as amended are appropriate.

Recommendation:

6.9 The Panel recommends:

6.9.1 Submissions **108/24, 257/74, 330/1, 140/12, 282/1, 299/1, 253/49, 4/1, 85/5, 106/3** and **329/5** are accepted, with no further changes to the RPS required.

6.10 That the further submissions made in support of or in opposition to the submissions noted in 6.9 above, are accepted or rejected in whole or in part, accordingly.

6 Retain RPS Change 7 – Perceived Benefits

No.	Submitter	Summary of Decision Sought	Further Submitter/s	
543/1	Sandi Kem	Retain RPS Change 7 for reasons including that it will create employment and services closer to where people live, reduce traffic, provide social, economic and environmental benefits, make available quality apartments for those desiring it, provide a range of commercial and community services particularly for those in the community who find it hard to get around, provide a safe and vibrant town centre, link to the current shopping centre and use existing infrastructure and transit road extensions, restrict sprawl by allowing growth to occur in a controlled, planned manner.	Supported By: 95 Housing New Zealand Corporation (1) 254 North Shore City Council	
571/1	Catherina Pearton			
1080/1	Darren Anderson			
1129/1	NZ Hardware Co			
1135/1	Debra Burns			
1137/1	Lynette Aroha McGookin			
544/1	Margaret Cowper			Supported By: 254 North Shore City Council
545/1	Suzanne Maree Cameron			
546/1	Lorraine Snell			
547/1	Janine Lodge-Osborn			
548/1	Jaimi-Leigh Fairbairn			
549/1	Virginia Kem			
550/1	R Rainbow			
551/1	Dominique Taku			
552/1	Harvey World Travel			
553/1	Nola Jewell			
554/1	Bounty Scrapbook Supplies Ltd			
555/1	Nailed It			
556/1	New Zealand Driver Licensing Ltd			
557/1	Westgate Fashion			
558/1	David Craddock			

No.	Submitter	Summary of Decision Sought	Further Submitter/s
559/1	Chris McLennan Photography		
560/1	Deneece Goldsworthy		
561/1	Stacey Clegg		
562/1	Tina Hodson		
563/1	Debbie McIntosh		
564/1	Westgate Fashion		
565/1	Craft World New Zealand Ltd		
566/1	Harvey World Travel		
568/1	Memories Forever		
569/1	Bounty Scrapbooks		
570/1	Bounty Scrapbooks Supplies Ltd		
1130/1	Judith Hildred		
1131/1	Danielle Hows		
1132/1	Momentum Magazine Group		
1133/1	Sally Ann Mitson		
1134/1	Stephen Holyer		
1138/1	Angela Riggs		
1139/1	Xiong Zhang		
1140/1	Wu Qifen		
1141/1	Michael Alweiler		
1142/1	Trish Alweiler		
1143/1	Mr Mervyn & Mrs Margaret Rix		
1144/1	Marama Moreliu		
1145/1	Chester John Sherab		
1146/1	Lisa Gamond		
1147/1	Suburban Newspapers		
1148/1	Ceryl & Chris Patchell		
1149/1	Pauline R Langford		
1150/1	Alan Roy & Jenny Bleakley		
1151/1	Lita Summerfield		
1152/1	Alastair Munro		

No.	Submitter	Summary of Decision Sought	Further Submitter/s
1153/1	Gillian & James Lawson		
1154/1	Tracey Thomas		
1155/1	Steve & Karen Raine		
1156/1	Ben & Anita Kaa		
1157/1	Nadine Taupo		
1158/1	Tom & Martha Wubben		
1159/1	Jocelyn Avery		

Discussion:

The above submissions were all identical, and requested that RPS Change 7 be retained for various reasons. No further evidence was presented to the Panel in relation to these particular submissions.

On consideration of all submissions and further submissions and evidence presented at the hearing, and for the reasons outlined in Section 5 and 6 of this report, the Panel considers that the proposed MUL extensions at Hobsonville and Massey North under RPS Change 7 as amended, are appropriate.

Recommendation:

6.11 The Panel recommends:

6.11.1 Submissions 543/1, 571/1, 1080/1, 1129/1, 1135/1, 1137/1, 544/1, 545/1, 546/1, 547/1, 548/1, 549/1, 550/1, 551/1, 552/1, 553/1, 554/1, 555/1, 556/1, 557/1, 558/1, 559/1, 560/1, 561/1, 562/1, 563/1, 564/1, 565/1, 566/1, 568/1, 569/1, 570/1, 1130/1, 1131/1, 1132/1, 1133/1, 1134/1, 1138/1, 1139/1, 1140/1, 1141/1, 1142/1, 1143/1, 1144/1, 1145/1, 1146/1, 1147/1, 1148/1, 1149/1, 1150/1, 1151/1, 1152/1, 1153/1, 1154/1, 1155/1, 1156/1, 1157/1, 1158/1 and 1159/1 are accepted, with no further changes to the RPS required.

6.12 That the further submissions made in support of or in opposition to the submissions noted in 6.11 above, are accepted or rejected in whole or in part, accordingly.

7 Retain RPS Change 7 – Perceived Benefits

No.	Submitter	Summary of Decision Sought	Further Submitter/s
1173/1	Grimmer and Norma Gordon	Retain RPS Change 7 for reasons including that it will; create employment and services closer to where people live, reduce traffic, provide social, economic and environmental benefits, make available quality apartments for those desiring it, provide a range of commercial and community services particularly for those in the community who find it hard to get around, provide a safe and vibrant town centre, link to the current shopping centre and use existing infrastructure and transit road extensions, restrict sprawl by allowing growth to occur in	Supported By: 300 IMF Westland Ltd 254 North Shore City Council
1074/1	Future Choices Ltd		Supported By: 95 Housing New Zealand Corporation (1)
1161/1	Gwen Nash		
1162/1	Vinka Williams		254 North Shore City Council
1164/1	Raymond & Maureen Barnett		
1165/1	Eric & Myrene Ramm		

No.	Submitter	Summary of Decision Sought	Further Submitter/s	
1166/1	Mike Dickens & Arti Sugesti	a controlled, planned manner and people and their communities of interest it is responsive to their needs and accessibility.		
1167/1	Asrian Blaser			
1179/1	Gerald Martens			
1180/1	Barry Johnstone			
1189/1	Amber & Raymond Sanchez			
1163/1	David John Thomson			Supported By: 254 North Shore City Council
1168/1	Doris Mitchell			
1169/1	Garry Green			
1170/1	Memory Ellis			
1171/1	Constantinus Bonsel and Wilheimina Bonsel			
1172/1	Duthie Lidgard			
1174/1	RM D Barrett			
1175/1	K& R Clarke			
1176/1	David Chad			
1177/1	Casey Realty Ray White Royal Heights			
1178/1	Christine & Barry Whittle			
1181/1	Murray Addis			
1182/1	Colin McHoln			
1183/1	Peter Hon			
1184/1	Charlene Moffat			
1185/1	Jackie Cochran			
1186/1	John & Noni Carroll			
1187/1	Cutting Edge NZ Consultants Ltd			
1188/1	Irene Levat			

Discussion:

The above submissions are all identical, and similar to the submissions discussed in Section 5.6 above with one additional reason relating to appropriate responses to the needs of the community and accessibility. No further evidence was presented to the Panel in relation to these particular submissions.

The issue of accessibility and the responsiveness of the ARPS and WCC District Plan Changes to the needs of the community; is addressed in more detail under each of the respective structure plans/concept plans attached to the Proposed District Plan Changes.

On consideration of all submissions and further submissions and evidence presented at the hearing, and for the reasons outlined in Section 5 and 6 of this report, the Panel considers that the

proposed MUL extensions at Hobsonville and Massey North under RPS Change 7, as amended, are appropriate.

Recommendation:

6.13 The Panel recommends:

6.13.1 Submissions 1074/1, 1161/1, 1162/1, 1164/1, 1166/1, 1167/1, 1180/1, 1189/1, 1163/1, 1165/1, 1168/1, 1169/1, 1170/1, 1171/1, 1172/1, 1173/1, 1075/1, 1174/1, 1176/1, 1177/1, 1178/1, 1179/1, 1181/1, 1182/1, 1183/1, 1184/1, 1185/1, 1186/1, 1187/1 and 1188/1 are accepted, with no further changes to the RPS required

6.14 That the further submissions made in support of or in opposition to the submissions noted in 6.13 above, are accepted or rejected in whole or in part, accordingly.

8 Retain RPS Change 7 – Perceived Benefits

No.	Submitter	Summary of Decision Sought	Further Submitter/s
1075/1	Juponica Gardens	Retain RPS Change 7 for reasons including that it will; create employment and services closer to where people live, reduce traffic, provide social, economic and environmental benefits, make available quality apartments for those desiring it, provide a range of commercial and community services particularly for those in the community who find it hard to get around, provide a safe and vibrant town centre, link to the current shopping centre and use existing infrastructure and transit road extensions, restrict sprawl by allowing growth to occur in a controlled, planned manner and make Whenuapai Airport/Hobsonville Airport an international airport.	Supported By: 254 North Shore City Council
1076/1	E H Grbic	Retain RPS Change 7 for reasons including that it will; create employment and services closer to where people live, reduce traffic, provide social, economic and environmental benefits, make available quality apartments for those desiring it, provide a range of commercial and community services particularly for those in the community who find it hard to get around, provide a safe and vibrant town centre, link to the current shopping centre and use existing infrastructure and transit road extensions, restrict sprawl by allowing growth to occur in a controlled, planned manner and seeks a continuous transport system for the elderly within the centre to minimise the amount of walking.	Supported By: 254 North Shore City Council
1078/1	Gordon Kay	Retain RPS Change 7 for reasons including that it will; create employment and services closer to where people live, reduce traffic, provide social, economic and environmental benefits, make available quality apartments for those desiring it, provide a range of commercial and community services particularly for those in the community who	Supported By: 95 Housing New Zealand Corporation (1) 254 North Shore City Council

No.	Submitter	Summary of Decision Sought	Further Submitter/s
		find it hard to get around, provide a safe and vibrant town centre, link to the current shopping centre and use existing infrastructure and transit road extensions, restrict sprawl by allowing growth to occur in a controlled, planned manner and also seeks that provision be made for a decent bus transfer site rather than exposed shelters now at Westgate.	
1077/1	G E & H W Stone	Retain RPS Change 7 for reasons including that it will; create employment and services closer to where people live, reduce traffic, provide social, economic and environmental benefits, provide a range of commercial and community services particularly for those in the community who find it hard to get around, provide a safe and vibrant town centre, link to the current shopping centre and use existing infrastructure and transit road extensions, restrict sprawl by allowing growth to occur in a controlled, planned manner and as promoting town for young generations family houses are more suitable.	Supported By: 254 North Shore City Council
1079/1	Peter & Sheila Le Masurier	Retain RPS Change 7 for reasons including that it will; create employment and services closer to where people live, reduce traffic, provide social, economic and environmental benefits, make available quality apartments for those desiring it, provide a range of commercial and community services particularly for those in the community who find it hard to get around, provide a safe and vibrant town centre, link to the current shopping centre and use existing infrastructure and transit road extensions, restrict sprawl by allowing growth to occur in a controlled, planned manner and seeks that it includes medical facilities.	Supported By: 254 North Shore City Council

Discussion:

The above submissions are identical submissions to those discussed in Section 5.6 and 5.7 above, with additional matters raised including:

- confirming the Whenuapai Airport proposal as an international airport,
- continuous transport system for elderly,
- improved bus transfer sites,
- promotion of young generations family houses, and
- medical facilities

No further evidence was presented to the Panel in relation to these particular submissions.

Submission **1075/1** seeks in part to amend the RPS Change 7 to establish the Whenuapai Airbase as an international airport. The Panel considers that endorsement or confirmation of the Airbase as an international airport as relief to this submission is inappropriate, given that there is a significant body of [ongoing] work between the relevant stakeholders (including central government, local government and community) which has yet to determine the future use of the Airbase and/or its feasibility as an international airport. It would be irresponsible for the Panel to

pre-empt the outcomes of this work, via the current process. Secondly, the Whenuapai Airbase falls outside the subject areas.

Submissions **1076/1, 1077/1, 1078/1 and 1079/1** are matters of detail which are considered through the structure planning process – a comprehensive strategic planning and design tool, with public and technical input. Structure plans are an integral component required to support any movement of the MUL promulgated by TA's or the Crown (refer to Method 2.6.3.3vii) [now 2.6.3.3vi]. Hence, the Panel considers that these submissions are already partly satisfied by virtue of the concept plans notified under Waitakere City Council's proposed plan changes 13-16, which considers effects in the context of those matters outlined in Appendix A-5 *Structure Planning*.

Recommendation:

- 6.15 That further to evidence produced in hearings and pursuant to Section 41 of the Local Government (Auckland) Amendment Act 2004, the recommendations of Recommendation Report ARC 8 be accepted as follows:
 - 6.15.1 Submissions 1075/1 is accepted in part, with no changes to the RPS recommended
 - 6.15.2 Submissions **1076/1, 1077/1, 1078/1 and 1079/1** are accepted, with no changes to the RPS recommended
- 6.16 That the further submissions made in support of or in opposition to the submissions noted in 6.15 above, are accepted or rejected in whole or in part, accordingly.

9 RPS Change 7 - General Opposition

No.	Submitter	Summary of Decision Sought	Further Submitter/s
127/20	Land Transport New Zealand	Withdraw Proposed Change 7. Land Transport NZ may review its position on this primary relief once it has had the opportunity to review a complete and robust s32 analysis from the Waitakere City Council that includes a comprehensive transportation study that addresses the impacts on the land transport system including State highways and public transport networks compared with alternative growth scenarios, and has held further discussions with the Waitakere City Council to address the matters set out in the submission.	Supported By: 258 Auckland Regional Transport Authority Opposed By: 312 Ockleston Family Trust 205 Fulton Hogan Limited (1) 81 IB, GA and IE Midgley 300 IMF Westland Ltd Support and Opposed By: 95 Housing New Zealand Corporation (1)
259/33	Transit New Zealand	Reject and withdraw Proposed Plan Change 7. Transit may review its position on this primary relief once it has had the opportunity to review complete and robust analysis from the WCC that includes a comprehensive transportation study. This study needs to address the impacts on the land transport system including state highways, compared with alternative growth scenarios. Discussions with the WCC to address the matters set out in this submission are ongoing.	Supported By: 258 Auckland Regional Transport Authority Opposed By: 81 IB, GA and IE Midgley 254 North Shore City Council 140 Garelja Brothers Strawberry Gardens 157 Federated Farmers of New Zealand (Inc) Support and Opposed By: 95 Housing New Zealand Corporation (1)

Discussion:

Transit New Zealand (**259**) tabled evidence and also appeared at the hearing. Transit indicated that it no longer sought the rejection and withdrawal of Proposed Plan Change 7.

Later in the Hearing process, Transit NZ again appeared before the Panel as a witness for WCC. At this time Transit provided some clarity as to its future plans for State Highway 16 and 18 in this area. This includes removing the State highway function of SHs 16 and 18, where they are superceded by new SH 16 (the western motorway extension) and 18 (the replacement for Hobsonville Road).

The submitter notes that as a result of the Integrated Transport Assessment having been undertaken and the Memorandum of Understanding with Waitakere City Council, the submitter confirms that it accepts the Officer's recommendations on its submissions in all other respects.

Land Transport New Zealand (**127**) tabled evidence at the hearing. The submitter, in general, accepts the officer recommendations on its submissions and further submissions. The submitter has revised their position on the RPS Change 7 and no longer seeks a withdrawal of the RPS Change.

Further Submitter **258** (ARTA) tabled evidence at the hearing noting that their further submissions on submission 127/20 and submission 259/33 have now been adequately addressed as WCC has worked closely with the submitter to deal with the integration of land use and transport since the Plan change was notified. The submitter stated that they support key aspects of the Integrated Transport Assessment, as outlined in the ARC Officer's Report.

Further Submitter **312** (Ockleston Family Trust) presented at the hearing, stating their continued opposition to submission 259.

Given the evidence tabled at the hearing by the above submitters, and the ongoing discussions between the submitters and Waitakere City Council, the Panel considers that the submitter's concerns are adequately addressed, even though the submissions themselves are recommended to be rejected.

Recommendation:

6.17 The Panel recommends:

6.17.1 Submissions **127/20** and **259/33** are rejected.

6.18 That the further submissions made in support of or in opposition to the submissions noted in 6.17 above, are accepted or rejected in whole or in part, accordingly.

10 RPS Change 7 - General Opposition

No.	Submitter	Summary of Decision Sought	Further Submitter/s
81/1	IB, GA and IE Midgley	Delete Policy Statement Change 7 in its entirety.	Opposed By: 254 North Shore City Council
251/46	Auckland City Council	Reject Plan Change 7 in its entirety.	Opposed By: 95 Housing New Zealand Corporation (1) 75 Steve Nuich 74 Roy Wigg 76 Ivan & Milka Selak

No.	Submitter	Summary of Decision Sought	Further Submitter/s
			254 North Shore City Council 312 Ockleston Family Trust 300 IMF Westland Ltd
195/1	The Kumeu-Huapai Executive Group (KEG)	Reject the proposed MUL change and the effects it will have on Kumeu.	Opposed By: 95 Housing New Zealand Corporation (1) 76 Ivan & Milka Selak 74 Roy Wigg 75 Steve Nuich 254 North Shore City Council
314/8	Vision Waimauku Association Inc.	Reject the Plan Change. Vision Waimauku opposes the proposed extension of the existing MUL.	Opposed By: 76 Ivan & Milka Selak 74 Roy Wigg 75 Steve Nuich 254 North Shore City Council
335/1	Jeremy & Rebekah Opie	Reject any extension of the MUL	Opposed By: 95 Housing New Zealand Corporation (1) 254 North Shore City Council
336/1	Denise Finlayson	Reject plan changes relating to extensions of MUL's	
337/1	Heather Rogers		
340/2	Grant Smith		
188/1	Ross Simpson		
13/3	John Birkbeck	Opposes creeping urbanisation (Westgate and Hobsonville), development should be confined to existing boundaries.	Opposed By: 95 Housing New Zealand Corporation (1) 108 Progressive Enterprises Limited 254 North Shore City Council

Discussion:

The above submissions all seek to reject RPS Change 7 in its entirety or seek to reject any changes to the MUL in this north-western sector of the region.

Submitter **81** (IB, GA and IE Midgley) presented evidence in support of their submissions on 9 March 2007. While the submitter accepts and understands the reasons for the proposed extension of the MUL north of Westgate, they have raised concerns, including:

- the implementation process
- the level of detail promoted within the district plan
- economic rationale

Further Submitter **312** (Ockleston Family Trust) presented at the hearing, stating their continued opposition to submission 259.

The Panel considers that the concerns raised by Submitter **81** are matters of detail which are considered through the structure planning process – a comprehensive strategic planning and design tool, with public and technical input. Structure plans are an integral component required to support any movement of the MUL promulgated by TA's or the Crown (refer to Method 2.6.3 3vii)

[now 2.6.3 3vi]. Hence, the Panel considers that these submissions are already partly satisfied by virtue of the concept plans notified under Waitakere City Council's proposed plan changes 13-16, which considers effects in the context of those matters outlined in Appendix A-5 *Structure Planning*.

Submission **251/46** opposes RPS Change 7 and seeks that it be rejected on the basis of concerns with the early release of land for urban development ahead of agreed programmes and necessary review of the North & Western Sector Agreement (NWSA); and therefore is contrary to the objectives of a compact urban form in accordance with the growth concept of the RGS. The Panel considers that relief to this submission is largely satisfied by Clause 2.6.2 2. of RPS Change No 6 (in particular 2.6.2 2i.) and Schedule 1 which augments the agreed programme to 2020. This programme does include the subject areas in the 2005 – 2020 programme as per the NWSA. The detailed sequencing of development and the provision of major transport infrastructure within this planning period is determined as part of the structure planning process – a comprehensive strategic planning and design tool, with public and technical input. Structure plans are an integral component required to support any movement of the MUL promulgated by TA's or the Crown (refer to Method 2.6.3 3vii) [now 2.6.3 3vi]. Hence, the Panel considers that this submission is further satisfied by virtue of the concept plans notified under Waitakere City Council's proposed plan changes 13-16, which considers effects in the context of those matters outlined in Appendix A-5 *Structure Planning*.

Submissions **314/8**, **195/1** and **336/1** are concerned about the effects of the MUL shift on Kumeu and the western corridor in terms of rural amenity, integrated infrastructure and precedent effects via forums such as the Western Corridor Working Group, and areas wider than Waitakere City. The primary areas referred to by these submissions are within the jurisdictional boundaries of the Rodney District Council and are all identified as high density centres and corridors or future urban areas in Schedule 1 of RPS Change 6. Consequently, these areas are already agreed to under the NWSA by its members WCC, RDC and NSCC; such that the concerns of this submitter will have already been considered.

The growth concept and RGS refers to containment within the MULs. The RGS specifies that extensions to the MUL's will be limited to specific areas and only when certain provisions and criteria, as set out in the RGS and RPS can be met. RPS Changes No. 6 and 7 signals within the RPS, those specific areas within the region, which have been agreed to as appropriate for high density centres and corridors and future urban areas (refer to Schedule 1 RPS Change 6); and therefore extensions to the MUL. By virtue of this process, 'creeping urbanisation' or 'sprawl/American sprawl model' is minimised, thereby effectively already satisfying submissions **13/3**, **335/1**, **337/1** and **340/2**.

Submission **188/1** effectively seeks a moratorium on planned new areas. The Auckland region must address and manage sustainable growth into the future, whether that be through planned new areas or containing growth within the MUL and/or existing centres etc. To not do so, would be contrary to the purpose and principles of the RGS and therefore enabling legislation such as the RMA and the LGA 02' and this current Act (LGAAA 04').

Recommendation

6.19 The Panel recommends:

6.19.1 Submissions 81/1, 251/46, 188/1, 195/1, 314/8, 335/1, 336/1, 337/1, 13/3 and 340/2 are rejected.

6.20 That the further submissions made in support of or in opposition to the submissions noted in 6.19 above, are accepted or rejected in whole or in part, accordingly.

11 RPS Change 7 – General Opposition

No.	Submitter	Summary of Decision Sought	Further Submitter/s
1082/1	Sue Maloney	Delete RPS Change 7 as not aware of any community consultation.	Opposed By: 95 Housing New Zealand Corporation (1) 254 North Shore City Council
585/2	Leanne Raewyn Karl	Seeks that the RPS Change 7 not be allowed unless public transport facilities are factored in.	
1081/1	Emily Simes	Delete RPS Change 7 for reasons set out in the submission including that another shopping mall will not encourage employment, instead of driving to a new town it is better to walk to existing towns (New Lynn, Glen Eden etc), the needs of north west Auckland could be provided for by revitalising and making better use of existing shops.	Opposed By: 95 Housing New Zealand Corporation (1) 107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council

Discussion:

No further evidence was presented to the Panel in relation to these particular submissions.

With respect to submissions **1082/1** and **585/2**, RPS Change 7 was publicly notified together with the relevant WCC District Plan Changes (No. 13 – 15) on 31 March 2005 in accordance with requirements of the First Schedule to the RMA. The opportunity for making public submissions and further submissions closed in December 2005, and hearings have recently been completed.

In addition to this legislative process, concept plans, structure plans and integrated transport assessments have been submitted as integral components to support the movement of the MULs promulgated by WCC. Such plans take into consideration matters such as the integration of land use and transport (including public transport), satisfying submission **585/2**. Furthermore, these comprehensive strategic planning and design tools include public and technical input, and hence the level of ongoing community consultation sought particularly by submission **1082/1**. The Panel therefore considers that adequate consultation with the community has occurred.

With respect to submission **1081/1**, RPS Change 7 and the proposed extensions to the MUL are intended to provide for future growth within the Auckland region. Given the high level of growth anticipated over the next fifty years, the Regional Growth Forum through the RGS growth concept has acknowledged that some limited expansion of the MUL is required to accommodate this growth, in addition to and in conjunction with redevelopment of existing areas within the MUL into high density centres and corridors such as referred to by the submitter – Henderson, New Lynn and Glen Eden (Refer to Schedule 1 – RPS Change 6). The Panel therefore considers that this submission is therefore largely already satisfied in part.

Recommendation:

6.21 The Panel recommends:

6.21.1 Submissions **1082/1** and **585/1** are rejected.

6.21.2 Submission **1081/1** is accepted in part, with no changes recommended to the RPS.

6.22 That the further submissions made in support of or in opposition to the submissions noted in 6.21 above, are accepted or rejected in whole or in part, accordingly.

12 RPS Change 7 – Western Corridor

No.	Submitter	Summary of Decision Sought	Further Submitter/s
314/9	Vision Waimauku Association Inc.	Amend the Plan Change to ensure that any change to the existing MUL would not place the western corridor and their communities under any more growth and ad hoc development pressure than already exists without appropriate mechanisms in place, and that infrastructure issues are adequately addressed.	Opposed By: 76 Ivan & Milka Selak 74 Roy Wigg 75 Steve Nuich
314/10	Vision Waimauku Association Inc.	Amend the Plan Change to recognise the proposed extension of the MUL could lead to development extending to the north-west which will compromise the greenbelt/open space/country look and feel, and consideration should also be given to the future use of Whenuapai as a commercial airport (2050+).	

Discussion:

Submissions **314/9** and **314/10** are concerned with the effects of the proposed MUL extensions on the western corridor, occurring in an ad hoc and unplanned manner, compromising existing rural amenity and character. These submissions seek to ensure 'appropriate mechanisms' exist to mitigate these effects and that infrastructure issues are adequately considered. In addition, submission **314/10** seeks to resolve that Whenuapai Airbase be considered a commercial airport beyond the current planning period. No further evidence was presented to the Panel in relation to these particular submissions.

The provisions of the RPS are clear in supporting and ensuring development both within and beyond the MUL occurs in a planned and integrated manner, and in such a way that the objectives of the RGS are satisfied and best meet the interests and needs of the region's population to 2050. Reference is made in particular to *2.6.1 Strategic Objectives, 2.6.2 Strategic Policies – Urban Containment, 2.6.3 Methods – Urban Containment (in particular 1., 3.iv.- integrated transport assessments [now deleted] and 3.vii [now 3vi] - structure planning matters)*. The Panel considers that this policy mechanism is the most appropriate method in order to meet the concerns of this submission.

With reference to submission **314/10**, the Panel believes that endorsement or confirmation of the Airbase as an commercial airport as relief to this submission, is inappropriate given that there is a significant body of [ongoing] work between the relevant stakeholders (including central government, local government and community) which has yet to determine the future use of the Airbase and/or its feasibility as an commercial airport. It would be irresponsible for the Panel to pre-empt the outcomes of this work, via this process. Secondly, the Whenuapai Airbase falls outside the subject areas.

Recommendation:

6.23 The Panel recommends:

6.23.1 Submissions **314/9** and **314/10** are rejected.

6.24 That the further submissions made in support of or in opposition to the submissions noted in 6.23 above, are accepted or rejected in whole or in part, accordingly.

13 Maps 1, 7, 7A and 8 Expand MUL - General

No.	Submitter	Summary of Decision Sought	Further Submitter/s
106/5	Property Council of New Zealand	Amend the plan change to expand the Metropolitan Urban Limits in accordance with the following policy framework developed by the Property Council's Urban Strategy and Infrastructure Committee: <i>"Some control on urban limits is essential to refine demand for more infrastructure and to allow vitality to return to all parts of the city. However, we need to be very careful that these strategies are not detrimental to the competitiveness of that city in attracting new businesses or expansion of existing businesses".</i>	Supported By: 107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited Opposed By: 107 Westfield (New Zealand) Limited 254 North Shore City Council

Discussion:

Submission **106/5** seeks further unspecified expansion of the MUL, to ensure that the competitiveness of the city in attracting new businesses or expansion of existing businesses, is not adversely affected. No further evidence was presented to the Panel in relation to this particular submission.

RPS Change 7 and the proposed MUL extensions has been promulgated and developed within the policy framework of the RPS. The context of this framework is a suite of regional strategic frameworks including the growth concept in the RGS and the Regional Land Transport Strategy (RLTS). More recently, the work on the Auckland Region Business Land Strategy (BLS) has provided greater detail.

The BLS is a strategic framework that enables the region's TA's and other key stakeholders, to plan and provide for sufficient and appropriate business land in the Auckland region to accommodate future business growth to 2031, recognising that if current business growth continues, the region will face a shortage of vacant business zoned land sometime between 2011-2020.

Similar to the RGS, the BLS seeks to specifically accommodate projected business growth within existing centres and corridors, better utilising land in a manner that is integrated with and servicing the transport needs of the business community, in accordance with the purpose of the LGAAA (i.e. land use and transport integration). However, it also recognises that some business sectors and activities are not appropriate for location in centres, hence the need for additional green-field land suitable for these business sectors.

RPS Change 7 is largely a regional policy response to the business growth needs of the North & Western Sector (under the NWSA), and as identified in the BLS, RGS and other regional strategic frameworks. The Panel therefore considers that the changes suggested by the submitter are unnecessarily reiterative of existing policy and strategic frameworks.

Recommendation:

6.25 The Panel recommends:

6.25.1 Submission **106/5** is rejected.

6.26 That the further submissions made in support of or in opposition to the submissions noted in 6.25 above, are accepted or rejected in whole or in part, accordingly.

ARC 8A: HOBSONVILLE

14 RPS Change 6 - General Support

No.	Submitter	Summary of Decision Sought	Further Submitter/s
95/16	Housing New Zealand Corporation (1)	Retain the Plan Change as notified in respect of their inclusion of Hobsonville Airbase in the MUL.	Supported By: 257 Waitakere City Council
95/26	Housing New Zealand Corporation (1)	Retain RPS Change 6 as notified in respect of their inclusion of the Hobsonville Airbase and Village in the MUL, and in respect of the specific land use proposals for Hobsonville Village.	

Discussion:

The above submissions seek to confirm RPS Change 6 with respect to the proposed MUL extensions at Hobsonville Airbase and Hobsonville Village. Housing New Zealand Corporation (95) presented evidence in support of the above submissions on 15 March 2007. The submitter raised a number of reasons why they believe the Hobsonville Airbase should be included within the MUL. Reasons included:

- owners status
- accommodating growth
- sustainability objectives

While minor amendments to the RPS are recommended in response to submissions within other LGAAA hearing reports, on consideration of all submissions and further submissions and evidence presented at the hearing, and for the reasons outlined in Section 5 and 6 of this report, the Panel considers that the proposed MUL extensions at Hobsonville under RPS Change 7, as amended, are appropriate.

Recommendation:

6.27 The Panel recommends:

6.27.1 Submissions **95/16**, **95/26** are accepted, with no further changes to the RPS required

6.28 That the further submissions made in support of or in opposition to the submissions noted in 6.27 above, are accepted or rejected in whole or in part, accordingly.

15 RPS Change 7 - Retain MUL Extension at Hobsonville

No.	Submitter	Summary of Decision Sought	Further Submitter/s
95/17	Housing New Zealand Corporation (1)	Retain the Plan Change as notified in respect of their inclusion of Hobsonville Airbase in the MUL.	Supported By: 254 North Shore City Council
95/27	Housing New	Retain the RPS Change 7 as notified in	Supported By:

	Zealand Corporation (1)	respect of their inclusion of the Hobsonville Airbase and Village in the MUL, and in respect of the specific land use proposals for Hobsonville Village.	254 North Shore City Council
312/3	Ockleston Family Trust	Map 1 – Sheet 7: Retain the Plan Change and the proposed Metropolitan Urban Limit extensions, and adopt as notified.	Supported By: 254 North Shore City Council
169/1	Robin J Crothall	Support growth policies, particularly in the Whenuapai/ Hobsonville area	

Discussion:

Submissions **95/17**, **95/27** and **312/3** seek to confirm RPS Change 7 with respect to the proposed MUL extensions at Hobsonville Airbase and Hobsonville Village as shown on Map 1 – Sheet 7.

Housing New Zealand Corporation (**95**) presented evidence in support of their submission on 15 March 2007. The submitter raised a number of reasons why they believe the Hobsonville Airbase should be included within the MUL. Reasons included:

- owners status
- accommodating growth
- sustainability objectives.

The Ockleston Family Trust (**312**) presented evidence at the hearing in support of submission 312/3, noting that this provides an ideal location to bring about an integrated land use and transportation strategy along a main communication route, and is capable of being developed in a comprehensive and integrated manner.

While minor amendments to the RPS are recommended in response to submissions within other LGAAA hearing reports, the Panel considers that RPS Change No.7 as it relates to the MUL extensions at Hobsonville is appropriate.

Submission **169/1** supports the growth policies of RPS Change 7, particularly in the Whenuapai/Hobsonville area. Given that RPS Change 7 does not include policies as it relates only to mapped boundaries of the MUL and no evidence was presented at the hearing by this submitter, the Panel infers that the submitter supports the proposed extension of the MUL in the Whenuapai/Hobsonville area (i.e. the area shown on Map 1 Sheet 7). As previously noted, the Panel considers that RPS Change 7, as amended, is appropriate.

Recommendation:

6.29 The Panel recommends:

6.29.1 Submission **95/17**, **95/27**, **312/3** and **169/1** are accepted, with no further changes to the RPS required

6.30 That the further submissions made in support of or in opposition to the submissions noted in 6.29 above, are accepted or rejected in whole or in part, accordingly.

ARC 8B: MASSEY NORTH

16 RPS Change 6 - General Support

No.	Submitter	Summary of Decision Sought	Further Submitter/s
118/7	Westgate Properties Limited	Retain the extension of the MUL at Massey North and related objectives and policies in the regional policy statement as proposed.	Supported By: 257 Waitakere City Council

171/1	Mariko and Zoka Pavich	Support changes to the MUL and provision for urban growth in the region; in particular, within Massey North	
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Discussion:

Submission **118/7** seeks to retain RPS Change 6 and any objectives and policies of the RPS relating to the proposed MUL shift at Massey North. Westgate Properties Limited (**118**) presented evidence at the hearing on 8 March 2007. A number of points were made in support of their submission, including:

- the importance of developing employment nodes
- working environment consistency
- retail demand management.

The Panel notes that no policies or objectives of the RPS are proposed to be amended by the proposal either under RPS Change 6 or RPS Change 7. Consequently, this part of the submission cannot be accepted.

However, with respect to the first part of submission **118/7** and submission **171/1** which seeks to retain RPS Change 6, and for the reasons outlined in Section 5 and 6 of this report, the Panel considers that the proposed MUL extensions at Massey North under RPS Changes 6 and 7, as amended, are appropriate.

Recommendation:

6.31 The Panel recommends:

6.31.1 Submission **118/7** is accepted in part, with no further changes to the RPS required

6.31.2 Submission **171/1** is accepted, with no further changes to the RPS required

6.32 That the further submissions made in support of or in opposition to the submissions noted in 6.31 above, are accepted or rejected in whole or in part, accordingly.

17 RPS Change 6 - Expand Massey North Special Areas

No.	Submitter	Summary of Decision Sought	Further Submitter/s
74/1	Roy Wigg	Amend so that all references within proposed Plan Change 6 to the Massey North Centre should include the land identified in this submission (map attached to submission)	Opposed By: 257 Waitakere City Council
75/1	Steve Nuich		Opposed By: 95 Housing New Zealand Corporation (1) 107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 257 Waitakere City Council
76/1	Ivan & Milka Selak		
75/2	Steve Nuich	Amend to expand the area within the proposed Massey North Town Centre Special Area and the Massey North Employment Special Area to include the additional land as shown on the plan attached to this submission; and to expand the MUL to include this area.	

Discussion:

The above submissions seek to amend RPS Change 6 to allow for further urban development in areas to the south-west of the proposed Massey North area. Mr David Wren presented evidence at the hearing in support of submitters **74**, **75** and **76** (Roy Wigg, Steve Nuich and Ivan & Milka Selak), who sought that their land be included within the MUL for future development as business

land. Mr Wren expressed opposition to the reporting officer's recommendations to reject their submissions on the basis that the requested extension had not developed by the Councils and was therefore too late to include within the MUL.

Mr Wren noted that the submitters were not in a position to undertake the full studies necessary (e.g. traffic and land capability studies, structure plans, etc) to prove that their submissions are able to be accepted by the Councils, and noted case law which supported the view that such 'proof' was unnecessary.

Reasons cited in support of the MUL extension requested by the above submissions included:

- that the proposed Massey North Town Centre does not provide for the full extent of a walkable town centre, and that pedestrian access to the town centre is limited by a number of factors, including the motorway.
- that the submitters' land to the west of the proposed centre will provide for easy pedestrian access, and provide a greater catchment of people who can access the town centre by walking, and therefore provide a more sustainable centre.
- that providing more appropriately located land (i.e. the submitters' land) will allow a variety of housing types and accordingly greater diversity in the population.
- that the existing State Highway 16 will not be such a barrier to pedestrians once the motorway extension is proposed, and therefore is not such a logical western boundary to the Massey North town centre.
- that the requested change is consistent with the Regional Policy Statement.

The Panel has very real reservations about proposals to extend the MUL., and considers a number of tests or requirements need to be met before such extensions occur. First, work needs to be done in sufficient detail that the Panel can be assured that the environmental outcomes will be appropriate. The area encompassed by Plan Change 7, and the Fulton Hogan land can meet this test, even though further discharge applications are likely to be required for the latter. Secondly, the defensibility of any MUL boundary that might be created is an important consideration. While the Fulton Hogan land improves the defensibility of the MUL, the same is not the case here.

A further issue is the land use focus of MUL extensions. Waitakere faces significant business land supply constraints. A key focus of the current MUL shift and Waitakere Plan Changes 13-15 is to lead growth through providing more land for business and employment. The Panel notes that Plan Change 6 has also addressed business land supply constraints. The submitters' land has a residential focus.

Timing also has a role to play. A change to the MUL in this area, while foreshadowed in the Regional Growth Strategy, is not anticipated for some time. The Panel considers there was some merit in the arguments put forward on transport issues. For example, an extension to the area would theoretically increase the walking catchment. However as indicated in other parts of this report, the Panel has reservations about the efficiency and effectiveness of road transport in the Massey North area. It may take some time to ascertain whether the use of the roading network for freight as well as general traffic will negatively impact on the walking access across State highway 16 and to the submitters' land. Finally the proposed extensions have not attracted the support of the WCC, the council with key land use responsibilities for the area.

The Panel therefore considers it inappropriate to accept these submissions.

Recommendation:

6.33 The Panel recommends:

6.33.1 Submissions **74/1**, **75/1**, **76/1** and **75/2** are rejected.

6.34 That the further submissions made in support of or in opposition to the submissions noted in 6.33 above, are accepted or rejected in whole or in part, accordingly.

18 RPS Change 7 - Retain MUL Extension at Massey North

No.	Submitter	Summary of Decision Sought	Further Submitter/s
118/6	Westgate Properties Limited	Retain the extension of the MUL at Massey North as proposed.	Supported By: 254 North Shore City Council
171/2	Mariko and Zoka Pavich	Support changes to the MUL and provision for urban growth in the region; in particular, within Massey North	140 Garelja Brothers Strawberry Gardens
203/1	AMP NZ Property Development Ltd & AMP Capital Investors (NZ) Ltd	Retain the plan change as notified as it provides for the extension of the Metropolitan Urban Limits at Massey North as identified as Massey North Town Centre Special Area on the plan attached to the submission (Annexure 1)	Supported By: 81 IB, GA and IE Midgley 254 North Shore City Council Opposed By: 250 Auckland Regional Council
587/2	Chapmans Chartered Accountants Ltd	Retain the proposed changes to include the Westgate area with the MUL as the development of a comprehensive town at Westgate it will bring jobs to this part of Auckland and reduce the need to travel.	Supported By: 254 North Shore City Council
295/2	Edward & Merlene Cox and Kylie May	Retain the Plan Change. We support the concept of the proposal to extend the Metropolitan Urban Limit at Westgate, as it will be a welcome change from the existing land use which poses health and contamination concerns for the surrounding land owners.	Supported By: 254 North Shore City Council Support and Opposed By: 140 Garelja Brothers Strawberry Gardens
296/2	Mitchell & Helena Cox		
297/2	Judith Ann & Lisa Robin MacLaine		

Discussion:

For the purposes of this report and in the absence of maps clarifying the exact areas referred to as 'Westgate' in submissions **587/2**, **295/2**, **296/2** and **297/2**; these submissions are deemed to relate specifically to that area identified as Massey North (RPS Change 7 – Map 1 Sheet 7a and WCC Proposed District Plan Change No. 15). These submissions generally seek the retention of the RPS Change 7 in its entirety. No further evidence was presented in support of these particular submissions.

While minor amendments to the RPS are recommended in response to submissions within other LGAAA hearing reports, on consideration of all submissions and further submissions and evidence presented at the hearing, and for the reasons outlined in Section 5 and 6 of this report, the Panel considers that the proposed MUL extensions at Massey North under RPS Change 7, as amended, are appropriate.

Submission **203/1**, seeks to retain the proposed MUL extension at Massey North based on the boundaries and detail shown on the Massey North Town Centre Special Area concept plan. The source of this concept plan is unknown and differs slightly from that shown on RPS Change 7 – Map 1 Sheet 7a and WCC Proposed District Plan Change No. 15. The Panel considers that this

part of the submission cannot be accepted, as it is principally different in content and/or detail, and has not been subjected to scrutiny under the public notification processes by which the above changes were promulgated under the LGAAA process.

Recommendation:

6.35 The Panel recommends:

6.35.1 Submission **118/6, 171/2, 587/2, 295/2, 296/2** and **297/2** are accepted, with no further changes to the RPS required

6.35.2 Submission **203/1** is accepted in part, with no further changes to the RPS required

6.36 That the further submissions made in support of or in opposition to the submissions noted in 6.35 above, are accepted or rejected in whole or in part, accordingly.

19 Map 1 – Sheet 7a - Oppose Development at Massey North

No.	Submitter	Summary of Decision Sought	Further Submitter/s
11/3	Dennis Terry	Opposes the development of a shopping, office, residential area at Massey North on the grounds of excessive expansion of built-up areas in the Auckland region- traffic congestion, stormwater run-off, extra strain on infrastructure, loss of fertile and productive land (see also submission 11/1).	Opposed By: 76 Ivan & Milka Selak 74 Roy Wigg 75 Steve Nuich 108 Progressive Enterprises Limited 140 Garelja Brothers Strawberry Gardens

Discussion:

Submission **11/3** opposes urban development at Massey North, due to a number of issues associated with ‘excessive expansion of built-up areas’. No further evidence was presented to the Panel in relation to this particular submission.

The issues raised by the submitter are more fully addressed and detailed in the discussion preceding this report, as matters under the RPS which are considered in the assessment of any MUL shift. Hence, the Panel considers that the proposed MUL extensions at Massey North as publicly notified under RPS Change 7 are appropriate.

Recommendation:

6.37 The Panel recommends:

6.37.1 Submission **11/3** is rejected.

6.38 That the further submissions made in support of or in opposition to the submissions noted in 6.37 above, are accepted or rejected in whole or in part, accordingly.

20 Map 1 – Sheet 7a Massey North - Oppose MUL Extension

No.	Submitter	Summary of Decision Sought	Further Submitter/s
13/12	John Birkbeck	Opposes the extension of the MUL as show in Map Series 1 - Sheet 7a, it is in conflict with the stated aim of minimising the urbanisation of productive rural land.	Opposed By: 76 Ivan & Milka Selak 74 Roy Wigg 75 Steve Nuich 254 North Shore City Council 140 Garelja Brothers Strawberry Gardens

Discussion:

No further evidence was presented to the Panel in relation to this particular submission.

Reference is drawn to Issue 2.4.2 of RPS Change 6 which acknowledges that “*Urban expansion encroaches on prime agricultural land. Land development needs to be carefully controlled to ensure productive soils are not lost to development and can continue to meet the needs of a growing population...*”. Subsequently, the supporting objectives (Strategic Objective 2.6.1. 7.) and policies (Strategic Policies: Urban Containment 2.6.2.2 viii) [now 2.6.2.2 ix] within the RPS seeks to ensure that the use of productive or prime agricultural land for urban development, is avoided.

The issue raised in submission **13/12** has therefore been considered against these objectives and policies, and subsequently more fully addressed and detailed in the discussion preceding this report. On consideration of all submissions and further submissions and evidence presented at the hearing, and for the reasons outlined in Section 5 and 6 of this report, the Panel considers that the proposed MUL extensions at Massey North under RPS Change 7, as amended, are appropriate.

Recommendation:

6.39 The Panel recommends:

6.39.1 Submission **13/12** is rejected.

6.40 That the further submissions made in support of or in opposition to the submissions noted in 6.39 above, are accepted or rejected in whole or in part, accordingly.

21 RPS Change 7 - Expand Massey North Special Areas

No.	Submitter	Summary of Decision Sought	Further Submitter/s
298/43	Landco Limited	Reject the Plan Change, OR amend so that a much larger area of land, or other areas of land, in the northern vicinity of the current MUL be included with the extensions to the MUL.	Supported By: 109 The Warehouse Ltd 111 The National Trading Company of New Zealand Limited 1210 Rob Garden 1198 Magsons Hardware

No.	Submitter	Summary of Decision Sought	Further Submitter/s
			Ltd (Mitre 10) 1206 Bilimab Holdings Ltd 110 Warehouse Stationery Limited Opposed By: 107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council 259 Transit New Zealand 205 Fulton Hogan Limited (1) 300 IMF Westland Ltd Support and Opposed By: 95 Housing New Zealand Corporation (1)
81/2	IB, GA and IE Midgley	As an alternative to submission 81/1, defer implementation of the RPS Change 7 until proper assessment has been undertaken of the suitability of extending the MUL in the areas to the East, West and South-West of the area proposed in the Policy Statement Change 7.	Supported By: 109 The Warehouse Ltd 111 The National Trading Company of New Zealand Limited 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd 110 Warehouse Stationery Limited Opposed By: 95 Housing New Zealand Corporation (1) 254 North Shore City Council
295/3	Edward & Merlene Cox and Kylie May	Amend the Plan Change to extend the Metropolitan Urban Limit even further, to include the area of land which terminates at Brigham Creek Road.	Supported By: 109 The Warehouse Ltd 111 The National Trading Company of New Zealand Limited 110 Warehouse Stationery Limited Opposed By: 107 Westfield (New Zealand) Limited 254 North Shore City Council 108 Progressive Enterprises Limited 250 Auckland Regional Council 259 Transit New Zealand
296/3	Mitchell & Helena Cox		Opposed By: 107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council
297/3	Judith Ann & Lisa Robin MacLaine		

No.	Submitter	Summary of Decision Sought	Further Submitter/s
52/2	Frances Clare Ltd (Chick. Broiler Farm Unit)	Amend the RPS change maps to extend the proposed MUL to include the land within the triangle formed by SH16 and Brigham Creek Road and the new motorway extension as industrial/commercial zoning (refer submission).	Supported By: 109 The Warehouse Ltd 111 The National Trading Company of New Zealand Limited 110 Warehouse Stationery Limited Opposed By: 254 North Shore City Council 259 Transit New Zealand
584/1	Yat Kwong and Susan Wong	Seeks that the submitters land at 9 Trigg Road, Whenuapai be included in the RPS change as the motorway extension will mean that their land will eventually be rezoned from rural to living.	Opposed By: 107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited
154/1	Joan Winnifred Boyle	Amend Map 1 Sheet 7a to extend the MUL as shown in the map attached to the submission	254 North Shore City Council 259 Transit New Zealand
71/2	Henry B Norcross	Amend to include the land east of the ridge line within the MUL (refer to the plan submitted with submission 71/3).	Supported By: 111 The National Trading Company of New Zealand Limited 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd Opposed By: 204 The Waitakere Ranges Protection Society Incorporated 254 North Shore City Council 259 Transit New Zealand
74/2	Roy Wigg	Amend so that the MUL be altered as shown on map attached to submission	Supported By: 111 The National Trading Company of New Zealand Limited 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd Opposed By: 107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council
75/3	Steve Nuich		
76/2	Ivan & Milka Selak		
75/4	Steve Nuich	Amend to expand the area within the proposed Massey North Town Centre Special Area and the Massey North Employment Special Area to include the additional land as shown on the plan attached to this submission; and to expand the MUL to include this area.	Supported By: 111 The National Trading Company of New Zealand Limited 1198 Magsons Hardware Ltd (Mitre 10) 1206 Bilimab Holdings Ltd Opposed By: 107 Westfield (New Zealand) Limited 108 Progressive

No.	Submitter	Summary of Decision Sought	Further Submitter/s
			Enterprises Limited 254 North Shore City Council 259 Transit New Zealand
205/1	Fulton Hogan Limited (1)	Amend the Plan Change to extend the Metropolitan Urban Limits over the area identified on the plan attached in Annexure 1 of this submission.	Supported By: 109 The Warehouse Ltd 111 The National Trading Company of New Zealand Limited 110 Warehouse Stationery Limited Opposed By: 107 Westfield (New Zealand) Limited 108 Progressive Enterprises Limited 254 North Shore City Council 259 Transit New Zealand

Discussion:

The above submissions seek to amend RPS Change 7 to allow for further expansion of the MUL, enabling further urban development in areas adjoining or in proximity to the proposed Massey North area (as publicly notified under RPS Change 7 and the WCC District Plan Change No. 15).

Mr David Wren presented evidence at the hearing in support of submitters **74, 75** and **76** (Roy Wigg, Steve Nuich and Ivan & Milka Selak), as outlined in Section 17 of this report above.

Fulton Hogan Limited (**205**) presented evidence in support of their submission on 15 March 2007. A number of points were made in support of the submitter's view that the MUL should be extended to include the land identified by the submitter. Evidence presented at the hearing noted that the 'additional land' identified by the submitter:

- has been earmarked in the ARPS for inclusion within the MUL post 2020, and therefore is a matter of timing, rather than appropriateness.
- should be included within the MUL now, rather than as a future MUL extension, so that an integrated approach to development can be taken.
- can be supported from a stormwater management perspective to be included within the MUL.
- provides a natural and supportable boundary to the MUL (existing watercourse) and provides an appropriate interface with land to the west across the watercourse.
- would facilitate the comprehensive development of an employment node with greater critical mass.
- provides greater employment self sufficiency, thereby reducing transportation issues and traffic congestion.
- is consistent with the relevant criteria of the Auckland Regional Policy Statement

The Panel, after deliberation, considers there are sound reasons for including the 38 hectares of rural land, on the north western side of Hobsonville Road, belonging to submitter 205 (Fulton Hogan). It considers that such an amendment to the MUL in the Hobsonville area, will provide greater defensibility of the MUL and better achieve Objectives 2.6.1 1. and 7. There are a number of reasons for this. These include that the WCC supports the extension and there is sufficient information available to provide certainty that environmental outcomes can be appropriate; the land provides a more satisfactory defensible boundary to the MUL, given the use of an existing watercourse; there is a commitment to provide a more extensive esplanade reserve; the land

enables a more appropriate interface with land to the west across the watercourse; and the land supports the development of an employment node with greater critical mass.

Recommendation:

6.41 The Panel recommends:

6.41.1 Submission 205/1 is accepted.

6.41.2 Submissions 75/4, 298/43, 81/2, 295/3, 296/3, 297/3, 52/2, 584/1, 71/2, 74/2, 75/3, 76/2, and 154/1 are rejected

6.42 That the further submissions made in support of or in opposition to the submissions noted in 6.41 above, are accepted or rejected in whole or in part, accordingly.

22 Whole RPS Change - Change Zoning within MUL at Westgate

No.	Submitter	Summary of Decision Sought	Further Submitter/s
1128/1	Neon Limited and Boron Limited	Seeks that the zoning of the land between Westgate shopping centre and Royal Rd Massey and bordering SH 16 (Lot1 DP 205681, Lot 2 DP 320466 and lot 8 DP 48449 be rezoned as commercial.	Opposed By: 259 Transit New Zealand

Discussion:

Neon Limited and Boron Limited (**1128**) presented evidence at the hearing in support of submission 1128/1 on 23 March 2007. In particular, the following reasons were given for the submitter’s view that the land noted in the submission be identified for commercial use:

- business competition
- employment generating opportunities
- proximity and connectivity with Westgate centre

The submitter reiterated that they support the Plan Change in principle but seek confirmation that due consideration has been given to the role that could be played by submitter’s land in contributing to achieving the objectives of Plan Change 7.

The land referred to by submission **1128/1** is located within the existing MUL boundaries of the existing RPS.

In any case, the RPS as a regional strategic document, does not zone or re-zone land. Re-zoning to allow urban activity (either within or outside the MUL), is a matter specifically for WCC to assess and analyse against relevant criteria set out in the Waitakere City District Plan. This assessment will necessarily have cognisance to the strategic direction, objectives and policies of the RPS as they relate to urban containment, urban structure, urban design, land use and transport integration and infrastructure.

Recommendation:

6.43 The Panel recommends:

6.43.1 Submission **1128/1** is rejected.

6.44 That the further submissions made in support of or in opposition to the submissions noted in 6.43 above, are accepted or rejected in whole or in part, accordingly.