

**In the Environment Court
Auckland Registry**

ENV-2017-AKL-000156

Under the Local Government (Auckland Transitional Provisions) Act 2010 (the Act)
and the Resource Management Act 1991 (the RMA)
And in the matter of an application under section 274 of the RMA and an appeal
under section 156(3) of the Act

Between

C N Barbour Family Trust

Appellant

and

Auckland Council

Respondent

and

Auckland Transport

Section 274 Party

**Notice of Auckland Transport's wish to be party to
proceedings**

3 November 2017

BELL GULLY

BARRISTERS AND SOLICITORS

A J L BEATSON / N J GARVAN

COUNSEL FOR THE SECTION 274 PARTY

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To: The Registrar
Environment Court
Auckland

1. Auckland Transport wishes to be a party to the following proceedings:
 - (a) ENV-2017-AKL-000156 *C N Barbour Family Trust v Auckland Council*
2. Auckland Transport is a person who has an interest in the proceedings that is greater than the interest that the general public has, as it is responsible for local traffic and transport infrastructure and services forming part of the Auckland transport system as set out in the Local Government (Auckland Council) Act 2009, and the Local Government Act 1974. Auckland Transport is the asset manager on behalf of Auckland Council, the requiring authority for a Notice of Requirement lodged with Auckland Council for all local roads, and is also Road Controlling Authority for the local road network in Auckland.
3. Auckland Transport is not a trade competitor for the purposes of section 308C of the Resource Management Act 1991.
4. Auckland Transport is interested in all the proceedings.
5. Auckland Transport is interested in the following particular issues:
 - (a) The transport network within the Redhills Precinct, including the location of arterial and collector roads and core pedestrian, cycle, and passenger transport routes on the Redhills Precinct Plan;
 - (b) The precinct provisions associated with transport infrastructure and related staging of development; and
 - (c) The relationship of zoning with the identified transport networks on the Redhills Precinct Plan.
6. Auckland Transport has a long history of involvement in the Redhills Precinct including the initial Special Housing Area and the joint NZ Transport Agency, Auckland Council and Auckland Transport

Supporting Growth – Delivering Transport Network Programme, and providing information through the Proposed Auckland Unitary Plan hearings. Through the Proposed Auckland Unitary Plan process there were submissions and deliberations on the changes proposed and subsequently made to the Redhill's Precinct Plan.

7. Auckland Transport is currently working with Auckland Council and Watercare to develop an integrated business case for submission to the NZ Transport Agency and Ministry of Business, Innovation and Employment for approval under the Housing Infrastructure Fund (**HIF**). The purpose of the HIF business case is to unlock and accelerate the delivery of bulk infrastructure to increase the supply of available housing development in Auckland's Northwest area which includes Redhills. In the case of Redhills, development in those areas zoned for residential development is currently limited by provisions which stipulate the need for bulk infrastructure provision as 'triggers' to be implemented prior to development.
8. Auckland Transport and NZ Transport Agency have also established an Alliance to progress the Supporting Growth Programme. The Alliance will further investigate and plan for appropriate route protection of key arterial transport networks to support the future urban growth planned in Auckland. This also includes an accelerated investigation and planning of the transport needs for Redhills. The intent is to programme this work to align with the approval of the HIF business case in March 2018. Through this work, it is anticipated that there will be integration of the preferred arterial and key corridor transport networks for Redhills, supported by funding from the HIF.
9. Development in the Precinct remains subject to confirmation of bulk infrastructure (including the transport network). The indicative transport network in the Precinct Plan requires more detailed investigation. For this reason, Auckland Transport has proposed acceleration of the detailed investigation and planning of the transport needs for Redhills. However, until such time as this investigation is completed (March 2018) and greater certainty can be provided, it opposes the relief sought for the following reasons:

- (a) The strategic transport network (including the roading network) in the Redhills Precinct Plan should be the most effective and efficient for the urban development of the precinct and integrated with the wider transport network;
- (b) The strategic transport network (including the roading network) in the precinct should also be the most effective and efficient roading layout to achieve the objectives and policies of the Unitary Plan (including transport needs etc.); and
- (c) The strategic transport network (including the roading network) in the Redhills Precinct Plan should provide greater benefits for walking and cycling and public transport, including between the commercial centre of the Redhills Town Centre, Westgate Metropolitan Centre, the future Westgate Busway Station and Busway and beyond.

10. Auckland Transport agrees to participate in mediation or other alternative dispute resolution of the proceedings.



AJL Beatson/ NJ Garvan
Counsel for Auckland Transport

Dated 3 November 2017

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Advice

If you have any questions about this notice, contact the Environment Court in Auckland, Wellington, or Christchurch.