

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

<b>Submitter</b>	<b>Submission number</b>	<b>Submission point</b>	<b>Decision Requested</b>
Florapak Partnership	1	1	Inclusion of the subject site (1 Oruarangi Road, Lot 2 DP 43557) within the boundaries of Proposed Private Change 13 and the MUL.
Florapak Partnership	1	2	Or the immediate introduction of a variation or the notification of a private plan change to include the subject site within the MUL.
BARNZ	2	1	The MUL was originally positioned to deliberately exclude the airport from the urban area of Auckland. The reasons for that have not changed. If anything, the issues of encroachment and reverse sensitivity have become more acute in recent times.
BARNZ	2	2	The submitter cannot see any justification for extending the MUL to incorporate the airport. It is contrary to the Strategic Direction of the RPS and the particular objectives and policies in relation to significant infrastructure and managing effects on such infrastructure.
BARNZ	2	3	Ask that the ARC reject Change 13 to the RPS the MCC/AIAL proposal to include the airport in the MUL.
Workforce Auckland Inc	3	1	The Workforce site is zoned Main Residential with the operation consented via a resource consent. Workforce seeks that the site be incorporated into the rezoning and hence the MUL be extended.
Filmore Trusts Partnership Ltd	4	1	Supports the proposed change because of the inclusion of the Kirkbride Rd sites within the MUL, particularly given the urban characteristics of much of the area and the intended business re-zoning in accordance with proposed Plan Change 14 to the Manukau City District Plan 2002.
Filmore Trusts Partnership Ltd	4	2	Submitter is supportive of the consistency between the district and regional planning instruments including non-statutory instruments such as the Auckland Regional Growth Strategy.
Filmore Trusts Partnership Ltd	4	3	Approve the plan change as notified.
Filmore Trusts Partnership Ltd	4	4	All consequential or alternative relief to give effect to the matters as noted (points 1 and 2).

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

Transit New Zealand	5	1	Concerned about the lack of specific transportation information provided to support Plan Change 13, in particular relating to impacts on the State highway network. At this stage Transit opposes Plan Change 13 due to the lack of a comprehensive transportation assessment as outlined in their submission.
Transit New Zealand	5	2	No analysis has been provided to substantiate the statement that there is sufficient capacity in the planned roading network to accommodate this increase.
Transit New Zealand	5	3	Submitter notes that although the Auckland State Highway Strategy identifies the Kirkbride Rd interchange as a project, it has been given low priority and construction is not confirmed in Transit's 2007/08 to 2016/17 State Highway Forecast. It is therefore premature to rely on this unconfirmed project as providing the basis for stating that there is sufficient capacity in the roading network to support development in the Kirkbride area.
Transit New Zealand	5	4	Transit considers that the ARC should request Manukau City Council to provide the following information in order to demonstrate that the existing roading network can adequately accommodate the extra traffic generation resulting from Plan Change 13: 1. Trip generation from this new zone (Kirkbride area) 2. Trip distribution - % of traffic travelling to/from the North to Kirkbride zone and to/from the South to Kirkbride zone. 3. Consequently, the impacts on these State highway interchanges: (a) Walmsley Road Interchange (b) Kirkbride Road/SH20A intersection
Transit New Zealand	5	5	The timing of the land use development may not match the new proposed road network, ie rezoning and subsequent development may occur prior to any change to the road network. Therefore there is a need to assess the rezoning impacts from Plan Change 13 on the existing road network rather than assuming the future road network will accommodate the land use changes.
Transit New Zealand	5	6	The north of airport assessment also references the grade separation of Kirkbride/SH20 project influencing the upgrade of the Ascot/Kirkbride intersection. (as outlined in submission point 4) the construction of the Kirkbride upgrade has not been confirmed in Transit's work programme therefore it should not be used as the basis for determining other local Council network upgrades.

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

Transit New Zealand	5	7	Transit considers that the ARC should request Manukau City Council to provide the following information in order to demonstrate that the existing roading network can adequately accommodate the extra traffic generation resulting from Plan Change 13: 1. Trip generation from north of the airport 2. Trip distribution - % of traffic access through Montgomerie Rd/George Bolt Memorial Dr intersection and % of traffic access through the new roundabout on George Bolt Memorial Dr (Sth of Westney Rd) 3. Consequently the impacts on these intersections (a) Montgomerir Rd/George Bolt Memorial Dr intersection (b) The new roundabout on George Bolt Memorial Rd (Sth of Westney Rd) which commences in late 2007.
Transit New Zealand	5	8	General assessment of impacts on the SH20A and SH20B traffic operations resulting from Plan Change 13 should also be provided.
Transit New Zealand	5	9	A general assessment of any consequential improvements to the State highways and their interchanges/intersection (if required) should also be provided.
Transit New Zealand	5	10	In some instances, proposed developments bring forward in time the need to undertake road improvement measure, such as intersection upgrades. In these circumstances, it may be appropriate for the mitigation costs to be shared between transit, the developer and other parties. Dependent on the results of further information sought in their submission, Transit may seek a further contribution from the Council if a requirement for State highway improvements are identified as a result of Plan Change 13.
Peter Sax No 2 Trust	6	1	Support between Greenwood and Kirkbride Rd.
Yashonda Developments Ltd	7	1	Submitter opposes the Proposed Private Change 13 because it does not include the Submitter's property at 619 Oruarangi Rd
Yashonda Developments Ltd	7	2	Submitter objects to the proposal to ensure a new designation for passive public open space for the Submitter's property.
Yashonda Developments Ltd	7	3	Submitter opposes the proposed notice of requirement by Auckland International Airport for a new designation in the area around Renton Rd

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

Yashonda Developments Ltd	7	4	Seeks that the Proposed Private Change 13 be refused until the same more properly accommodates the Submitter's requirements. The submitter specifically and without limiting relief, to give effect to the concerns stated in their submission that the Proposed Private Change 13 be refused. In the alternative that the same be modified to extend the MUL to incorporate the Submitter's land.
Landplan Property Partners Manukau Ltd	8	1	Supports Manukau City Council's request to the ARC in so far as it relates to a shift of the Metropolitan Urban Limit in the Mangere Gateway Heritage Area to include two separate areas which currently lie outside the MUL and are currently zoned Mangere-Puhinui Rural in the Manukau Operative District Plan 2002 (the <b>request</b> ).
Landplan Property Partners Manukau Ltd	8	2	Opposes the Plan Change as: (a) the Plan Change does not extend sufficiently to address the shortage of vacant business land in the district. (b) concerned that the request should form part of a cohesive and comprehensive review of appropriate land use across the entire Mangere-Puhinui Rural Zone and the correlating position of the MUL. (c) considers that the Plan Change will initiate a piecemeal approach to zoning in the Mangere-Puhinui area and, ultimately could compromise future growth in the area. (d) a comprehensive approach to the review of the purpose and future use of the wider Mangere-Puhinui rural Zone is required to address the imminent shortage of vacant business land in the Manukau. (e) a comprehensive and co-ordinated approach to the review of the wider mangere-Puhinui Rural Zone is in keeping with promoting sustainable development as well as the purpose and principles of the resource Management Act 1991.
Landplan Property Partners Manukau Ltd	8	3	Submitter seeks: (a) to reject the Plan Change in its entirety or (b) to initiate a comprehensive review of the position of the MUL and future land use in the wider Mangere-Puhinui Rural Zone and subsequently re-notify as amended the Plan Change; or (c) other amendments or relief as may be required to give effect to their submission.
Waitakere City Council	9	1	Seeks the withdrawal of proposed Plan Change 13 in its entirety,(refer points 2-10)
Waitakere City Council	9	2	There was insufficient consultation with the Regional Growth Forum members and adjacent Territorial Authorities in the Auckland Region, particularly Waitakere City Council.

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

Waitakere City Council	9	3	The area proposed to be urbanised is unclear as there are discrepancies between the text and the maps (see 1.1.7) in PPC 13.
Waitakere City Council	9	4	A decision to urbanise the subject land is premature and may pre-empt pending Environment Court decisions regarding recent decisions by the ARC to shift the MUL in north-west Auckland. In particular, PPC 13 is unclear as to the extent which there is a regional shortage of business land and how the MUL shift proposed by PPC 13 will effect development of other business land in the region.
Waitakere City Council	9	5	A shift to the MUL is unnecessary to allow for the continuation of activities to support regional infrastructure.
Waitakere City Council	9	6	PPC 13 is inconsistent with the policies and objectives of the ARPS, in particular but not limited to the following: <ul style="list-style-type: none"> <li>- There is no significant capacity shortage in the southern part of the region for the activities proposed.</li> <li>- Mangere Gateway is not identified in Schedule 1 of the ARPS and such urban expansion will impact on the ability to achieve intensification in Manukau City centres.</li> <li>- The proposal will adversely impact on regionally significant soils.</li> <li>- There is no comprehensive assessment to determine whether the land would be better utilised for the provision of social infrastructure</li> <li>- the extended MUL boundary is not defensible</li> <li>- The proposal will generate more cross regional traffic and associated environmental impacts.</li> </ul>
Waitakere City Council	9	7	The Section 32 benefits as outlined in PPC 13 do not necessitate a shift to the MUL and do not consider wider regional options for airport and business activities.
Waitakere City Council	9	8	PPC 13 is inconsistent with the Auckland Regional Growth Strategy and in particular the "Employment Choice Outcomes".
Waitakere City Council	9	9	Urban expansion, as sought in PPC 13 is not provided for in the Southern Sector Agreement.
Waitakere City Council	9	10	For the reasons identified in their submission, PPC 13 is inconsistent with the purpose and principles of the Resource Management Act 1991 and is contrary to sound resource management practice.

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

Waitakere City Council	9	11	Also seeks such decisions from the local authority as may be necessary to give effect to their submission, including those incidental to the relief sought in the submission.
Gavin H Wallace	10	1	The ARC should facilitate meaningful consultation amongst the local iwi, local landowners, Auckland Airport Company, business interests and Manukau City Council with a view to rationalising the varying needs of the parties and so assisting in both developing a competitive and efficient economy while promoting a quality local environment and the amenities.
Gavin H Wallace	10	2	The ARC should assist the Manukau City Council to realign Oruatangi Rd further north to provide more direct access to the Otuataua Stonefields, protect the safety and amenities of those living in Makarau Marae Village and provide the motoring public with a view of the Manukau Harbour and Heads and the Waitakeres.
Gavin H Wallace	10	3	The rationalisation of an oversupply of passive recreational land in the area and an undersupply of business land, especially that related to airport purposes is a matter requiring action by both the ARC and the Manukau City Council.
Gavin H Wallace	10	4	The function of the MUL in this particular part of Mangere requires reviewing.
Gavin H Wallace	10	5	Property owners adversely affected by designation and particularly those who have suffered in the past should be fairly and promptly compensated on the acquisition of their properties.
Gavin H Wallace	10	6	The proposed Mangere Gateway Business Zone to include land to the north of the Airport designation and east of the re-aligned Oruarangi Rd.
Gavin H Wallace	10	7	No further land should be acquired for passive recreational use in the area.
The Band Hall No 16 Waipouri Rd	11	1	Oppose MUL Kirkbride area, Airport area and land. Want to see as public reserve and become similar to Ambury Farm or recent acquisition of the Pukaki basin for public space.
The Band Hall No 16 Waipouri Rd	11	2	Support the local iwi and other residences to maintain and improve their quality of life which will be destroyed.
John Frank Mclvor, Maureen Millicent Mclvor & David Barry Mclvor	12	1	Support shifting the MUL as proposed.

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

Alan Mules	13	1	Support Kirkbride Rd area.
Makaurau Marae Environment Committee	14	1	Oppose the amendment of the location of the Metropolitan Urban Limit.
Makaurau Marae Environment Committee	14	2	Opposes the relief sought by Manukau City Council because it: <ul style="list-style-type: none"> <li>- fails to provide for the cultural wellbeing of the people of Makaurau Marae.</li> <li>- fails to recognise the visual, social, cultural and heritage connection between the Ihumatao Papakainga and the otuataua Stonefields Historic Reserve and all other cultural icons within its vicinity.</li> <li>- fails to take into account the principles of the Treaty of Waitangi, the relationship of the people of Makaurau Marae and their culture, traditions and connection with the land. In particular the very distinctive cultural and heritage characteristics that are unique to this part of Auckland.</li> <li>- will result in rural land adjacent to the Ihumatao Papakainga being urbanised for business and residential uses and will generate significant adverse effects on the people of Makaurau Marae.</li> <li>- will result in a scale and type of development that is socially, culturally, spiritually and environmentally unsustainable.</li> </ul>
Miri Sherilee Clegg, Lucy Moana Williams & Reginald Tahinga Williams	15	1	Oppose PPC 13 - no change, should remain rural
Miri Sherilee Clegg, Lucy Moana Williams & Reginald Tahinga Williams	15	2	A tourist route sign would be sufficient rather than rezoning the entire area.
Kilroy Investment Group	16	1	Unreasonable to expect landowners of these rural zoned parcels to invest in limited rural land use permitted activities while paying rates on properties with urban land use expectations.
Kilroy Investment Group	16	2	Understand that the Manukau City Council undertook significant consultation with iwi and the local community on the development of the plan change and the decision by the ARC not to fully extend the MUL appears to override and conflict with the needs and aspirations of the local community.
Kilroy Investment Group	16	3	Seeks approval to the zoning and other planning provisions as proposed in Proposed Plan Change 14 to the Manukau City District Plan in the areas north of Auckland International Airport and east of the mangere Wastewater Treatment Plant.

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

Kilroy Investment Group	16	4	Seeks the rezoning of the following Certificates of Title to Mangere Gateway Business Zone under the Manukau City District Plan, to provide for new business activities with a focus on warehousing and distribution, food and beverage and visitor activities; - NA119B/884 Lot 4 DP 189594 - NA119B/883 Lot 3 DP 189594
Kilroy Investment Group	16	5	Seeks approval to the extension of the Metropolitan Urban Limits defined in the Auckland Regional Policy Statement as proposed in Proposed Private Change 13 to the Auckland Regional Policy Statement.
Kilroy Investment Group	16	6	Seeks the extension of the Metropolitan Urban Limits defined in the Auckland Regional Policy Statement to also include the following Certificates of Title: - NA119B/884 Lot 4 DP 189594 - NA119B/883 Lot 3 DP 189594
Bianconi Investments Ltd	17	1	Unreasonable to expect landowners of these rural zoned parcels to invest in limited rural land use permitted activities while paying rates on properties with urban land use expectations.
Bianconi Investments Ltd	17	2	Understand that the Manukau City Council undertook significant consultation with iwi and the local community on the development of the plan change and the decision by the ARC not to fully extend the MUL appears to override and conflict with the needs and aspirations of the local community.
Bianconi Investments Ltd	17	3	Seeks approval to the zonings and other planning provisions as proposed in Proposed Plan Change 14 to the Manukau City District Plan in the areas north of Auckland International Airport and east of the Mangere Wastewater Treatment Plant.
Bianconi Investments Ltd	17	4	Seeks the rezoning of the following Certificates of Title to Mangere Gateway Business Zone under the Manukau City District Plan, to provide for new business activities with a focus on warehousing and distribution, food and beverage and visitor activities; - NA63A/355 Lot 2 DP 111988 - NA104C/268 Lot 1 DP 171070 - NA119B/882 Lot 2 DP 189594 - NA1929/10 Pt ALLT 180 PARO Manurewa - NZ 100D/584 Lot 1 DP 166239

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

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Bianconi Investments Ltd	17	6	Seeks the extension of the Metropolitan Urban Limits defined in the Auckland Regional policy Statement to also include the following Certificates of title: - NA63A/355 Lot 2 DP 111988 - NA104C/268 Lot 1 DP 171070 - NA119B/882 Lot 2 DP 189594 - NA1929/10 Pt ALLT 180 PARO Manurewa - NZ 100D/584 Lot 1 DP 166239
Bianconi Investments Ltd	18	1	The decision to not include the submitters land (generally north of Ihumatao Rd and east of Oruarangi Rd) does not have sufficient regard to the crisis in availability of Business zoned land in the Auckland Region and the vicinity of Auckland International Airport in particular.
Bianconi Investments Ltd	18	2	The proposed Plan Change does not give sufficient regard to the wealth of data and consultation provided to Auckland Regional Council by Manukau City Council, in seeking the MUL amendment.
Bianconi Investments Ltd	18	3	The proposal gives inappropriate and in fact inadequate regard to the Auckland Regional Growth Strategy 1999.
Bianconi Investments Ltd	18	4	Seeks extension of the MUL at least to the alignment of Oruarangi Rd as sought originally by Manukau City Council and consequential changes to the Planning Maps Sheet 14.
Bianconi Investments Ltd	18	5	Seeks initiation of meaningful consultation with iwi, all affected landowners in the locality, Auckland Airport Company and Manukau City Council as to the permanent outcomes sought for the locality. These include but are not confined to: - Papakainga Housing and other Iwi activity. - Airport needs having regard to the Northern runway. - The needs for public open space and in particular the relationship with the Otuaataua Stonefields. - Provision to reasonably satisfy demand for suitability zoned Business land in the area, having specific regard to tourism, food bowl initiatives and the like.

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

Bianconi Investments Ltd	18	6	A coordinated and proactive approach in this regard would be widely welcomed by the stakeholders, who have generally felt that their interests have been overlooked, without any form of adequate explanation.
Tunicin Investments Ltd	19	1	The decision to not include the submitters land (generally north of Ihumatao Rd and east of Oruarangi Rd) does not have sufficient regard to the crisis in availability of Business zoned land in the Auckland Region and the vicinity of Auckland International Airport in particular.
Tunicin Investments Ltd	19	2	The proposed Plan Change does not give sufficient regard to the wealth of data and consultation provided to Auckland Regional Council by Manukau City Council, in seeking the MUL amendment.
Tunicin Investments Ltd	19	3	The proposal gives inappropriate and in fact inadequate regard to the Auckland Regional Growth Strategy 1999.
Tunicin Investments Ltd	19	4	Seeks extension of the MUL at least to the alignment of Oruarangi Rd as sought originally by Manukau City Council and consequential changes to the Planning Maps Sheet 14.
Tunicin Investments Ltd	19	5	Seeks initiation of meaningful consultation with iwi, all affected landowners in the locality, Auckland Airport company and Manukau city Council as to the permanent outcomes sought for the locality. These include but are not confined to: <ul style="list-style-type: none"> <li>- Papakainga Housing and other Iwi activity.</li> <li>- Airport needs having regard to the Northern runway.</li> <li>- The needs for public open space and in particular the relationship with the Otuaataua Stonefields.</li> <li>- Provision to reasonably satisfy demand for suitability zoned Business land in the area, having specific regard to tourism, food bowl initiatives and the like.</li> </ul>
Tunicin Investments Ltd	19	6	A coordinated and proactive approach in this regard would be widely welcomed by the stakeholders, who have generally felt that their interests have been overlooked, without any form of adequate explanation.
Auckland International Airport Ltd	20	1	Supports the provisions of PPC 13 as it will provide for additional urban capacity for business related development on some of the Airport land, as well as bring within the MUL the majority of land designated by AIAL for airport purposes.
Auckland International Airport Ltd	20	2	To the extent that AIAL does not consider that PPC13 goes far enough in extending the MUL, AIAL opposes that part of PPC13.

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

Auckland International Airport Ltd	20	3	Seeks as a minimum, PPC13 be adopted as notified.
Auckland International Airport Ltd	20	4	Seeks that in order to better achieve the purposes of the RMA, PPC13 be further extended to AIAL's satisfaction to align the extension of the MUL directly in line with the relief sought by AIAL in its submissions on PPC14, including all consequential or other relief necessary.
S Hetherington, N Johnson-Trustees of Ernest Ellett Ryegrass Trust, T R Ellett, Scoria Sales Ltd & Johnson Trust Quarry	21	1	Proposed Plan Change 13 is contrary to the purpose and principles of the Resource Management Act 1991,
S Hetherington, N Johnson-Trustees of Ernest Ellett Ryegrass Trust, T R Ellett, Scoria Sales Ltd & Johnson Trust Quarry	21	2	Proposed Plan Change in its current form is inconsistent with the Regional Growth Strategy.
S Hetherington, N Johnson-Trustees of Ernest Ellett Ryegrass Trust, T R Ellett, Scoria Sales Ltd & Johnson Trust Quarry	21	3	Proposed Plan change in its current form is not the most appropriate way to achieve the purpose of the Act and the method is not the most appropriate for achieving the objectives.
S Hetherington, N Johnson-Trustees of Ernest Ellett Ryegrass Trust, T R Ellett, Scoria Sales Ltd & Johnson Trust Quarry	21	4	The proposed position of the MUL fails to, or takes inadequate consideration o the provisions of the Local Government Amendment Act 2002.
S Hetherington, N Johnson-Trustees of Ernest Ellett Ryegrass Trust, T R Ellett, Scoria Sales Ltd & Johnson Trust Quarry	21	5	The s32 analysis relied on cannot support the proposed position of the MUL in the Proposed Plan Change as notified.

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

S Hetherington, N Johnson-Trustees of Ernest Ellett Ryegrass Trust, T R Ellett, Scoria Sales Ltd & Johnson Trust Quarry	21	6	The Proposed Plan Change 13 takes no or insufficient account of: (i) The shortage of business land in Auckland and particularly in Manukau City. (ii) The uneconomics of agricultural activity in the area. (iii) The planned expansion of Auckland International Airport and the resulting urban and commercial development that will arise around the airport. (iv) the lack of a need for a buffer zone for reverse sensitivity between the airport and Ihumatao Quarry, particularly as the noise impacts of the airport are now better understood.
S Hetherington, N Johnson-Trustees of Ernest Ellett Ryegrass Trust, T R Ellett, Scoria Sales Ltd & Johnson Trust Quarry	21	7	Seeks that the MUL proposed in Plan Change 13 be extended to include the submitters properties.
S Hetherington, N Johnson-Trustees of Ernest Ellett Ryegrass Trust, T R Ellett, Scoria Sales Ltd & Johnson Trust Quarry	21	8	Seeks that in particular that Alternative 3 on Map 2A in the s32 analysis for Proposed Plan Change 13 be adopted.
S Hetherington, N Johnson-Trustees of Ernest Ellett Ryegrass Trust, T R Ellett, Scoria Sales Ltd & Johnson Trust Quarry	21	9	Seeks such further and/or alternative relief as may be necessary to address the submissions as out lined.
Evelyn Mendelssohn & David Credin	22	1	Supports Proposed Plan Change 13.
Evelyn Mendelssohn & David Credin	22	2	The MUL should be extended to apply to all of the land presently zoned as Mangere Puhinui Rural (and in particular the land located at 325 Ihumatao Rd).
Evelyn Mendelssohn & David Credin	22	3	Limiting the extension of the urban limits to include only the areas proposed is inefficient and unwarranted.
Gail Selby Brown	23	1	Is a special area worthy of retaining as open space.
Gail Selby Brown	23	2	Support extension to MUL as proposed in PPC13.

**Proposed Private Change 13 to the Auckland Regional Policy Statement  
Summary of Submissions**

Gail Selby Brown	23	3	Sufficient area for Business development. If however the MCC insists on taking more area north of Ihumatao Rd for business zone, the submitter considers that that the area left would be insufficient to meet the requirements of a tourist heritage area, in which case the entire area (minus the stone fields) should be zoned Business.
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