



Waitakere City Council
Te Taiao o Waitakere

NOTICE OF MEETING

NORSGA URBAN DEVELOPMENT COMMITTEE

I hereby give notice that a meeting of the NorSGA Urban Development Committee will be held on:-

DATE: Monday, 16 August 2010 **TIME:** 9.30 am
MEETING ROOM: Council Chamber
VENUE: Waitakere Central, 6 Henderson Valley Road, Henderson, Waitakere

to consider the business as set out herein and to take any necessary action connected therewith.

11 August 2010

Desiree Tukutama
COMMITTEE SECRETARY
Telephone (09) 836 8000 extn 8815

MEMBERSHIP:

Councillors	LA	Cooper, JP (Chairman)		
	PA	Hulse (Deputy Chairman)		
	DQ	Battersby, QSM, JP		
	MFP	Chan, JP		
	RP	Dallow, QPM, JP		
	WW	Flaunty, QSM, JP		
	VS	Neeson, JP		
Councillor	P	Walbran	Auckland Regional Council	
	Mr C	Barbour	NZRPG Management Limited	
	Mr S	Bignell	Hobsonville Land Company Limited	
	Mr M	Spearman	North West Waitakere Networking Group	Mr I Midgley (alternate)
	Mr S	Lloyd	New Zealand Transport Agency	TBA (alternate)
	Mr M	Drain	Fulton Hogan Limited	Mr G Causer (alternate)
Observer	Mr P	Clark	Auckland Regional Transport Authority	

Mayor RA Harvey, QSO, JP (ex officio)

(Quorum 5 members)

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(Meeting Room could be subject to change)

(The reports and recommendations contained in all agendas are reports and recommendations only and are not to be construed, in any way, as Council policy until adopted.)

**AGENDA FOR A MEETING OF THE NORSGA URBAN DEVELOPMENT COMMITTEE
TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL,
6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON
MONDAY, 16 AUGUST 2010, COMMENCING AT 9.30 AM**

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**AGENDA FOR A MEETING OF THE NORSGA URBAN DEVELOPMENT COMMITTEE
TO BE HELD IN THE COUNCIL CHAMBER AT WAITAKERE CENTRAL,
6 HENDERSON VALLEY ROAD, HENDERSON, WAITAKERE, ON
MONDAY, 16 AUGUST 2010, COMMENCING AT 9.30 AM**

1 APOLOGIES



2 URGENT BUSINESS

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 provides that where an item of business is not on the agenda, it may only be dealt with at the meeting if:

- (i) the Committee by resolution so decides; and
- (ii) the Chairman has explained at the beginning of the meeting (when open to the public) that the item will be raised for discussion and decision, why the item is not on the agenda, and why it cannot be delayed until a subsequent meeting.

The Committee may make a decision on a matter determined to be urgent.

NOTE: Urgent Business need not be dealt with now and may be delayed until later in the meeting.



3 REGISTER OF INTEREST

Reported as at 16 August 2010.

	Name	Organisational Position	Other - e.g.: Land Holdings (Physical Address)
1.	Cr Linda Cooper	Trustee - Waitakere Licensing Trust Director, Waitakere City Holdings Limited	Not Applicable
2.	Cr Derek Battersby	Trustee-Portage Licensing Trust Director WATS Board	Not Applicable
3.	Cr Peter Chan	Not Applicable	Not Applicable
4.	Cr Ross Dallow	Not Applicable	Not Applicable
5.	Cr Warren Flaunty	President - Waitakere Licensing Trust Elected Member - Waitemata District Health Board	Not Applicable

	Name	Organisational Position	Other - e.g.: Land Holdings (Physical Address)
		Director: Westgate Pharmacy Limited	
6.	Cr Penny Hulse	Director - EECA	Not Applicable
7.	Cr Vanessa Neeson	Chairman: TLA Electoral College President: Village Green Quilters Director: BK&VS Neeson Limited	26 Wiseley Road, Hobsonville 5B Westergrove Road, West Harbour
8.	Cr Paul Walbran	Chairman Strategy and Planning Committee, Auckland Regional Council Director: Auckland Regional Holdings Director: Sea+City Projects Limited	Not Applicable
9.	Mr Campbell Barbour	Project Director New Zealand Retail Property Group Limited	Not Applicable
10.	Mr Sean Bignell	Chief Executive Hobsonville Land Company Limited	Not Applicable
11.	Mr Murray Spearman	CEO Waitakere Licensing Trust West Auckland Trust Services	3 Cellar Court, Westgate 118 Hobsonville Road, Hobsonville
12.	Mr Ian Midgley	Not Applicable	Precinct C Massey North Precinct A Massey North (part of) 19-21-35 State Highway 16 575 Don Buck Rd, Massey
13.	Mr Steven Lloyd	Not Applicable	Not Applicable
14.	Mr Murray Drain	Not Available	Not Available
15.	Mr Graeme Causer	Not Applicable	Not Applicable



4 **CONFLICTS OF INTEREST**

The Council has acknowledged in its Code of Conduct that Members need to be vigilant to stand aside from decision making when a conflict arises between their role as a Member of the Council and any private or other external interest they might have. This note is provided as a reminder to Members to check that no such conflicts arise in relation to any items on this agenda.



5 **CONFIRMATION OF MINUTES**

Meeting Minutes - Monday, 14 June 2010

RECOMMENDATION

It is recommended that the NorSGA Urban Development Committee resolve to:

Receive the minutes of the meeting of the NorSGA Urban Development Committee held on Monday, 14 June 2010, as circulated, and that they be taken as read and now be confirmed.



6 **PRESENTATIONS**

A PROJECT OVERVIEW

The Director: Strategic Planning will provide a presentation update on the Project Overview to the NorSGA Urban Development Committee.

B NEW ZEALAND TRANSPORT AGENCY

Provision has been made for the New Zealand Transport Agency to provide a presentation update to the NorSGA Urban Development Committee.

C AUCKLAND REGIONAL COUNCIL

Provision has been made for the Auckland Regional Council to provide a presentation update to the NorSGA Urban Development Committee.

D AUCKLAND REGIONAL TRANSPORT AUTHORITY

Provision has been made for the Auckland Regional Transport Authority to provide a presentation update to the NorSGA Urban Development Committee.

E MEMBERS REPORTS

Provision has been made to enable Committee Members from the New Zealand Retail Property Group Management Limited, Hobsonville Land Company Limited and the North West Waitakere Networking Group to provide an informal update on matters related to the planning and development of the NorSGA development.

F JOMAC CONSTRUCTION

John McKearney would like to introduce himself to the NorSGA Urban Development Committee. He has recently purchased the Ockleston Family Trust Land to develop and wants to work with stakeholders over the next year. John McKearney will bring his consultant, Alistair White from Planning Focus to the meeting.



7 HOBSONVILLE ROAD CORRIDOR

GLOSSARY

Agreement to revoke the state highway status of
Hobsonville Road and part of the existing State Highway 16 (Revocation Agreement)
Corridor Management Plan for Hobsonville Road and
part of the existing State Highway 16 (Corridor Management Plan)
The New Zealand Transport Authority (NZTA)

EXECUTIVE SUMMARY

The purpose of this report is to update the NorSGA Urban Development Committee on the negotiation of an agreement to revoke the state highway status of Hobsonville Road and part of the existing State Highway 16 (Revocation Agreement).

A Corridor Management Plan for Hobsonville Road and part of the existing State Highway 16 (Corridor Management Plan) has been prepared and is intended to be part of the Revocation Agreement.

The Corridor Management Plan is intended to provide high level guidance as to how these roads will be managed once these are local roads, and State Highway 18 and the State Highway 16 Extension are completed.

The members of the NorSGA Urban Development Committee are welcome to provide input to the development of the Corridor Management Plan.

RECOMMENDATIONS

It is recommended that the NorSGA Urban Development Committee resolve to:

1. **Receive** the Hobsonville Road Corridor report.
2. **Agree** in principle to the proposed revocation of state highway status of Hobsonville Road and part of the existing State Highway 16 to take effect when the new State Highway 18 and the State Highway 16 Brigham Creek Extension become operational.
3. **Agree** in principle to the continued development of a corridor management plan for Hobsonville Road and part of the existing State Highway 16.

BACKGROUND

1. The New Zealand Transport Agency (NZTA) currently owns and operates the existing State Highway 18 and State Highway 16. NZTA expects to complete construction of the new State Highway 18 and State Highway 16 Brigham Creek Extension by 2012.

A1-A26

2. Since April 2008, officers of NZTA and the Council have been negotiating a Revocation Agreement which provides the basis for the Council to take over responsibility for Hobsonville Road and part of the existing State Highway 16 as urban arterial roads. The Revocation Agreement requires a Corridor Management Plan to be prepared and agreed. A draft Corridor Management Plan (attached at pages A1 to A26) has been prepared.
3. There are some outstanding issues which need to be addressed in order to finalise the Revocation Agreement and Corridor Management Plan. NZTA is seeking at least a commitment from the Council to the revocation and assumption of obligations to maintain and manage these roads.
4. The Council is in the process of designating a widening of Hobsonville Road and completing detailed design of the first stage of improvements to Hobsonville Road and is required to obtain the consent of New Zealand Transport Agency for these works prior to revocation.

DECISION MAKING

5. Officers are seeking the NorSGA Urban Development Committee's agreement in principle to the proposed revocation of state highway status of Hobsonville Road and part of the existing State Highway 16 and preparation of a Corridor Management Plan. This report outlines issues in relation to the proposed revocation and the timing and content of the Revocation Agreement and the Corridor Management Plan.

Issues

Revocation Agreement – Implications of Revocation

6. The draft Revocation Agreement proposes that Hobsonville Road (from Westgate interchange to Buckley Avenue) and part of the existing State Highway 16 (from the Westgate interchange to Brigham Creek Road) would transfer to the Council or Auckland Transport on an "as is" basis. NZTA is required to carry out maintenance up to that period and there is an opportunity to inspect and identify remedial work to be completed. Advice is being sought regarding any significant defects in these roads which would affect the obligations and conditions of transfer. Auckland Transport would need to pass the necessary by-laws under the Local Government Act 2002 to allow it to manage and control the ongoing operation of these roads. Auckland Transport would become responsible for maintenance and renewal and other operational requirements. Once the cost is identified, this would need to be added to the Long Term Council Community Plan 2009-2019.
7. Auckland Transport would have the ability to manage these roads as urban arterial roads, review the limited access arrangements and carry out improvements. These improvements include multiple crossings, establishing cycleways and a quality transit network route along Hobsonville Road. The Revocation Agreement proposes conditions for the Council (or Auckland Transport) to carry out works prior to revocation and requires agreement first on a Corridor Management Plan.

Revocation Agreement – Timing of Entering the Agreement

8. If the Revocation Agreement is entered into by the Council, there would be a commitment to revocation and certainty that the proposed improvements to Hobsonville Road would benefit Auckland Transport and be managed by Auckland Transport. This commitment would be subject to additional budget being included in the Long Term Council Community Plan 2009-2019 to cover the ongoing costs of maintenance, renewals and operations. If the Council is to enter into the Revocation Agreement, any outstanding issues would need to be resolved by the end of August 2010. The Council would need to approve the Revocation Agreement and Corridor Management Plan at a meeting in September 2010 and seek approval from the Auckland Transition Agency.
9. NZTA is considering deferring entering into the Revocation Agreement until Auckland Transport is formed. This would enable Auckland Transport to give its commitment to the obligations in the Revocation Agreement and to the Corridor Management Plan. A deferral would allow more time to resolve issues but create risks of renegotiation of terms or aspects of the Corridor Management Plan by Auckland Transport.

Revocation Agreement – Timing of Revocation

10. NZTA advises that it would make an application to the Ministry of Transport after State Highway 18 is completed and operational. Upon being satisfied with the necessary requirements, the Secretary of Transport would declare and gazette the revocation. This process could take some weeks before the revocation is effective. This would mean that the NZTA would continue to be responsible for the management and operation of these roads after State Highway 18 is operational until revocation. Council officers have a number of concerns with this arrangement:
 - (a) NZTA's consent would be required for works which are scheduled to occur immediately upon completion of State Highway 18;
 - (b) NZTA may manage these roads in a way that more aligns with operation of the interchanges rather than the Corridor Management Plan.
 - (c) NZTA may delay its application to the Ministry of Transport depending on how these roads interact with the state highway interchanges.
11. Council officers are seeking NZTA to make an application prior to State Highway 18 being completed, which requests the Secretary of Transport to declare and gazette a revocation which takes effect immediately upon State Highway 18 being completed and operational. This would be a change to the usual process and may not provide the Secretary of Transport with a particular date by which to declare the revocation effective.

Corridor Management Plan – Scope

12. NZTA has identified that it requires the Corridor Management Plan to address issues relating to:
 - Description of the route;
 - Reason for the Corridor Management Plan;
 - District Plan status of the route and relevant provisions;
 - Limited access and adjoining land use controls;
 - Overweight and over dimension route;

- Emergency bypass route; and
 - Management and operational intentions.
13. Additional requirements of a corridor management plan are set out in Appendix H of the Auckland Regional Land Transport Strategy 2010-2040 and the Regional Arterial Road Plan 2009. Council officers have prepared a draft Corridor Management Plan in accordance with those broader requirements, including the specific requirements of NZTA. Feedback has been requested from NZTA about which provisions of the Corridor Management Plan it requires.
14. The draft Corridor Management Plan proposes a review by Auckland Transport to take into account the detailed design of the first stage of improvements to Hobsonville Road. Those detailed designs are expected to be completed by 31 October 2010.

Corridor Management Plan – Stakeholders’ Input

15. Members of the NorSGA Urban Development Committee are welcome to provide input to the development of the Corridor Management Plan. Feedback has been sought from NZTA and the Auckland Regional Transport Authority. Initial feedback from Auckland Regional Transport Authority included the following:
- Consideration should be given to two separate corridor management plans – one for Hobsonville Road and one for the existing State Highway 16 – because of the different characteristics of each road;
 - An executive summary should be provided;
 - Further clarity is required regarding limited access arrangements and whether vehicles will have the right to reverse onto Hobsonville Road; and
 - An update is required once detailed designs for improvements are completed and an indication of where detailed corridor management planning will be done, such as signals operations or an Access Management Plan.

Name of Old State Highway 16 from Don Buck Road to Brigham Creek Road

16. NZTA has requested the Council to approve a name for the old State Highway 16 from Don Buck Road to Brigham Creek Road which would be effective once this becomes a local road. Officers are considering names to take to the Council for approval and will consider any suggested names from members of the NorSGA Urban Development Committee.

Consideration of Community Views

17. The Revocation Agreement and Corridor Management Plan will directly affect the NZTA, Auckland Transport and will indirectly affect land owners and future users of the Hobsonville Road corridor and the existing State Highway 16. The effects of the Corridor Management Plan will include proposed provision of intersections, improvements to the roads to provide for pedestrians, cyclists, public transport, trucks and general traffic. It is appropriate that members of the NorSGA Urban Development Committee have an opportunity to provide input to the Corridor Management Plan.

18. The Corridor Management Plan reflects the changes in land use provided for in District Plan Changes 13, 14, 15 and 18 which have been widely consulted with the community. The designation process for widening of Hobsonville Road is underway and a public open day is planned for 21 August 2010. The Corridor Management Plan also reflects various strategic transport planning documents which have undergone wide public consultation. These documents include: the Auckland Regional Land Transport Strategy 2010-2040, the Regional Arterial Road Plan 2009, the Regional Public Transport Passenger Plan 2010, the Sustainable Transport Plan 2006-2016, and the Waitakere City Transport Strategy 2006-2016.

Preferred Option

19. The NorSGA Urban Development Committee's support in principle for the proposed revocation of state highway status of Hobsonville Road and part of the existing State Highway 16 to take effect when the new State Highway 18 and the State Highway 16 Brigham Creek Extension become operational - would provide direction for Auckland Transport regarding the finalisation of the Revocation Agreement.
20. The NorSGA Urban Development Committee's support in principle to the continued development of a corridor management plan for Hobsonville Road and part of the existing State Highway 16 would assist Council officers in their work to finalise the Corridor Management Plan for handover to Auckland Transport.

STRATEGIC CONTEXT

21. The vision for transport in Waitakere is:

'A sustainable multi-modal transport system that is integrated with land use and contributes to Waitakere as an eco city'.

22. This vision supports the planning of a corridor to integrate proposed land use with transport and to make appropriate and safe provision for the different modes of transport.
23. The development and implementation of the Corridor Management Plan would contribute to the achievement of the following strategic outcomes:
- **Transport Strategy:** Integrated planning of transport and land use; support for the proposed developments and centres along the Hobsonville Road corridor and at Westgate; providing for safe and efficient use of these roads and provision for all modes of travel.
 - **Economic Wellbeing Strategy:** Quality town centres and corridors support local economic growth; the proposed corridor improvements would facilitate the proposed developments and centres along the Hobsonville Road corridor and at Westgate.
 - **Environment Strategy:** The provision for an efficient traffic movement and sustainable modes of travel has the potential to decrease fossil fuel use and transport related greenhouse gas emissions.
 - **Social Strategy:** The proposed corridor improvements would facilitate access to employment and town centre facilities and great places to live, shop and work. Built environments that have excellent pedestrian infrastructure are accessible, sustainable and promote the health and wellbeing of all people.

- **Growth Management Strategy:** The Corridor Management Plan aims to support the proposed intensification at Westgate and Hobsonville growth corridor and to create vibrant and compact town centres and neighbourhoods.
24. The Corridor Management Plan would contribute to and reflect the regional policies set out in the Auckland Regional Land Transport Strategy 2010-2040 and comply with the specific requirements in Appendix H. The Corridor Management Plan would also contribute to the specific requirements in the Regional Arterial Road Plan 2009.

CONSULTATION

25. Council officers from Strategic Planning and Transport Assets have provided input into the Corridor Management Plan and kept updated about negotiations for the Revocation Agreement. A consensus approach has been conducted to the design of proposed improvements to Hobsonville Road and part of the existing State Highway 16.
26. New Zealand Transport Agency has been leading the negotiation of the Revocation Agreement and has provided a standard agreement relating to revocations and a proposed outline of a corridor management plan. The Auckland Regional Transport Authority has provided initial feedback on an early draft of the Corridor Management Plan and that feedback has been incorporated into the latest Corridor Management Plan. Discussions with developers have focused on the preliminary design of proposed improvements to Hobsonville Road and part of the existing State Highway 16.

RESOURCES

27. The Council has not yet identified the cost of maintenance, renewals and operations in relation to Hobsonville Road and part of State Highway 16. The Long Term Council Community Plan 2009-2019 does not include sufficient budget for the management and maintenance of Hobsonville Road and part of the existing State Highway 16. Once identified, this cost would need to be added to the Long Term Council Community Plan of Auckland Council.

IMPLEMENTATION ISSUES

28. Implementation of the Revocation Agreement will require the NZTA to seek the Secretary of Transport's declaration of revocation and Auckland Transport's adoption of maintenance and management responsibilities in accordance with the Corridor Management Plan. Auckland Transport will need to review the Corridor Management Plan once the detailed design has been completed in respect of improvements to Hobsonville Road and part of the existing State Highway 16 draft Plan.

AUCKLAND COUNCIL TRANSITION ISSUES

29. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Kevin Wright, Manager Transport Strategy.



8 UPDATE ON RESOURCE CONSENTS WITHIN NORSGA AREA

GLOSSARY

Northern Region Strategic Growth Area	(NorSGA)
Comprehensive Development Plan	(CDP)
Resource Management Act 199	(RMA)
New Zealand Retail Property Group	(NZRPG)

EXECUTIVE SUMMARY

The purpose of this report is to provide to the NorSGA Urban Development Committee an update on progress of the various pre-application and Resource Consent applications currently being processed by the Council.

RECOMMENDATION

It is recommended that the NorSGA Urban Development Committee resolve to:

Receive the Update on Resource Consents within the NorSGA Area report.

BACKGROUND

1. Plan Changes 13, 14 and 15 cover NorSGA and introduce respectively the Hobsonville Peninsula Urban Concept Plan, the Hobsonville Village Urban Concept Plan, and the Massey North Urban Concept Plan providing for a range of activities including industrial, retail, residential, public open space and community facilities. While the Council's decisions on some aspects of the Plan Changes are under appeal, planning for the development of these areas in terms of either pre-application or Resource Consent applications are well underway.

DECISION MAKING

3. As this report is for information only there is no decision making required.

Update on Resource Consents Received

4. The following is an update of all formal pre-application and Resource Consent applications currently being processed by the Resource Consents team in relation to the NorSGA area:

Plan Change 13 – Hobsonville Peninsula

LUC-2009-1555 Comprehensive Development Plan (CDP) for the Marine Industry Precinct by Hobsonville Land Company

Application was lodged on 11 December 2009 for a Non-complying Activity. The application has been lodged on a Limited Notified Basis.

Application is currently being processed. Application to be Limited Notified as per commissioners decision dated 9 August 2010.

- LUC-2009-1637** Resource Consent for Launch Road Stage 1 Earthworks and Vegetation Consent.
- Application lodged 31 December 2009.
- Application is currently on hold for various information requirements.
- LUC-2009-1302** Resource Consent – Development of the Landing area by Waitakere Properties Limited.
- Application lodged on 22 October 2009.
- Application has been publicly notified, jointly with the ARC and a hearing held. Decision pending – S.37 utilised to extend decision period to 27 August.
- SUB2010 971 /LUC2010970** Landuse and subdivision consents for 16 dwellings on Superlot 1 of the Buckley Hobsonville CDP area by Jennian Homes. Application lodged 4 August 2010. Currently suspended for further information.
- SUB2010 742/LUC2010741** Landuse and subdivision for 5 showhomes on Superlot 6 of the Buckley Hobsonville CDP area by AV Jennings. Application lodged 16 June 2010. Currently suspended for further information.
- SUB2010750/LUC2010751** Landuse and subdivision consents for 7 dwellings on Superlot 5 of the Buckley Hobsonville CDP area by GJ Gardner Homes. Application lodged 18 June 2010. Currently suspended for further information.
- SUB2010782/LUC2010781** Landuse and subdivision consents for 47 dwellings on Super lots 2, 3 and 7 of the Buckley Hobsonville CDP area by Universal Homes. Application lodged 24 June 2010. Further information received 9 August 2010. Application processing.
- LUC2010852** Four advertising hoardings for the Hobsonville Point development by AV Jennings on Hobsonville Rd. Application lodged 6 July 2010. On hold awaiting the New Zealand Transport Agency approval.
- LUC2010939** Assorted signage within the Hobsonville Point development by AV Jennings. Application lodged 3 August 2010. Currently suspended for further information.

Plan Change 14 – Hobsonville Village

- LUC-2009-339** Pre-application for Hobsonville Village Precinct B by NZRPG.
- Application lodged on 30 March 2009.
- Application is currently on hold (at request of applicant) and awaiting for further information under S.92 of the Resource Management Act (RMA). The applicant has since sold this site to Progressive Enterprises.

- PRE-2009-1260** Pre-application for Hobsonville Village (Precinct B by Progressive enterprises.

Lodged 13 October 2009 and meeting(s) completed 8 Feb 2010. Refer LUC 2010-825 below.
- LUC 2010-825** Hobsonville Village precinct B (Progressive).
Lodged in July 2010 S.92 request being drafted.
- LUC-2009-1089** Resource Consent application for the Koenan Stormwater Pond by WCC (Ecowater).

The application was lodged 9 September 2009.

Currently the application is suspended pending a request for information sent 29 September 2009.
- PRE 2009-1543** Bulk Earthworks Consent - Plan Change 14(Industrial).
Precinct A and A2.

Pre-application meetings held. Refer LUC 2010-0958.
- LUC2010958** Bulk earthworks and vegetation alteration consent application by Fulton Hogan. Application lodged 3 August 2010. Consent processing.

Plan Change 15 – Massey North

- LUC-2009-344** CDP for Westgate Precinct A by NZRPG.

Application was Limited Notified last year.

Hearing held – decision pending. Commissioners A Dormer, A Bradbourne, D Kirkpatrick.
- LUC-2009-482** CDP for Westgate Precinct B by NZRPG.

Application received on 27 April 2009.

Hearing held – decision pending. Commissioners A Dormer, A Bradbourne, D Kirkpatrick.
- LUC-2010-940** Resource Consent for up to 76,834sqm of retail development in Precinct A of the Massey North Town Centre by Cannuck Holdings Limited.

Application was lodged on 30 July 2010.

Application is currently on hold at request of applicant on 5 August 2010.
- LUC-2010-942** Resource Consent for up to 36,225sqm of retail development (large format) in Precinct B of the Massey North Town Centre by Cannuck Holdings Limited.

Application was lodged on 30 July 2010.

Application is currently on hold at request of applicant on 5 August 2010.

LUC-2009-1045

Resource Consent for the construction of Northside Drive by WCC.

Application was lodged on 31 August 2009.

Application is currently suspended pending further information requested 8 September 2009 and at request of applicant.

LUC-2010-837

Resource Consent for the construction of SH 16/Northside Drive Intersection by Council.

Application was lodged on 5 July 2010.

Application is currently suspended pending further information requested 28 July 2010.

LUC 2010-408

Ritchie's Bus Depot - Proposed bus depot for Coachline Properties Limited.

Received 8 April 2010. Application rejected, meeting held with Consultant to work through the issues.

CONSULTATION

5. There has been internal consultation with the Strategic Planning, Legal Services and the Asset Group.

RESOURCES

6. Resources were not required for this report other than staff time.

IMPLEMENTATION ISSUES

7. There are no implementation issues arising from this report.

AUCKLAND COUNCIL TRANSITION ISSUES

8. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Bronwyn Allerby, Manager Resource Consents.



9 UPDATE ON APPEALS IN RELATION TO PLAN CHANGES 13-16

GLOSSARY

Local Government (Auckland) Amendment Act 2004	(LGAAA)
Resource Management Act 1991	(RMA)
Auckland Regional Policy Statement	(ARPS)
Metropolitan Urban Limit	(MUL)
The National Trading Company	(NTC)
Auckland Regional Council	(ARC)

EXECUTIVE SUMMARY

This report seeks to update the NorSGA Urban Development Committee on appeals lodged in response to Council's decisions on Plan Changes 13-16. The report summarises recent progress that has occurred towards resolving the appeals.

RECOMMENDATION

It is recommended that the NorSGA Urban Development Committee resolve to:

Receive the Update on Appeals in Relation to Plan Changes 13-16 report.

BACKGROUND

1. Proposed Plan Changes 13-18 were publicly notified on 31 March 2005 as a mandatory requirement of the Local Government (Auckland) Amendment Act 2004 (LGAAA).
2. The LGAAA mandates that all councils in the Auckland Region integrate their land transport and land-use provisions and ensure these give effect to the growth concept contained within the Auckland Regional Growth Strategy.
3. The Auckland councils jointly constituted a hearings panel to hear submissions on the plan changes and to make recommendations to each council. After receiving the panel's recommendations, the Council adopted Plan Changes 13-18 with some amendments in July 2007. The Council's decisions were sent to all submitters at that time.
4. The Resource Management Act 1991 (RMA) provides for any party who lodged a submission on a plan change to appeal to the Environment Court if they are dissatisfied with the Council's decision.
5. In total, the Environment Court received 28 appeals against the Council's decisions on Plan Changes 13-18. Details of the appellants are available on request.
6. Section 274 of the RMA provides for persons to register an interest in appeal proceedings that are before the Environment Court. Where a person advises the Court of their interest in a particular appeal, they are then entitled to participate in any hearing that is convened to resolve the appeal. A number of parties have lodged section 274 notices in relation to the Plan Change 13 – 18 appeals, although they largely comprise the existing appellants.
7. This report only provides an update in relation to Plan Changes 13-16, which relate directly to the NorSGA area. Plan Changes 17 (New Lynn) and 18 (Urban Design) are reported through other committees or subcommittees of Council.

DECISION MAKING

8. This report seeks to update the NorSGA Urban Development Committee on recent progress that has been made in resolving the appeals lodged in relation to Plan Changes 13-16. No decisions are required.

Issues

Process

9. Council staff have met with all of the parties involved in the proceedings, to explore opportunities for resolution of appeals. In a number of cases, agreements in principle have been reached that may result in appeals being fully resolved or issues narrowed prior to hearing.
10. The Council has engaged legal counsel and briefed expert witnesses to support its position in relation to the various appeals.

Plan Change 16 (Growth Chapter)

11. Plan Change 16 seeks to strengthen the growth management objectives and policies of the District Plan.
12. Many of the Plan Change 16 appeals relate to the provisions of the Plan that govern the location of retail development. These 'centres and corridors' appeals have recently been mediated in the Environment Court, resulting in a number of agreed amendments to the Auckland Regional Policy Statement (ARPS).
13. It is considered that the successful mediation will assist in the resolution of the remaining commercial appeals to Plan Change 16. Council staff will be recommencing negotiations with these commercial appellants in the near future to explore whether resolution of the appeals can be achieved without requiring a hearing in the Environment Court.

Plan Change 15 (Massey North)

14. Council has signed a draft consent order with the National Trading Company (NTC), which is one of the key appellants in relation to Plan Change 15. The draft consent order would resolve a number of aspects of the NTC appeal in a manner that is acceptable to the Council and the appellant.
15. A copy of the draft consent order has been provided to the section 274 parties to ascertain whether they are prepared to agree to the amended provisions. This issue has been subject to mediation in the Environment Court and, while some partial agreement has been achieved, the matter will require a hearing in the Court.
16. The hearing has now been scheduled for mid November 2010, and an evidence exchange timetable has been agreed between the parties. The Council's evidence is due for circulation in early September 2010.
17. It is noted that the hearing will also address appeals to Plan Change 18 (Urban Design) where they relate to issues of relevance to the NorSGA area. The Court convened a judicial conference to consider this issue, and was persuaded that Plan Changes 14, 15 and 18 are sufficiently interrelated to warrant joint consideration.

18. Council has also proposed a draft consent order with the Auckland Regional Council (ARC) in order to resolve that organisation's appeals. Negotiations with the ARC have proceeded in a constructive manner and an agreement has been reached that can be formalised in the near future. Successful resolution of the appeal has enabled the ARC to confirm the new location of the Metropolitan Urban Limit (MUL) by making ARPS Plan Change 7 operative.

Plan Change 14 (Hobsonville Village)

19. Negotiations with the appellants and section 274 parties have resulted in a consent order being issued by the Environment Court in relation to Plan Change 14. That consent order effectively resolves many of the issues that formed the basis of the various appeals.
20. The remaining live issues will be considered by the Court during the hearing that is scheduled for November 2010.

Plan Change 13 (Hobsonville Airbase)

21. The majority of appeals in relation to Plan Change 13 have been successfully resolved by negotiations that the Council has initiated. The remaining issues are now confined to land that falls within a single precinct (Precinct H).

STRATEGIC CONTEXT

22. Plan Changes 13-16 are of key strategic importance to the Council. Amongst other things, the Plan Changes seek to reinforce the strategic approach to growth management that the Council has adopted, integrate transportation and land use, redress the local employment deficit that prevails in Waitakere, and introduce improved methods for managing amenity issues arising from intensification.

CONSULTATION

23. The Council has consulted extensively with stakeholders throughout the LGAAA process. Each of the Plan Changes was publicly notified, and interested parties had an opportunity to lodge a submission and participate fully in the statutory process. Relevant staff in strategic and technical areas of Council are actively involved in attempts to resolve the appeals.

RESOURCES

24. Resolution of the appeals will require allocation of staff time, together with funding for legal costs and costs for the engagement of expert witnesses.
25. Staff time is already allocated toward this project. Some provision for legal and expert witness costs exists within budgets, sufficient to cover costs in the current financial year.

IMPLEMENTATION ISSUES

26. There are no particular implementation issues.

AUCKLAND COUNCIL TRANSITION ISSUES

27. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences: significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Philip Brown, Group Manager: Planning & Community Services.



10 THE NORTHERN STRATEGIC GROWTH AREA (NORSGA) NAME

GLOSSARY

The NorSGA Urban Development Committee	(The Committee)
Northern Strategic Growth Area	(NorSGA)
Waitakere City Council	(Council)
Plan Change	(PC)

EXECUTIVE SUMMARY

A27-A37

The purpose of this report is for the NorSGA Urban Development Committee (the Committee) to review names used in the Northern Strategic Growth Area (NorSGA) programme. The reason for the NorSGA name change is to ensure a good alignment within the new Auckland Council and enable consistent marketing and communications, within and without the Waitakere City Council (Council), such as developments by the Hobsonville Land Company and New Zealand Retail Property Group. A plan showing the proposed names for the area is attached at pages A27 to A37.

Given the greater public profile of development in NorSGA and the need to engage more with the public, developers, investors, and stakeholders there is a need to move away from names that were derived from Council's planning processes, such as "Plan Change 15" and adopt names that have a broader relevance.

The Committee may consider the replacement of NorSGA with the name "Whenuapai Development Area" name which incorporates the Westgate, Hobsonville Corridor including Hobsonville Industrial, Hobsonville Village, Hobsonville Point, Yard 37 and The Landing), Trig Road and Whenuapai Industrial Areas, Brigham Creek North, Scotts Point and Redhills sub-areas.

RECOMMENDATIONS

It is recommended that the NorSGA Urban Development Committee resolve to:

1. **Receive** The Northern Strategic Growth Area (NORSGA) Name report.
2. **Direct** the Chief Executive Officer to change the current NorSGA (Northern Strategic Growth Area) name and adopt "Whenuapai Development Area" as the more appropriate brand name for the Auckland Council.
3. **Approve** the change to the names of the following sub-areas as part of the "Whenuapai Development Area":

- (a) “Westgate” for the existing Westgate centre and all of Waitakere District Plan Change 15;
- (b) “Hobsonville Corridor” for all of Waitakere District Plan Change 14, which includes Hobsonville Industrial and Hobsonville Village localities; and
- (c) “Hobsonville Point” for all of Waitakere District Plan Change 13, which includes the current Yard 37 and The Landing names.
- (d) “Hobsonville Corridor (West)” with “Trig Village” as the name of the retail town centre; and
- (e) “Whenuapai Industrial”; plus.
- (f) Brigham Creek North; Scotts Point, and Redhills.

BACKGROUND

1. The NorSGA name originated in Council’s Waitakere Growth Management Strategy document, and exists within Council’s work programme as a first priority project. Externally the NorSGA programme is described in Council’s “Best For The West – Waitakere’s 10 -Year Plan” as place-based localities within the “Long Term Plan and Beyond” section. This includes Hobsonville and Massey North/Westgate (by 2021), and the urbanisation of Redhills, Scotts Point and Whenuapai (post-2021).
2. Currently the NorSGA Programme is divided into three stages with sub-areas described in Council’s Development and Investment Group “Invest Westgate and Hobsonville Corridor” materials describe this development area in three parts, as follows:
 - i. Stage 1 (2010-2021)
 - **Westgate;** and
 - **Hobsonville Corridor** which includes Hobsonville Industrial, Hobsonville Village, Hobsonville Point, Yard 37 and The Landing.

Westgate	Major new sub-regional city centre Industrial business area High density residential
Hobsonville Corridor	Industrial business area Mid-sized town centre Some medium density residential
Hobsonville Point	Major residential development Marine industry precinct (Yard 37) Waterside recreational precinct (The Landing)
 - ii. Stage 2 (2021-2030)
 - **Trig Road and Whenuapai Industrial Areas**

Note: The Trig East, Trig West and Whenuapai Industrial Areas are described in the “Northern Strategic Growth Area Stage II Development Concept” document as making up 500ha of the approximate 1,700ha NorSGA, as the second stage of the NorSGA urbanisation process, specifically:

Trig Road Area	A mix of uses including a village, housing, medium density live/work activities, and open spaces, which hose the community's residents, visitors and local workforce.
Whenuapai Industrial Area	A significant business address in the Auckland region which hosts nationally prominent businesses as well as providing for business growth in the north west sector of the region. This address provides large building platforms targeting such activities as manufacturing, transport and logistics.

iii. Stage 3 (2030 and onwards)

- **Brigham Creek North;**
- **Scotts Point;** and
- **Redhills.**

3. In the transition from Council to the new Auckland Council it is inaccurate to refer to the NorSGA project area as the “Northern” Strategic Growth Area. For example, the area is in the north of Waitakere, however, within the Auckland Council boundaries “northern” might more accurately refer to Wellsford.
4. In preparation of the NorSGA Programme hand-over to the Auckland Council as well to align all of the NorSGA place names with the “Invest Westgate and Hobsonville” marketing and communications materials for improved name recognition with the public and stakeholders, it is suggested that the NorSGA name be re-branded.
5. This re-branding exercise by Council would create greater synergy with the Hobsonville Land Company and New Zealand Retail Property Group whom have already adopted a number of similar marketing brand names.
6. The proposed names are to assist coordinated communications and branding. Any legal adoption of these names would be decided through a separate process.

DECISION MAKING

Issues

7. The brand name “Northern Strategic Growth Area” will not be accurate within the context of Auckland Council boundaries as the term “Northern” will be more accurately applied to Wellsford. However not all brand names are proposed to be changed.

8. The “NorSGA” acronym has no meaning to the wider public, and is inappropriate for the purposes of marketing and communications.
9. Council has already created the “Westgate and Hobsonville Corridor” to market and communicate the Massey North/Westgate, Hobsonville Corridor and Hobsonville Point areas. Use of the term Hobsonville Corridor rather than Hobsonville Industrial reflects the fact that the project lies along the Hobsonville Road corridor.
10. The Council and Waitakere Properties Limited have already adopted the brand name “Yard 37” for the Marine Industry Precinct and for consistency it is suggested that this brand be applied in all communications.
11. Westgate has gained traction as the descriptive name for the area covered by Waitakere District Plan Change 15. Westgate is also the brand name that is being used by the New Zealand Retail Property Group to market the retail centre development. Council has produced marketing material that uses the name Westgate for this area. As this brand is already being used in publicity and for consistency it is suggested that Westgate be applied in all communications.
12. The Hobsonville Land Company has already adopted the brand names “Hobsonville Point” and “The Landing”. These brands are being used in publicity and for consistency it is suggested that these also be applied in all communications.
13. The term Trig Road is being applied to that part of Stage Two which is adjacent to Hobsonville Road. This is confusing in so far as Trig Road runs from Hobsonville Road through to Brigham Creek Road, and so also covers the area referred to as Whenuapai. Further, once the Trig Road area is developed it will form part of the Hobsonville Corridor. Therefore, it is suggested that the area be referred to as Hobsonville Corridor West in order to reinforce the Hobsonville Corridor brand.
14. It is suggested that the small retail village to be built as part of Stage Two be branded as Trig Village as it will be adjacent to Trig Road. Also the name implies a place that sits high on a hill and has a broad aspect, which has positive connotations.
15. The term “Whenuapai” identifies where the project is located in the region and is also viewed as having a wide, positive appeal as its translation is “Good Land”. Further, it is intended to use the term “Development Area” as this makes it clear that the programme is about urban growth. It is suggested that this brand be applied in all communications covering the wider programme.
16. It is proposed that the whole three-stage NorSGA name be changed and called the **Whenuapai Development Area** to identify where the programme of planning work is located, including these sub-area names:
 - Stage 1
 - Westgate** for the existing Westgate centre and all of Waitakere District Plan Change 15; and
 - Hobsonville Corridor** for all of Waitakere District Plan Change 14, which includes Hobsonville Industrial and Hobsonville Village localities; and
 - Hobsonville Point** for all of Waitakere District Plan Change 13, which includes the current **Yard 37** and **The Landing** names.

- Stage 2

Hobsonville Corridor (West), with **Trig Village** as the name of the retail town centre; and

Whenuapai Industrial for the actual area name and which indicates that the area will be a major business growth area.

- Stage 3

Brigham Creek North;

Scotts Point; and

Redhills

Note: The Stage 3 names are all locations which will become projects that are scheduled to begin after 2030, and at that time further branding work may be initiated.

17. The Committee may consider the above Whenuapai Development Area and sub-area names to replace the existing NorSGA name, or consider other names.

STRATEGIC CONTEXT

18. The NorSGA programme achieves Council's strategic direction in the following ways:

Growth Management Strategy

- Enabling accommodation of population and employment growth in places agreed by Council and to agreed staging.

Social Strategy

- Creating built and natural environments that are accessible, sustainable and promote the health and wellbeing of all people.

Environment Strategy

- Maintaining, protecting and enhancing the natural environment and green network.
- Supporting native biodiversity and integrated water management.

Cultural Strategy

- Enabling the provision of cultural, leisure and learning activities and infrastructure.
- Supporting cultural expression and arts.

CONSULTATION

19. This report has been prepared jointly by staff from the Strategic Planning Unit and the Public Affairs Unit. The Manager: Legal Services has also been consulted and the advice given is that the name "Whenuapai Development Area" poses no problem as a brand name for the NorSGA Programme.

20. Mark Gunton of New Zealand Retail Property Group has been consulted regarding the use of Westgate. He agrees with the proposed broad application of the name.
21. Maori have not been consulted on these brand name proposals.
22. Consultation has been limited as the names are being proposed for branding and communications purposes not as legal place names.

RESOURCES

23. There are no resources required other than staff time.

IMPLEMENTATION ISSUES

24. The next steps are to adopt the brand names in internal and external programme planning documents, and marketing and communications material.

AUCKLAND COUNCIL TRANSITION ISSUES

25. The decision making proposed in this report is not constrained by section 31 of the Local Government (Tamaki Makaurau Reorganisation) Act 2009, as it does not directly or because of its consequences significantly prejudice the reorganisation, significantly constrain the powers or capacity of the Auckland Council or any subsidiary of the Auckland Council following the reorganisation, or have a significant negative impact on the assets or liabilities that are transferred to the Auckland Council as a result of the reorganisation.

Report prepared by: Maureen Crombie, Manager - Programme Management Unit and Jeff Murray, Strategic Planning, Programme Management Unit.

