

for which the area had been zoned. An agreement had been entered into with the Nelson City Council for a supply of water to the area. In so far as drainage was concerned, any system would, of necessity, have to be considered independently from that of the city.

The residents in the area were, to a large extent, employed there, and not in the City of Nelson, and we were of the opinion that the area could not be considered as a "spill-over" from the city. In so far as future development of the city was concerned, it was indicated during the course of the inquiry that it had ample building-sites available for future population. We were therefore unable to agree to the inclusion of the major portion of the Stoke Riding in the Nelson City. There was, however, a small area adjacent to the southern boundary of the city, in respect of which there was agreement between both authorities regarding its inclusion, and we were informed that this area was already being developed by the Housing Construction Division of the Ministry of Works, and could be supplied by the City Council with all the services necessary. We therefore concluded that this area should be included in the city.

Referring to the Wakapuaka Road area, this was substantially urbanized, and as it was already supplied by the city with gas and water, and was in urgent need of drainage and adequate sewerage facilities, we provided for its inclusion in the city.

(6) WHANGAREI BOROUGH: WHANGAREI COUNTY

A petition dated 8th August, 1947, was lodged by the Whangarei Borough Council praying that certain areas should be included in the borough and excluded from the County of Whangarei. Following preliminary investigations, the Commission decided that at the same time as this matter was dealt with the question of the incorporation of the Town District of Kamo in the Borough of Whangarei should be considered. The inquiry was held at Whangarei on 29th June, 1948.

The county areas under consideration were to the south-east, west, and north-west of the existing borough boundaries. The rapid extension in the Borough of Whangarei, and the need for the provision of future areas for extension, was the basis of the Borough Council's proposals. It was considered that it was desirable to incorporate these areas, in order that future development could be co-ordinated with the town-planning requirements and development of services in the borough.

As to the south-eastern area, this was owned, substantially, by the Railways Department, which offered no objection to its incorporation, and there appeared to be no doubt that it formed part of the urban area of Whangarei. As to the area to the west of the borough, this was already a protrusion into the borough's district, and as the Council had already planned a by-pass road to traverse the area, and residential development was taking place, it was considered desirable that it should be included.

The third area, to the north-west, comprised market-gardening properties and a golf-course, but evidence presented to the Commission indicated that it would be developed as a residential area. It may be mentioned that the general trend of development in the borough was in a northerly direction, and would extend still further into the adjacent Town District of Kamo. Although certain properties in these northern areas were used for market gardening or for nursery purposes, the provision of an Urban Farm Lands Rating Roll would give relief in regard to urban rates which were levied following their inclusion in the borough. A substantial portion of this particular area was being used as a golf-course, and although it was not intended to subdivide the area we were of the opinion that the demand for building sites, and the rateable value which would tend to steadily increase, would ultimately lead to its subdivision. In the interim it was possible to obtain a substantial reduction in rates owing to the area being used purely for sport.