

Pukekohekohe Gateway Plan Change

Consultation Summary Report

17 April 2025

B&A
Urban & Environmental

Prepared for:
Auckland Thoroughbred Racing Inc (ATR)

Contents

1.0 Introduction 4

2.0 Auckland Council and Council-Controlled Organisations 4

2.1 Plans and Places 4

2.2 Healthy Waters 4

2.3 Auckland Transport 5

2.4 Watercare Services Limited 6

2.5 Auckland Council – Arborist 6

3.0 Mana Whenua 6

4.0 Local Board 7

5.0 Other Stakeholders 8

5.1 Neighbouring Properties, Trainers, and General Public 8

5.2 KiwiRail 10

5.3 Counties Energy 10

Appendices

Appendix 1	Plans and Places: Meeting Minutes and Presentation Slides
Appendix 2	Healthy Waters: Meeting Minutes and Presentation Slides
Appendix 3	Auckland Transport: Meeting Minutes and Presentation Slides
Appendix 4	Watercare Services Limited: Meeting Minutes and Presentation Slides
Appendix 5	Correspondence with Watercare Services Limited
Appendix 6	Auckland Council Specialist Arborist: Meeting Minutes and Presentation Slides
Appendix 7	Hui Minutes and Presentation Slides
Appendix 8	Record of Correspondence with Mana Whenua
Appendix 9	Letter circulated to Neighbouring Properties
Appendix 10	KiwiRail: Presentation Slides and Meeting Minutes
Appendix 11	Counties Energy Letter of Support

1.0 Introduction

This Consultation Summary Report is provided in support of the Private Plan Change ('**PPC**') request submitted by Auckland Thoroughbred Racing Inc ('**ATR**').

Since planning for the PPC has commenced, ATR has undertaken consultation and engagement with local authorities, Mana Whenua, and other stakeholders including the local Pukekohe community. This engagement and the feedback received to date has informed the development of the PPC and the proposed Precinct provisions.

This report provides a summary and a record of the consultation that has been undertaken.

2.0 Auckland Council and Council-Controlled Organisations

2.1 Plans and Places

An introduction to ATR and the PPC was provided to Auckland Council's Plans and Places team on 10 September 2024. This included an introduction to the site, project, and scope of the PPC to apply bespoke precinct provisions.

A subsequent meeting was held on 30 January 2025 to provide an update on the project and key aspects of the PPC application.

A combined pre-lodgement meeting with Plans and Places and Auckland Transport was held on 2 April 2025. This meeting included discussions on the following key matters:

- The PPC, including proposed rezoning, overlays and controls and the proposed Pukekohekohe Gateway Precinct;
- The proposed transport provisions, including the staging of development with transport infrastructure upgrades and the illustration of transport upgrades in proposed Precinct Plan 1;
- Stormwater and Ecology including the proposed riparian margin standard and the modelling work undertaken and subsequently peer reviewed by Healthy Waters;
- The proposed provisions to address acoustic matters;
- The proposed provisions to address urban design and amenity matters;
- Mana whenua involvement in the PPC and proposed provisions acknowledging cultural values associated with the site; and
- Proposed amendments to the existing Chapter I434 of the AUP – Pukekohe Park Precinct.

A copy of the presentation slides presented to Plans and Places and meeting minutes is included at **Appendix 1**.

2.2 Healthy Waters

Consultation on behalf of ATR with Healthy Waters dates back to May 2023, as part of the plan change project inception phase. Following ongoing discussions between Woods and Healthy Waters as part of the due diligence process for this plan change, a meeting was held on 6 May

2024 where an audit on the base model was completed and Healthy Waters soon after confirmed approval of the model. A summary of the 6 May 2024 meeting is set out below:

- The purpose of the meeting was to provide Healthy Waters an over view of the work completed to date and discuss the next steps.
- Woods on behalf of ATR obtained Pukekohe base Stormwater DHI model from Council approx. 12months ago.
- Woods have converted and updated the base Stormwater model to include allowance for 100-year rainfall inclusive of 3.8C climate change considerations.
- ATR requested Council review and provide feedback on the Stormwater Model prepared to support the plan change.
- Council confirmed that work has been undertaken over the past 12 months on the Stormwater model in Pukekohe. The person leading this work is Larry Shui. However, the model updated by Woods can be used to support the development following checks as necessary by Larry Shui as Council reviewer.
- Craig asked that Woods team work with Healthy Waters to prepare the required paperwork formally requesting the review and outcome sought.

Larry Shiu on behalf of Healthy Waters confirmed approval of the model following the aforementioned meeting, and the model has since been adopted by Healthy Waters into the wider regional model.

An introductory meeting to the plan change application was held with Healthy Waters on 28 November 2024 regarding the proposed stormwater and flood management approach. During this meeting, it was confirmed that future development would seek to be incorporated under the region-wide network discharge consent ('**NDC**'), and work being progressed under the PPC would meet the requirements of the NDC.

Subsequent updates to the proposed stormwater management approach and draft Precinct Provisions were shared with Healthy Waters in a pre-lodgement meeting on 25 March 2025. Overall, Healthy Waters confirmed that the stormwater model and Stormwater Management Plan ('**SMP**') is generally appropriate to support the lodgement of the PPC, and noted that a fulsome review of the application and SMP will be carried out by Healthy Waters post lodgement.

Healthy Waters staff attended the pre-lodgement meeting with Plans and Places on 2 April 2025 and summarised in Section 2.1 above. A copy of the presentation slides and meeting minutes is included at **Appendix 1**.

A copy of the presentation slides presented to Healthy Waters and meeting minutes are included at **Appendix 2**.

2.3 Auckland Transport

An introductory meeting was held with Auckland Transport on 29 July 2024 regarding the preparation of the Integrated Transport Assessment ('**ITA**') in support of the PPC application. Discussions from this meeting has informed the ITA in terms of its assessment of pedestrian safety, available public transport, site accesses, and necessary transport upgrades within the surrounding environment.

A subsequent meeting was held with Auckland Transport on 9 December 2024 to provide an update on the traffic modelling and the proposed transport related Precinct Provisions.

Auckland Transport staff attended the pre-lodgement meeting with Plans and Places on 2 April 2025 and summarised in Section 2.1 above. A copy of the presentation slides and meeting minutes is included at **Appendix 1**.

A subsequent meeting with Auckland Transport was held on 7 April 2025 to discuss the inclusion of PC30 land within the PPC (as Sub-Precinct C). The discussion was focussed to the conversion of the requirements for transport related upgrades contained within an existing covenant to precinct provisions.

A copy of the presentation slides presented to Auckland Transport and meeting minutes are included at **Appendix 3**.

2.4 Watercare Services Limited

An introductory meeting was held with Watercare Services Limited ('**WSL**') on 7 November 2024 in relation to the scope of the PPC, including its provision for future residential land uses within the Plan Change area, and preliminary calculations for water supply and wastewater servicing infrastructure. A subsequent meeting was held 19 December 2024 and further ongoing written correspondence was held with WSL, including in relation to the availability of wastewater infrastructure capacity.

In April 2024, a high-level assessment for the development of up to 1,000 new residential dwellings has been undertaken by WSL, confirming that there is available capacity to connect development from the plan change area with the bulk infrastructure.

Further confirmation was also provided by WSL in March 2025 that there is available capacity to connect development from the plan change area to existing bulk wastewater infrastructure.

The presentation slides presented to WSL, meeting minutes, and copies of all correspondence held with WSL are included at **Appendix 4** and **Appendix 5**.

2.5 Auckland Council – Arborist

A meeting was held with Auckland Council's Plans and Places and specialist arborist on 18 February 2025. The purpose of this meeting was to provide an overview to the technical arboriculture survey work that had been undertaken as part of the PPC and to discuss the proposed amendments to the Notable Tree Schedule under the Auckland Unitary Plan (Operative in Part) ('**AUP**').

A copy of the presentation slides presented to Healthy Waters and meeting minutes are included at **Appendix 6**.

3.0 Mana Whenua

ATR contacted six Mana Whenua identified on Auckland Council's website with a registered interest in the Plan Change area. Of these six Mana Whenua Ngaati Te Ata Waiohua and Ngāti Tamaoho confirmed their interest in being involved in this project on an on-going basis. Ngāi Tai ki Tāmaki provided a written response on 14 August 2024 withdrawing from the kaupapa and

deferring to Ngaati Te Ata Waiohua and Ngāti Tamaoho for this project (included in the email correspondence with mana whenua at Appendix 8).

An on-site cultural induction was held 30 August 2024 for the Project Team, led by Ngaati Te Ata Waiohua and Ngāti Tamaoho.

A hui introducing the proposed project was held on 2 October 2024 with representatives from Ngaati Te Ata Waiohua and Ngāti Tamaoho. The hui included discussions on the following key matters:

- Wastewater servicing;
- Stormwater management;
- Archaeological assessment of the Plan Change area;
- The preparation of Cultural Values Assessments ('CVA')

A subsequent on-site hui was held on 3 December 2024 to provide a detailed update to the technical stormwater and landscape workstreams supporting the PPC. It was also agreed that the PPC would be referred to as the "Pukekohekohe Gateway Plan Change" and "Pukekohekohe Gateway Precinct".

A hui was held with Ngāti Tamaoho on 19 March, which was focussed to the Pukekohekohe Gateway Precinct. The hui included discussion on the following key matters:

- Stormwater Management;
- The Stream Channel Realignment and Naturalisation Opportunity; and
- Draft Precinct Provisions, including providing for Mahi Toi Cultural Structures as a permitted activity in the Precinct; requirement for ongoing consultation with mana whenua; and a maximum fence height standard along the OS-IRZ interface.

A hui was held with Ngaati Te Ata Waiohua on 8 April, which was focussed to the Pukekohekohe Gateway Precinct. The hui included discussion on the following key matters:

- The Stream Channel Realignment and Naturalisation Opportunity;
- The proposed approach to managing existing trees, including the proposed amendments to the Notable Tree Schedule and the identification of 20 amenity trees within proposed Precinct Plan 1; and
- Draft Precinct Provisions, including providing for Mahi Toi Cultural Structures as a permitted activity in the Precinct, the associated definition for Mahi Toi Cultural Structures, and opportunities for ongoing involvement as landscaping and ecological works are progressed.

A copy of all hui minutes and record of correspondence held with all Mana Whenua are included at Appendix 7 and Appendix 8.

4.0 Local Board

Representative from ATR and the project team met with the Chair and Deputy Chair of the Frankling Local Board on 28 January 2025. The purpose of the meeting was to provide an introduction to ATR and the PPC. Key discussion points during this meeting were:

- The purpose of the PPC is to consolidate the land holding at Pukekohe Park to support future ATR Pukekohe Park Thoroughbred operations. The PPC does not cover to the entirety of the landholding, and the balance of Pukekohe Park would be retained for Thoroughbred operations;
- Future residential development would be supported by land rezoned to General Business zone under Plan Change 30; and
- Explore opportunities for the PPC to create a connection with links identified in the Pukekohe-Paerata Paths Plan. It was noted that there are opportunities for the Board to invest in cycling and walking tracks across Pukekohe.

A meeting was held with all members of the Franklin Local Board on 25 February 2025. The ATR project team presented an introduction to the PPC as well as an overview to the key Precinct provisions. The discussions held with Board members were in relation to the following key matters:

- The proposed Plan Change will accommodate a residential yield of between 400-600 new dwellings;
- A draft Stormwater Management Plan has been prepared to support the Plan Change application, and ATR have held ongoing discussion with Healthy Waters to reach agreement on the proposed approach to stormwater management;
- In conjunction with the proposed Plan Change, ATR will also undertake stream enhancement and naturalisation works, including riparian planting. It was confirmed that the enhanced area remain within private ownership, with ATR responsible for maintenance and upkeep;
- Two new accesses are proposed to service the Plan Change area. These accesses will be separate to the existing access which service the track (which would be retained and used for club access and race days);
- The proposed Precinct Plan, which will be included in the Plan Change application, identifies the key movement network within the Precinct and to the Pukekohe township to the north;
- The proposed Precinct Plan also identifies an indicative location for a new neighbourhood park to meet the recreational needs of future residents. In addition, the opportunities and plans to undertake stream enhancement and planting within the site will create passive amenity and new green spaces;
- The proposed plan change will include design requirements for new internal roads, including for example, the width of the carriageway and the provision of parking and planting; and;
- It was confirmed that the adjoining wastewater pump station is owned and operated by Watercare, and that there is existing capacity within the bulk infrastructure to support future development within the plan change area.

5.0 Other Stakeholders

5.1 Neighbouring Properties, Trainers, and General Public

ATR has engaged with neighbouring property owners and existing trainers who utilise the ATR grounds. ATR has shared the proposed plan change with representatives across the Pukekohe

Thoroughbred community including Trainers, Owners, Jockeys, Farrier and Officials through information sessions.

A community information session that was open to members of the public was held at Pukekohe Park on 13 March 2025 from 3.00pm-7.30pm. The purpose of the session was to introduce the PPC and gain feedback on the proposed land use scenarios and the proposed approach to key matters within the PPC, including in relation to stormwater, transport, and ecology.

The public open day was advertised in the following ways:

- Letters were sent to the owners/occupiers of all adjacent properties (refer to Appendix 9);
- Horse trainers who use Pukekohe Park for daily training were advised in-person of the proposed Plan Change, and invited to attend the community open day;
- The Franklin Local Board members were advised of the community open day and invited to attend; and
- Mana Whenua representatives were advised of the community open day and invited to attend.

Over 50 people attended the open day, and the key feedback received at the event related to:

- The potential effects that new urban development and impervious areas will have on stormwater and downstream flooding. In particular, numerous attendees raised concerns in relation to historic flood events and existing blockages at the Buckland Road culvert;
- The character and amenity of future residential development, in particular the size of lots and the typology of dwellings;
- General support for naturalisation and enhancement works proposed within the OS-IR zoned area;
- General support for more housing provision in Pukekohe in this location; and
- Potential transport related effects, including congestion along Buckland Road, and the provision of carparking for future residential development.



Figure 1: Community Information Session held at Pukekohe Park on 13 March 2025.

5.2 KiwiRail

ATR have met with KiwiRail to discuss the PPC due to the proximity of the rail corridor located adjacent to the north east of the Plan Change area. An introductory meeting was held on 10 September 2024 to provide a general overview of the acoustic approach under the PPC. The proposed acoustic provisions were discussed with KiwiRail, which are generally consistent with other recently approved Plan Changes in Auckland proposing residential land use adjacent to the rail corridor. The proposed Precinct provisions were circulated to KiwiRail on 7 April 2025.

A pre-lodgement meeting was held with KiwiRail on 14 April 2025 to discuss the PPC application and proposed acoustic provisions prior to lodgement. KiwiRail confirmed at the pre-lodgement meeting that the proposed provisions and approach proposed by ATR through this plan change are supported from a KiwiRail perspective and consistent with what KiwiRail expect to see for a plan change adjacent to the rail corridor and consistent with best practice approaches applied to recently approved plan changes adjacent to the rail corridor elsewhere across the region. KiwiRail acknowledged the collaborative approach taken by the ATR team to drafting the proposed plan change request and provisions to manage noise effects adjacent to the rail corridor.

A copy of the presentation slides presented to KiwiRail and meeting minutes are included at Appendix 10.

5.3 Counties Energy

Correspondence with Counties Energy held in 2024 confirms that power supply exists to meet the requirements of future development. A letter of support for the PPC prepared by Counties Energy is included at Appendix 11.

Appendix 1

Plans and Places: Meeting Minutes and Presentation Slides

B&A

Urban & Environmental

Minutes

Project: Pukekohe Park Plan Change – Introduction with Auckland Council Plans and Places

Date: 10 September 2024

Time: 11am

Location: B&A Offices

Attendees: Adam Sadgrove (ATR), Nick Roberts (B&A), Cassandra Rippon (B&A), Cosette Pearson (B&A), Cam Wallace (B&A), Craig Cairncross (AC), Joe McDougall (AC)

Apologies: N/A

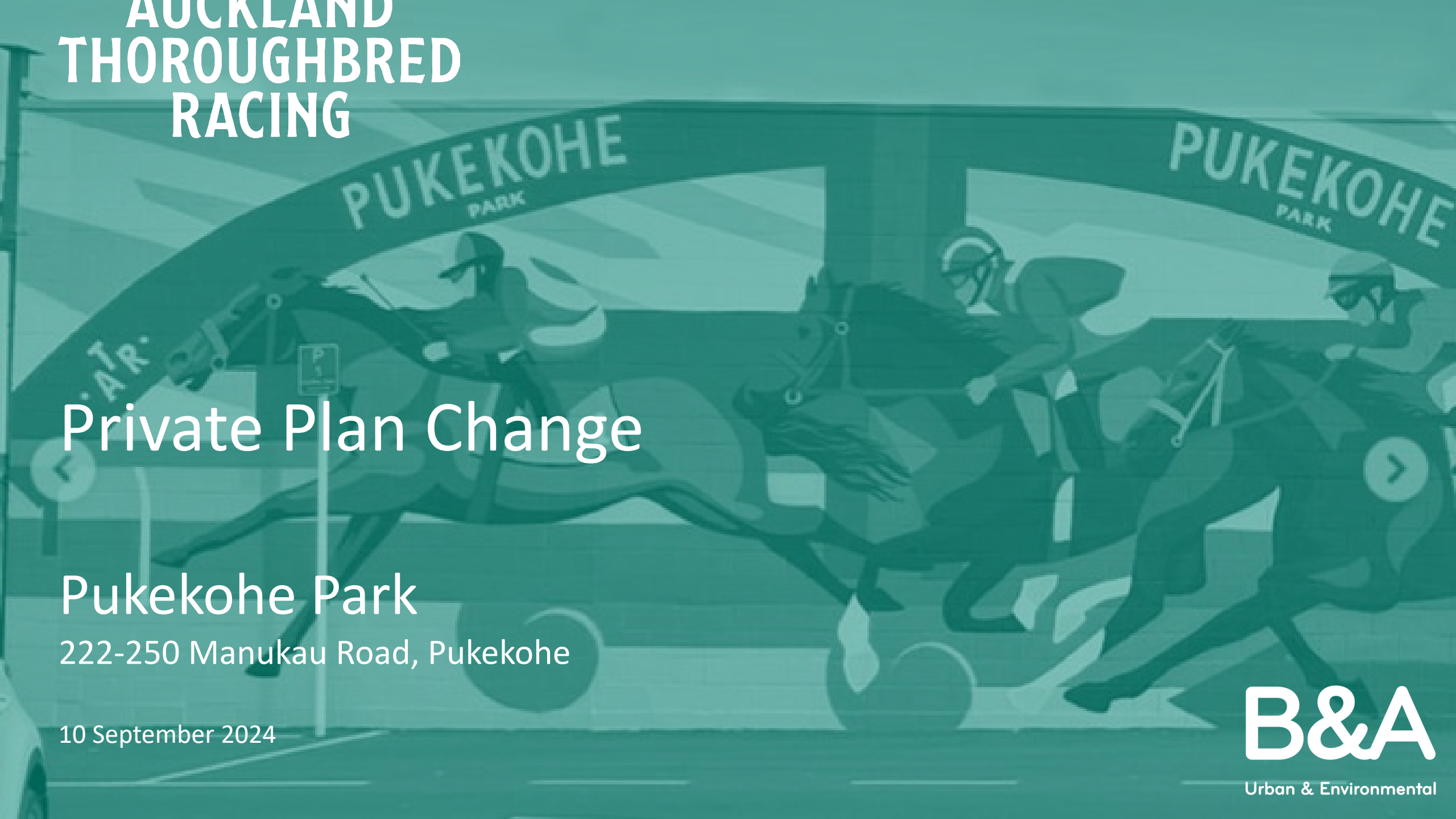
Item	Detail	Action
1	Round of introductions • Adam Sadgrove – Development Manager, ATR • Nick Roberts – Director, B&A • Cassandra Rippon – Planner, B&A • Cosette Pearson – Planner, B&A • Cam Wallace – Urban Designer, B&A • Craig Cairncross – Team Leader Planning -Central South, AC • Joe McDougall – Policy Planner, Central South, AC	-
2	Introduction – NR provided an introduction to the site, project and Auckland Thoroughbred Racing ('ATR') • Pukekohe Park is located at 222-250 Manukau Road, Pukekohe • The subject site (72ha) has hosted thoroughbred horse stabling, training, trialling and racing since the 1920's and Motor Racing since the 1960's. • Auckland Thoroughbred Racing (ATR) would like to enable residential development of a portion (~24.84ha) of Pukekohe Park. • The intention is the existing thoroughbred operation on the balance land remains. We would like to see the proposed residential land developed in a manner which supports the equine operation. Motor Racing ceased in April 2023. • Counties Racing and Auckland Racing amalgamated in 2020 to form Auckland Thoroughbred Racing. The organisation owns land at Ellerslie Race Course and Pukekohe Park. • ATR seeking to rezone ~24.84ha to residential to enable residential development and consolidate its land, and remove motorsport activities from the precinct • Either modify existing Pukekohe Precinct, add new sub-precinct or a precinct	-

3	Overview of the site context by NR • Overview of the plan change area – existing man-made stormwater channel traverses the site which discharges to Tutaenui Stream; large areas of the site are currently underutilised which previously accommodated motor racing structures (e.g. pit lanes and garages) which have now been removed, scheduled Notable Trees • Key aspiration of ATR is to realign the stormwater channel/stream closer to the track and to naturalise and replant this for ecological enhancement, whilst providing flood mitigation. As noted, a lot of stormwater modelling has been undertaken over the last 18 months, which Healthy Waters are auditing • The existing club rooms, grandstand and stabling (aprox 47ha), are outside the PC area and will continue to enable thoroughbred racing activities to occur tie ups, 7 racing, trailing and training tracks. Of note 100 to 120 horses train on site between 4 and 10am 6 days every week. • As noted, a key driver is to bring the community back to Pukekohe Park (noting that the site currently appears as a "private facility")	-
4	NR provided an overview of the PPC scope • Rezone ~24.84ha of surplus land from Special Purpose to Medium Density Residential. CW noted we are currently looking at a full suite of residential zones and what it means for yield and layout. • Either apply a bespoke precinct or sub-precinct, or amend existing • Remove motorsport activities from precinct and consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct • Amend notable tree schedule - Existing Notable Tree overlay lists a number of species, covering a large number of trees on the site. Origin of the species list is unclear. Greenscene engaged to resurvey and assess the trees. - CC queried what types of trees are onsite? NR confirmed mostly exotic species. - CW noted masterplanning underway with specialists to get an idea of yield, servicing/infrastructure requirements, requirement for any bespoke provisions (e.g. to manage interface with the racecourse, stormwater). Masterplanning will feed into proposal to amend the notable tree schedule. - CC noted the trees seem to be quite conveniently located. - CW noted initial thoughts are that we can keep a good number of trees and clear felling of the site will not be required. Fill will be required in locations to get building sites above flood levels. - AS noted a number of trees outside the PC area (not within existing Notable Tree overlay) which have been assessed as worthy of scheduling by Greenscene and likely to be scheduled as part of the PC.	

	• Buckland Road frontage and overview of proposed active mode facilities. ATR are speaking to AT currently. • CC queried if there are any NoRs in the area. JM noted only one to the north (Pukekohe South-East Arterial, Designations, View PDF, Notified, 13/10/2023), not aware of any others.	
5	Next steps • NR noted specialist team engaged, reporting and PC preparation underway. Target PC lodgement is December 2024. • CC asked if we've talked to Local Board yet? AS confirmed consultation with Local Board is next on the list. • CC noted local community want more employment opportunities. NR noted ample employment opportunities with recently zoned business land and all other FUZ land anticipated to be business in the Structure Plan.	-
6	General discussion/questions • JM asked if any historic heritage of the site? CW noted potentially near Tutaenui Stream, but highly modified. • CC mentioned the archaeological assessment for the Pukekohe-Paerata Structure Plan is worth reviewing[1]. - **Post-meeting note:** B&A unable to source this as this has been removed from the AC website. Could JM source this? • Contact for AC Parks – Hester Gerber - **Post-meeting note:** Could JM please facilitate a B&A/Parks introduction?	JM JM

[1] Francesco, C. & Freeman, R., (2017). Historic Heritage Assessment Pukekohe-Paerata Structure Plan. Auckland, New Zealand: Auckland Council.

AUCKLAND THOROUGHBRED RACING



Private Plan Change

Pukekohe Park

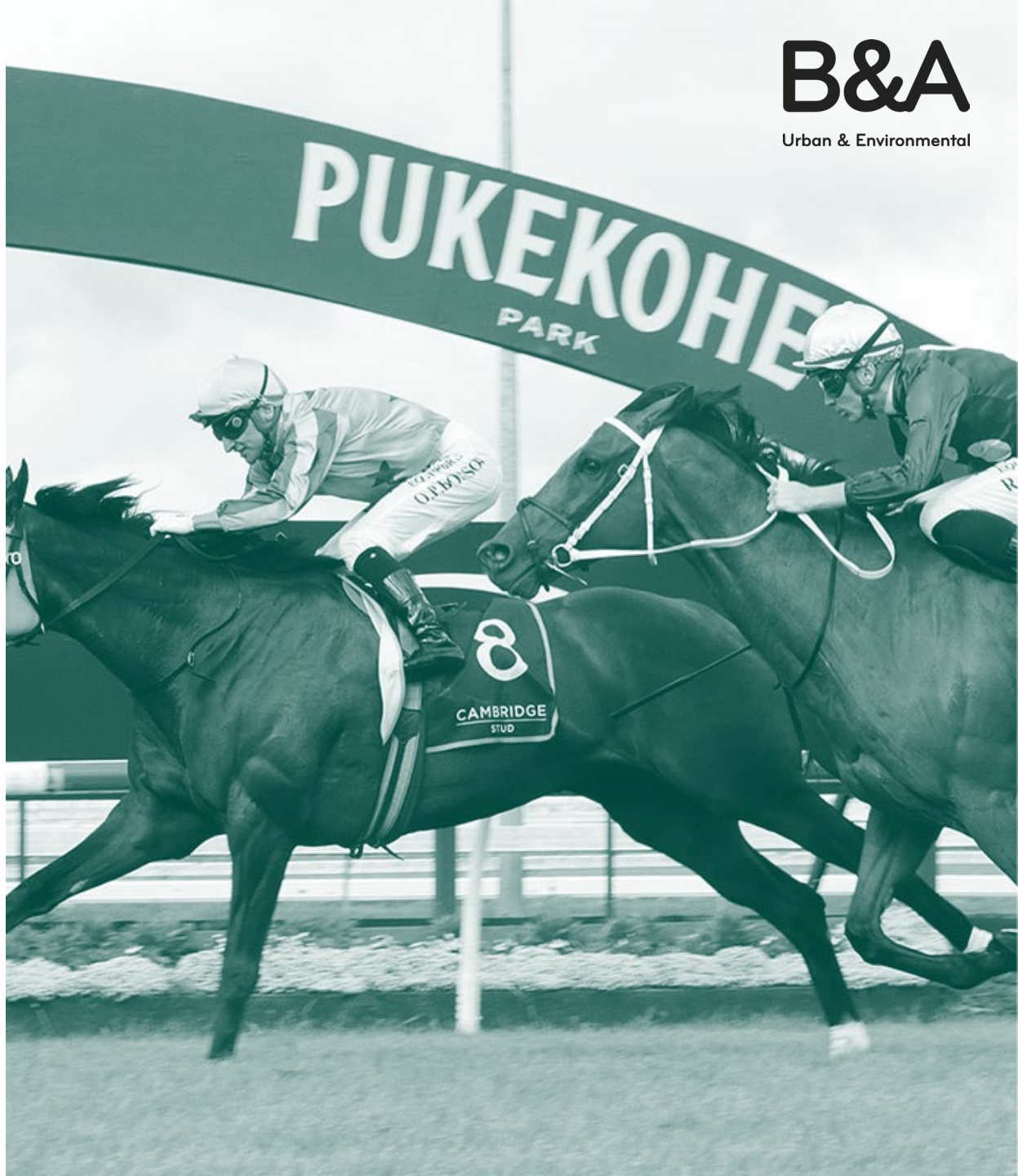
222-250 Manukau Road, Pukekohe

10 September 2024

B&A
Urban & Environmental

Introduction

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30 and PC87
- Plan Change Scope
- Next Steps



B&A
Urban & Environmental

AUCKLAND
THOROUGHBRED
RACING

Background & Purpose

- Pukekohe Park - 222-250 Manukau Road, Pukekohe
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- ATR would like to enable residential housing on ~24.84ha
- The purpose of the private plan change is to:
  - Rezone - ~24.84ha to enable residential development
  - Remove – provisions relating to motor racing from the Pukekohe Park Precinct (I434)

AUCKLAND THOROUGHBRED RACING



B&A Urban & Environmental

Site Location





B&A
Urban & Environmental

AUCKLAND THOROUGHBRED RACING

Plan Change Area









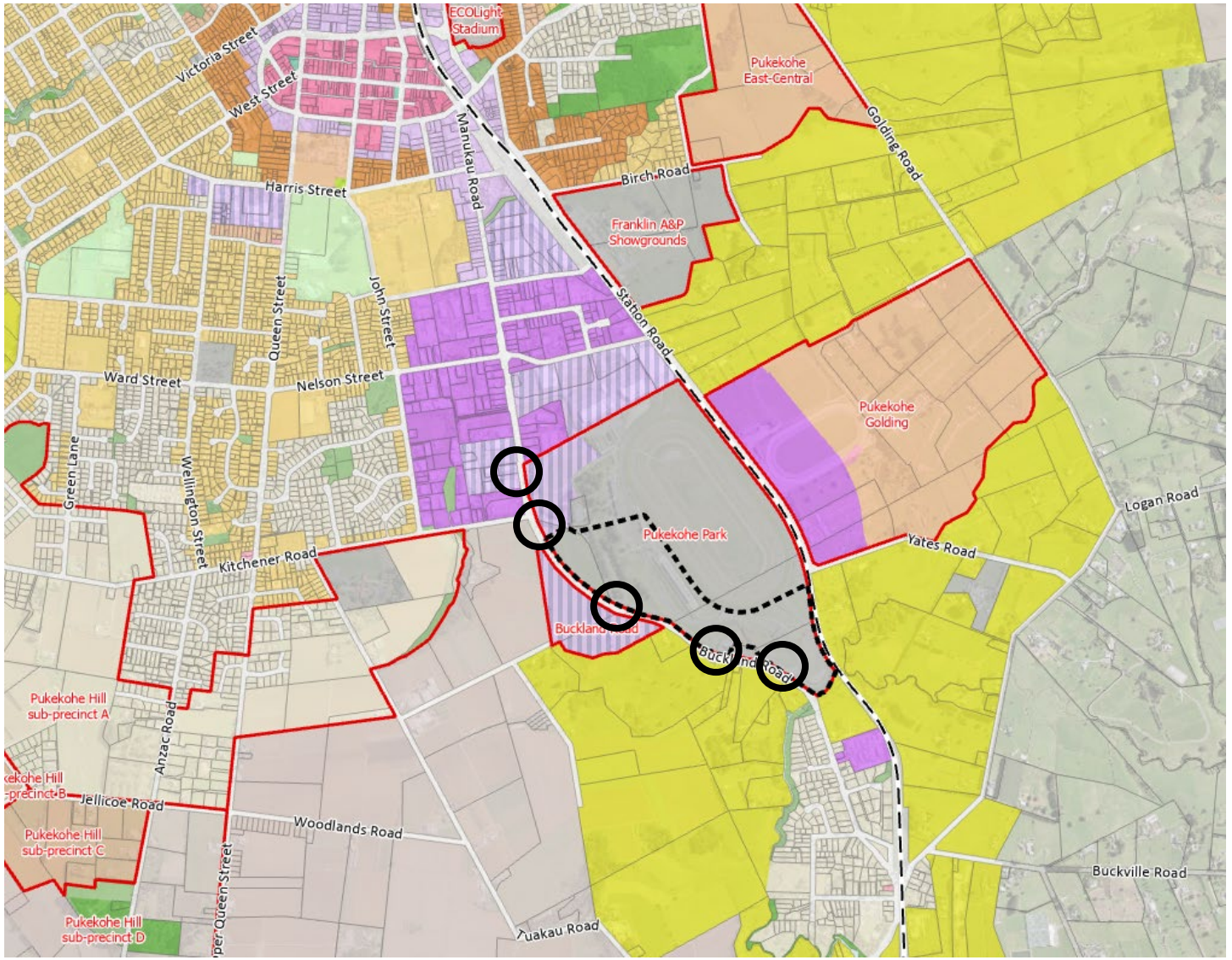
B&A
Urban & Environmental

AUCKLAND THOROUGHBRED RACING


B&A
Urban & Environmental
AUCKLAND
THOROUGHBRED
RACING

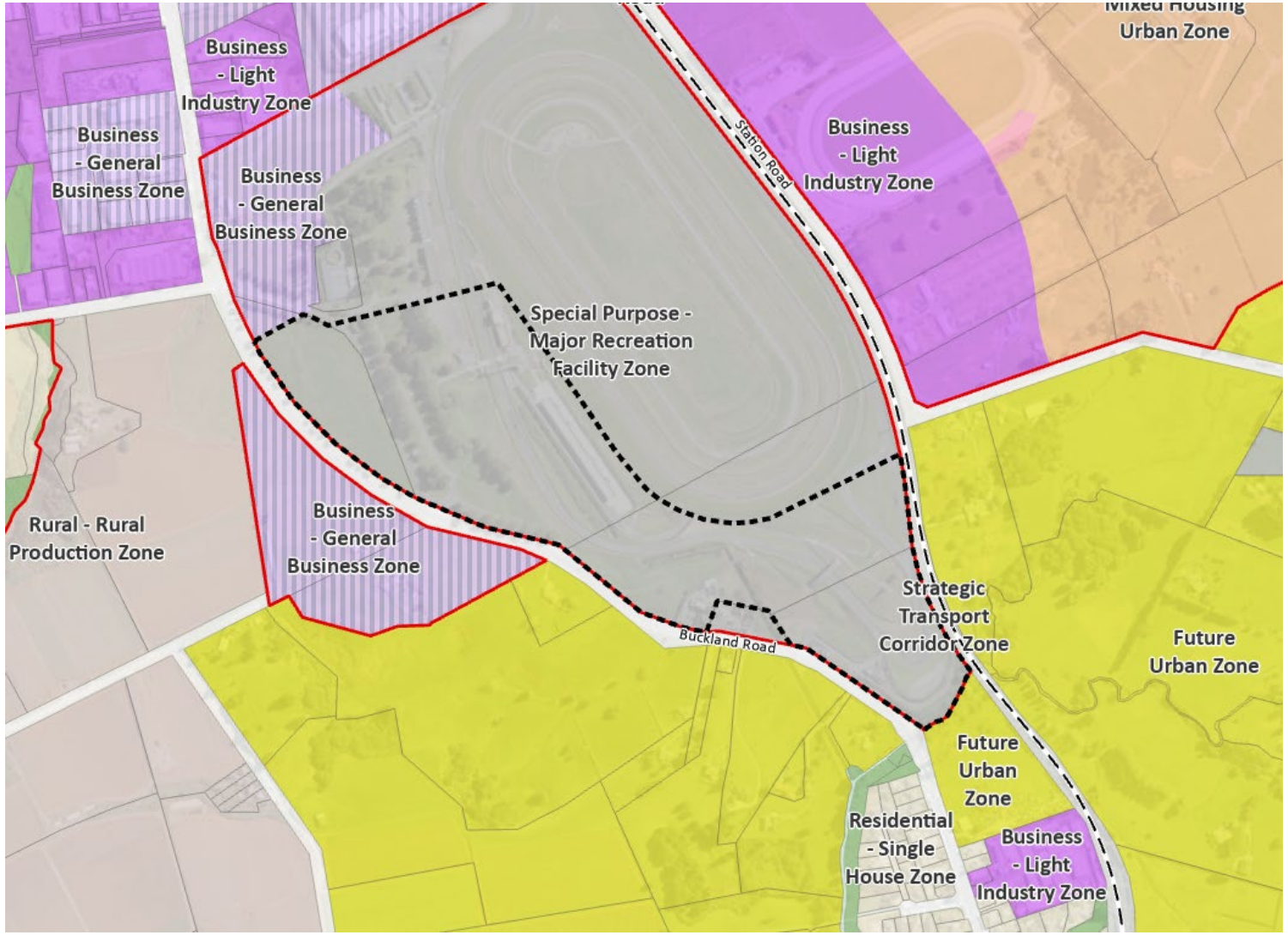
Site Context

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south
- Five existing access points from Manukau / Buckland Roads



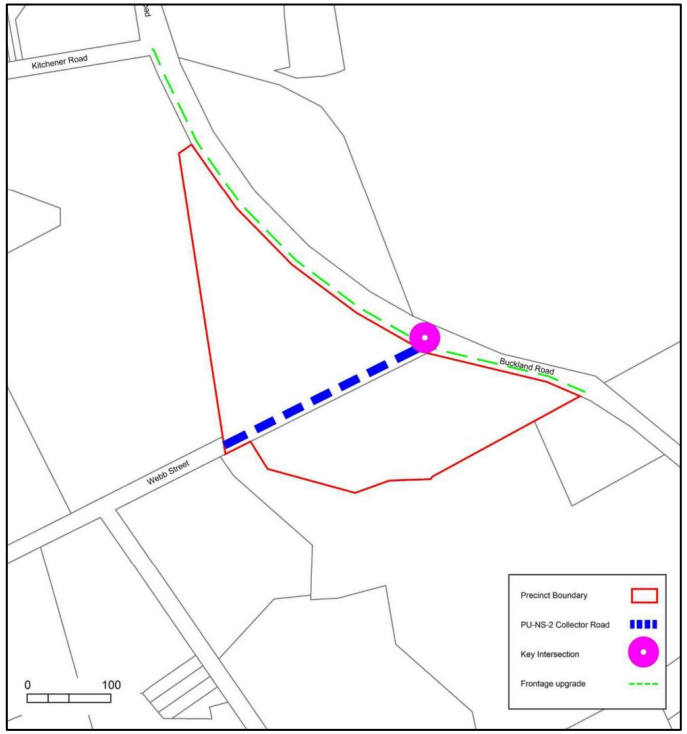
Existing AUP Zoning

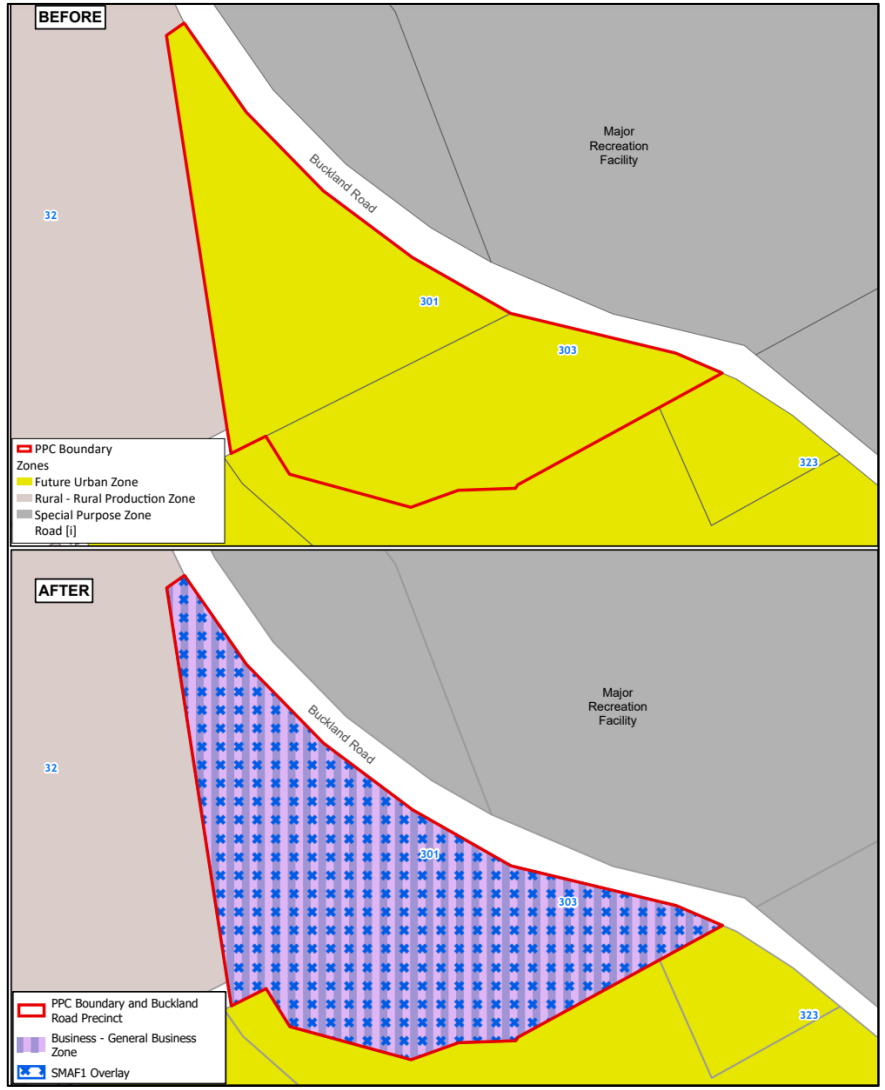
- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road



Plan Change 87 Context

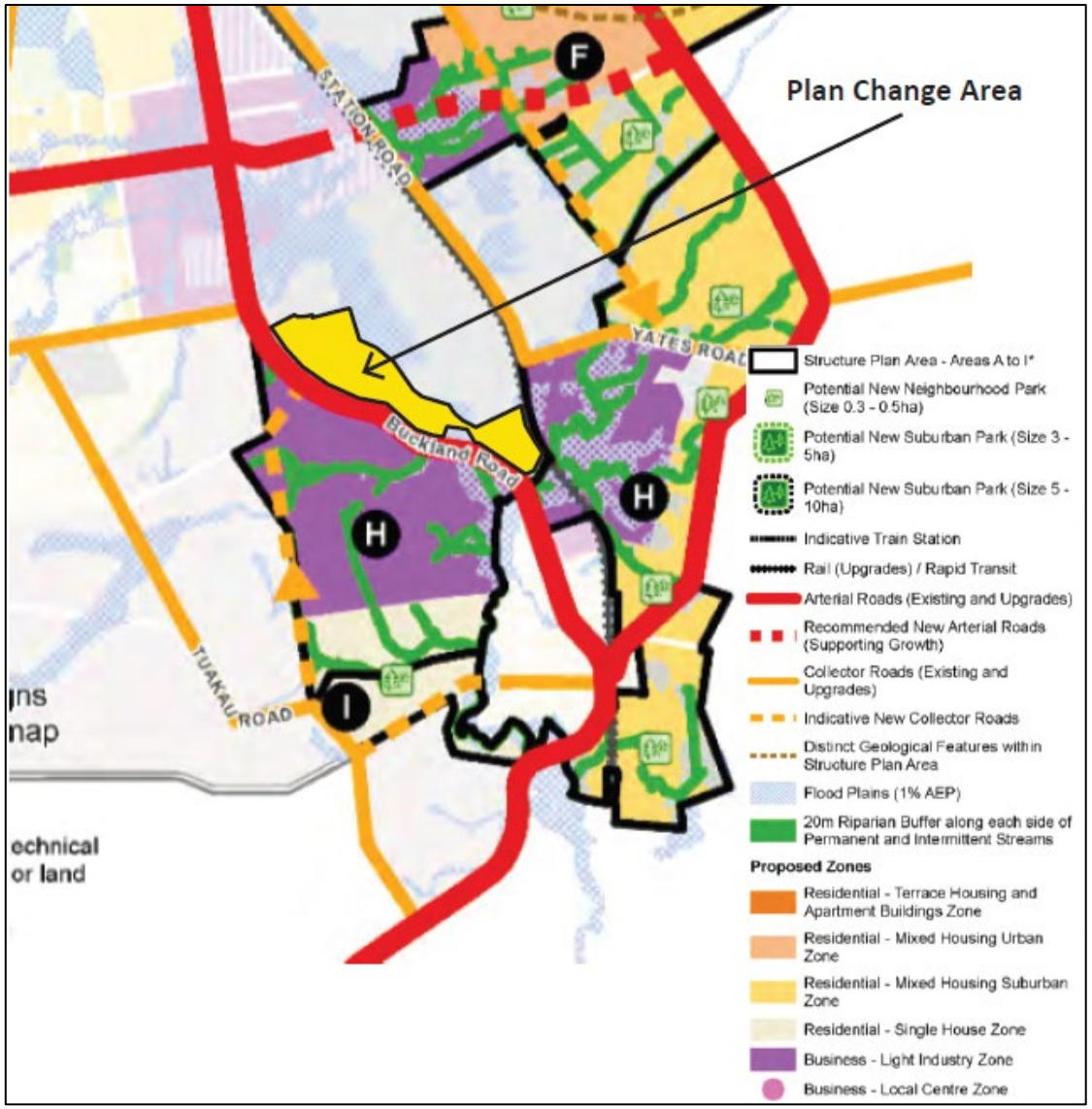
- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”





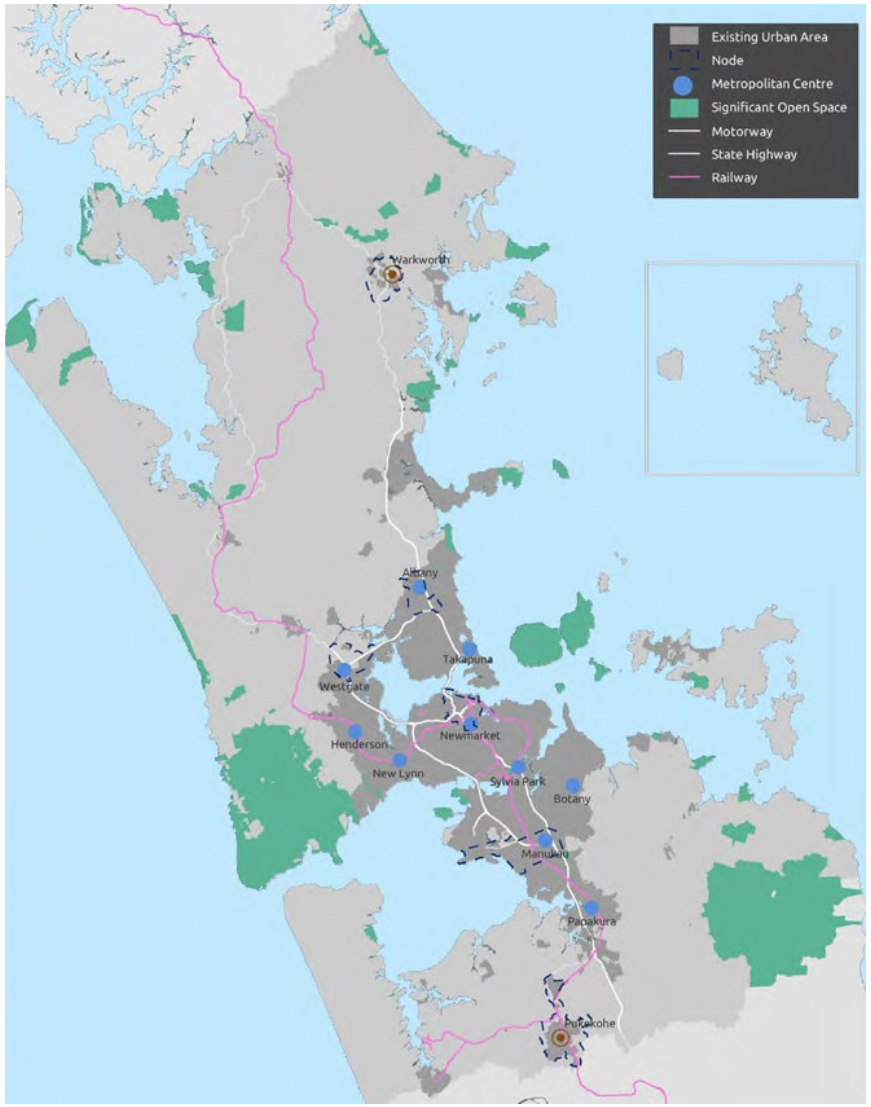
Pukekohe-Paerata Structure Plan

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.



Strategic Context (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

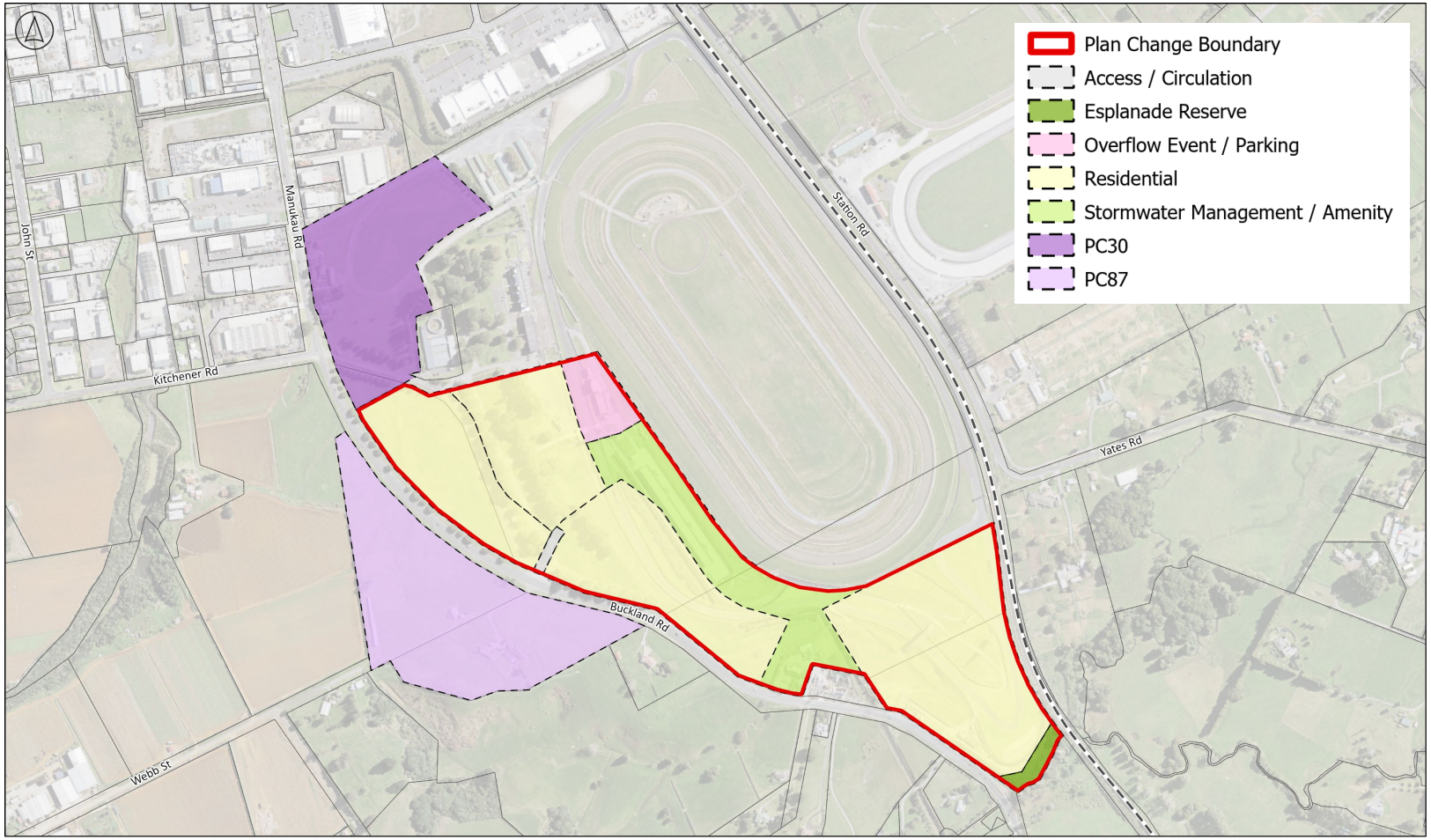


Plan Change Scope

- Rezone ~24.84ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential
- Either apply a bespoke Precinct to the PC area or amend the existing precinct
- Remove or modify motorsport activities from the Pukekohe Park Precinct (incl. consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct)
- Amend the Notable Tree schedule

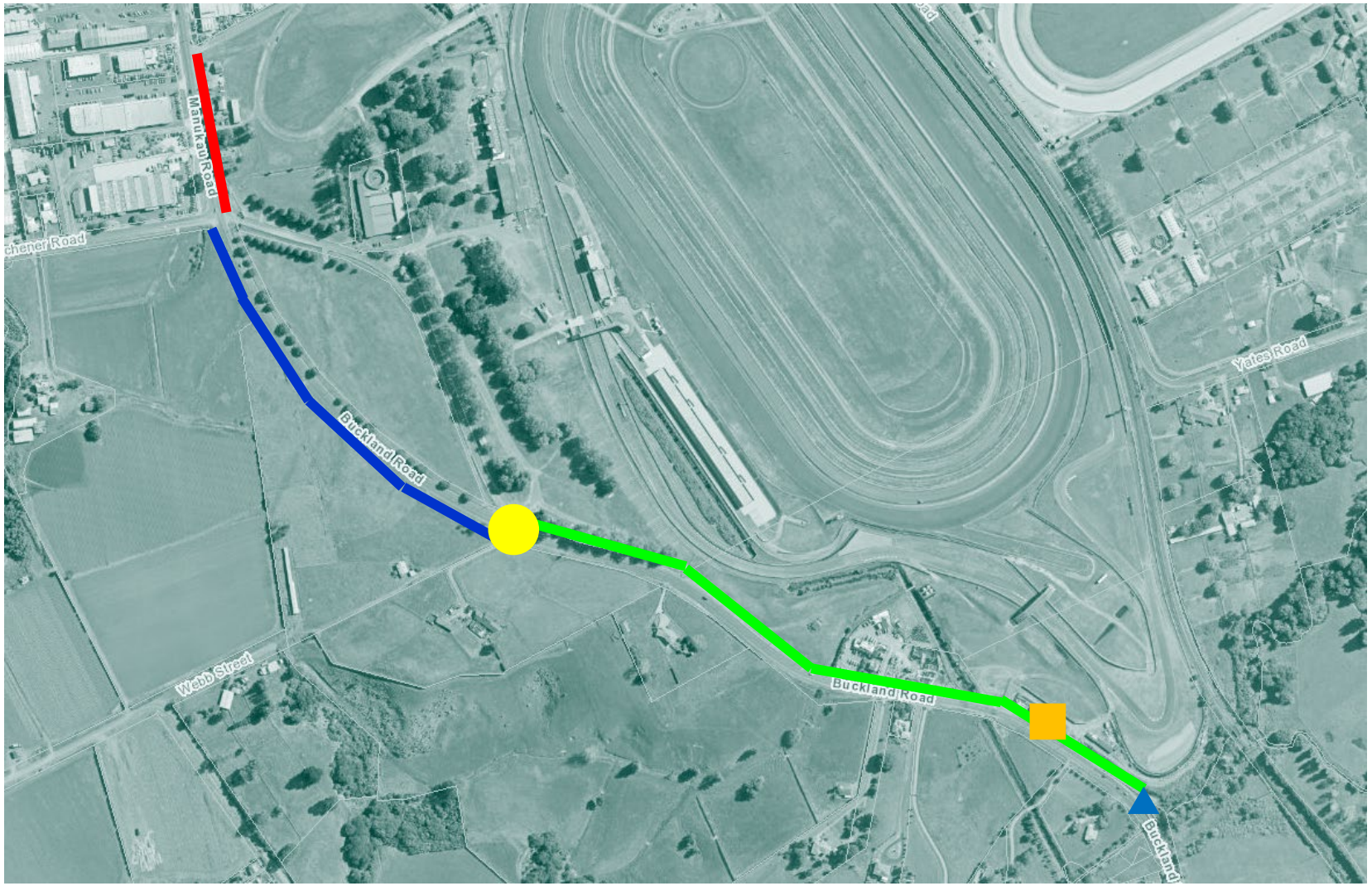
Working Masterplan

- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 250 – 650 dwellings.



Buckland Rd Frontage Strategy

- 1.8m Proposed Footpath (PC30)
- 3m Proposed Shared path (PC87)
- 3m Proposed Shared path (PP)
- Roundabout (PP & PC87)
- Likely Secondary PP Access
- Potential Pedestrian Refuge



AUCKLAND THOROUGHBRED RACING

Specialist Team

- Planning (B&A)
- Urban Design (B&A)
- Landscape (B&A)
- Transport (CKL)
- Stormwater (Woods)
- Infrastructure (Woods)
- Economics (Urban Economics)
- Geotech (ENGEO)
- Contamination (ENGEO)
- Ecology (Viridis)
- Arboriculture (Greenscene)
- Acoustic (Styles Group)
- Archaeology (Archaeology Solutions)

Next Steps

- Plan change preparation and reporting: underway
- Stakeholder engagement and pre-apps: underway
- Plan Change lodgement: December 2024



AUCKLAND THOROUGHBRED RACING

B&A Urban & Environmental



AUCKLAND THOROUGHBRED RACING

Questions?

B&A
Urban & Environmental

Kerikeri | Whangārei | Warkworth| Auckland | Hamilton | Cambridge | Napier | Wellington | Christchurch | Wanaka

Minutes

Project: Pukekohe Park Plan Change – Update to Auckland Council Plans and Places

Date: 30 January 2025

Time: 2.30pm – 3.30pm

Location: Online - Teams

Attendees: Adam Sadgrove (ATR), Nick Roberts (B&A), Cosette Pearson (B&A), Kasey Zhai (B&A), Cam Wallace (B&A), Craig Cairncross (AC), Ben Kildare (AC), Jack Thompson (AC).

Item	Detail	Action
1	Introductions: • Adam Sadgrove – Development Manager, ATR • Nick Roberts – Director, B&A • Cosette Pearson – Planner, B&A • Kasey Zhai – Planner, B&A • Cam Wallace – Urban Designer, B&A • Craig Cairncross – Team Leader Planning -Central South, AC • Ben Kildare – Policy Planner, Central South, AC • Jack Thompson – Catchment Manager, Healthy Waters, AC	-
3	**Key updates since September 2024 meeting** The project team confirmed that discussions have been held over the last 3-4 months with key stakeholders and mana whenua, (including trainers, the Franklin Local Board, Watercare, Auckland Transport, and Healthy Waters) to help understand the site context and ensure that the Plan Change retains Pukekohe Park's role as a centre of community activity.	-
4	NR provided an update to the Plan Change scope and associated works: **Planning and design** • A Business – Light Industry zone ('B-LIZ') is proposed to 360 Buckland Road. This lot contains a wastewater pump station and is subject to Watercare designation 9569. This was requested by Watercare through pre-application discussions as it more accurately reflects the use for the pump station. • The plan change will enable a yield of 400-600 dwellings. • Key structuring elements developed for the Plan Change application include a new internal local road parallel to Buckland Road, and a an indicative mahi toi marker, which is being developed in consultation with mana whenua. • Two sub-precincts, A and B, are proposed. Their spatial extent is based on the location of site access to the Plan Change area.	-

- Noted that Pukekohe Park was excluded from the Pukekohe-Paerata Structure Plan as it is already live zoned.

Transport

- Proposed transport upgrades include to the Buckland Road frontage, including a new roundabout at the intersection of Buckland Road and the extension of Webb Street, and a 3m shared path along the northern side of Buckland Road (along the frontage of the Plan Change area) to connect to this roundabout.
- The identified upgrades have been designed to be cohesive with the other transport upgrades that are required through plan changes 87 and 30, to create an integrated network upon completion.
- Approach has been discussed with Auckland Transport through pre application meetings.

Infrastructure

- Wastewater: significant capacity is available within the Buckland Road pump station which was recently upgraded. Future development will connect directly into the pump station, rather than rely on existing wastewater pipes.
- Water supply: there is a watermain along Buckland Road with sufficient capacity. Future development will connect directly.
- Wastewater and water supply has been discussed Watercare through pre application meetings.
- Stormwater: A stormwater management strategy has been developed in keeping with the requirements of the regionwide NCD, and through pre-application discussion with Healthy Waters. The strategy will adopt the toolbox approach.

Notable tree schedule

- All existing trees across the Plan Change area have been looked at individually by Greenscene, in accordance with best practice methodology. A significant number of existing trees will be able to be retained as part of the Plan Change, however this assessment has confirmed that other existing trees, which are listed in the notable tree schedule, are not worthy of protection. The Plan Change application will therefore also be looking to revise the operative notable tree schedule to bring it up to date based on the work completed by Greenscene.

Stormwater channel realignment

- The Plan Change will be supported by works to redesign and relocate the existing stormwater channel, in consultation with mana whenua. The works will include daylighting a section of stream through the southern part of the Plan Change area (as it comes through the internal road), removal of fish passage barriers, and landscaping to create a naturalised stream network.

	• The stormwater channel and its margins will be zoned Open Space but retained in private ownership.	
5	**Consultation and engagement** NR provided an update to all consultation and engagement that has been undertaken: • **Mana whenua**: Ngāti Tamaoho and Ngaati Te Ata have expressed interest in the Plan Change area / site, and on-site hui have been held with representatives. Ngāti Tamaoho and Ngaati Te Ata will also be preparing CVAs. • **Auckland Transport, Watercare, Healthy Waters**: Further pre-application meeting discussions have been held with Council departments and CCOs to develop and confirm the Plan Change's approach to infrastructure. • **Franklin Local Board**: A meeting has been held with the chair and deputy chair of the Local Board to introduce the project. A full update to the entire board will be provided at the Board meeting at the Board meeting on 25 February. Based on preliminary feedback, the team is investigating integrating the Plan Change with the Pukekohe-Paerata Paths Plan (2018). • **Community**: A community open day is scheduled for 27 February. Invitation is extended to Plans and Places Staff, details to be circulated. CC advised that Leon Saxon would be appointed as the Council's arborist. CP requested a pre-application meeting with the Councils arborist once this is confirmed. CC/BK to facilitate	KZ CC / BK
6	CC advised that the Council is in progress of confirming the specialist reporting team. Currently confirmed: • Urban Design - Rebecca Skidmore • Transport – Martin Peak • Noise – Andrew Gordon (subject to capacity) • Contamination currently in progress. CC also advised that Parks has provided preliminary comments, and requested a copy of the presentation to be circulated and to provide further context / background. Project team to provide. NR that a site visit with Council staff can be arranged if requested.	KZ



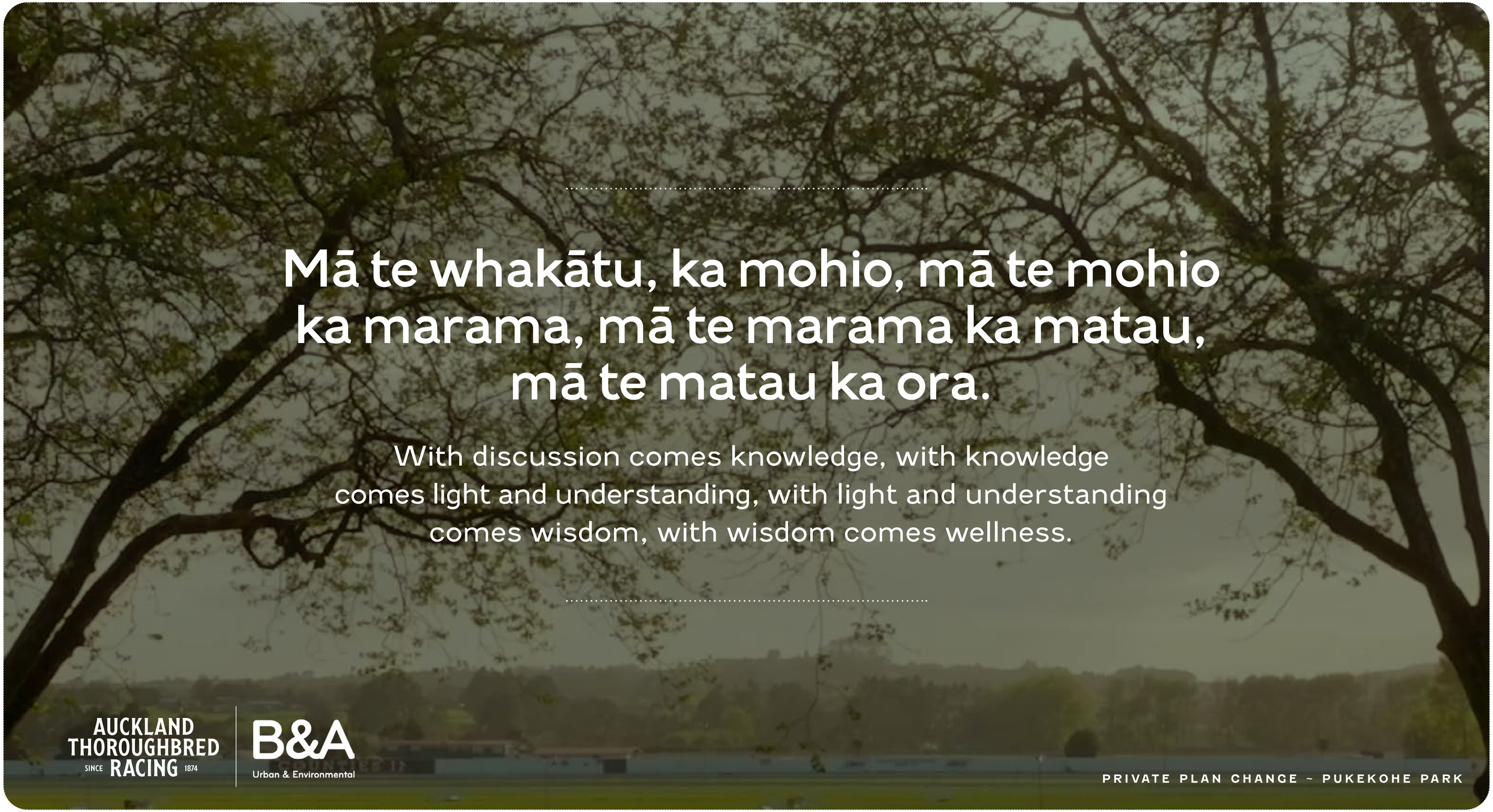
FEBRUARY 2025

PRIVATE PLAN CHANGE
PUKEKOHE PARK

222-250 MANUKAU ROAD, PUKEKOHE

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental


Mā te whakātu, ka mohio, mā te mohio
ka marama, mā te marama ka matau,
mā te matau ka ora.
With discussion comes knowledge, with knowledge
comes light and understanding, with light and understanding
comes wisdom, with wisdom comes wellness.
AUCKLAND
THOROUGHBRED
SINCE RACING 1874
B&A
Urban & Environmental
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK



INTRODUCTION

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30, PC74 and PC87
- Plan Change Scope
- Next Steps

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



BACKGROUND & PURPOSE

- Pukekohe Park – 222-250 Manukau Road
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- ATR would like to enable residential housing on ~24.84h

THE PURPOSE OF THE PRIVATE PLAN CHANGE IS TO:

- Rezone: ~24.84ha to enable residential development
- Remove: provisions relating to motor racing from the Pukekohe Park Precinct (I434)
- The project reflects the next stage in ATR delivering part of the wider strategy for the racing industry. The economic benefits will pass down to trainers, breeders and other parts of this community.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LANDSCAPE OF MANY MEMORIES

Pukekohe Park is a landscape with deep meaning for the wider community.

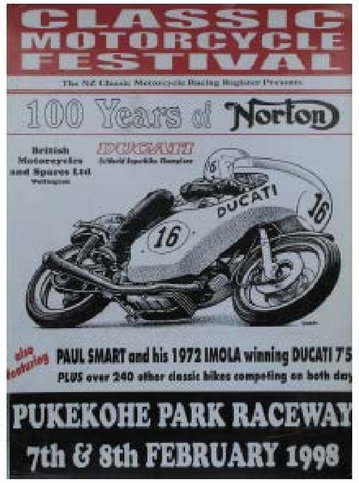
- Different people hold Pukekohe Park close to their hearts for many reasons, almost all are tied to friends' family and memorable occasions.
- From thoroughbred racing, Grand Prix, trotting, Superbikes and country AMP shows, this landscape has strong roots in people's connections to Pukekohe Park.



Figure 130. Panoramic view of the new Pukekohe showgrounds. Spectators watch the riding competition, 1901. Sir George Grey Special Collections, Auckland Libraries, AWNS-19010315-5







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LANDSCAPE OF PLENTY

Pukekohe Park is a focus for many traditions across Southern Auckland and Northern Waikato.

- Founders, previous Chairman and current members have strong connections to the productive heritage of this landscape.
- The whenua provided kai, work, recreation and meaning for generations of locals from all communities – a source of local pride today.











AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A CULTURAL LANDSCAPE

Pukekohe Park and the whenua surrounding it is part of a much longer cultural tradition.

- Pukekohekohe Park has been, and will remain, a place where everyone in our community are welcome.
- From atop Pukekohekohe maunga this location fits into living breathing whenua where we have the opportunity to enhance its mana and mauri through our actions.
- Streams (including the Tutaenui Stream, connecting to the Waikato River) were used as transport routes for communication and trade with hapu/iwi to the south







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LIVING COMMUNITY OF INTEREST

This is a place defined by a love of horses and the rich rural culture and lifestyle that they create.

- Pukekohekohe Park brings its wider communities of interest together – to celebrate our shared passion for horses.
- This is living, breathing, working landscape, a place or many fond memories and somewhere many future ones will be created.









AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

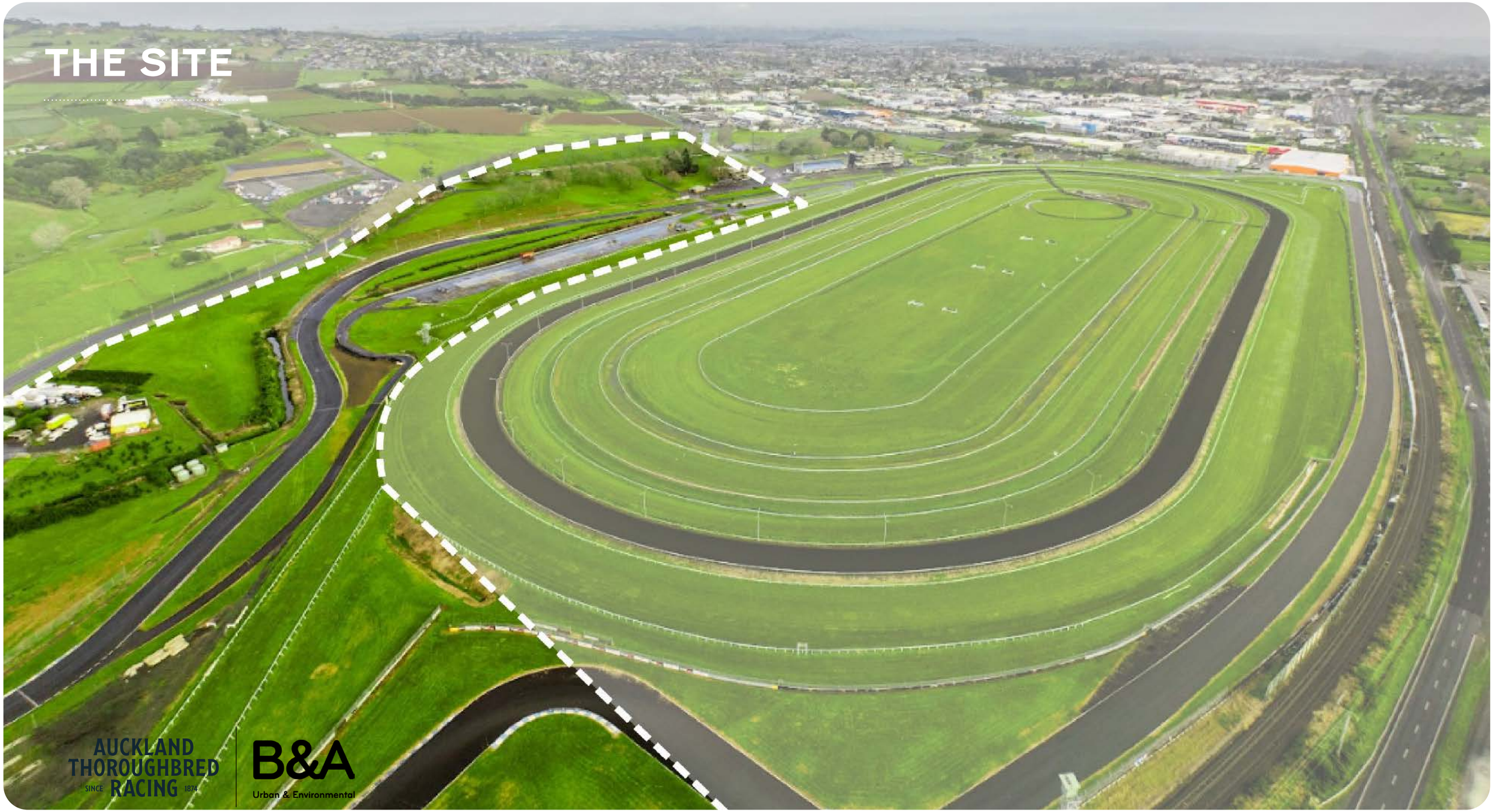
THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

SITE LOCATION



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PLAN CHANGE AREA





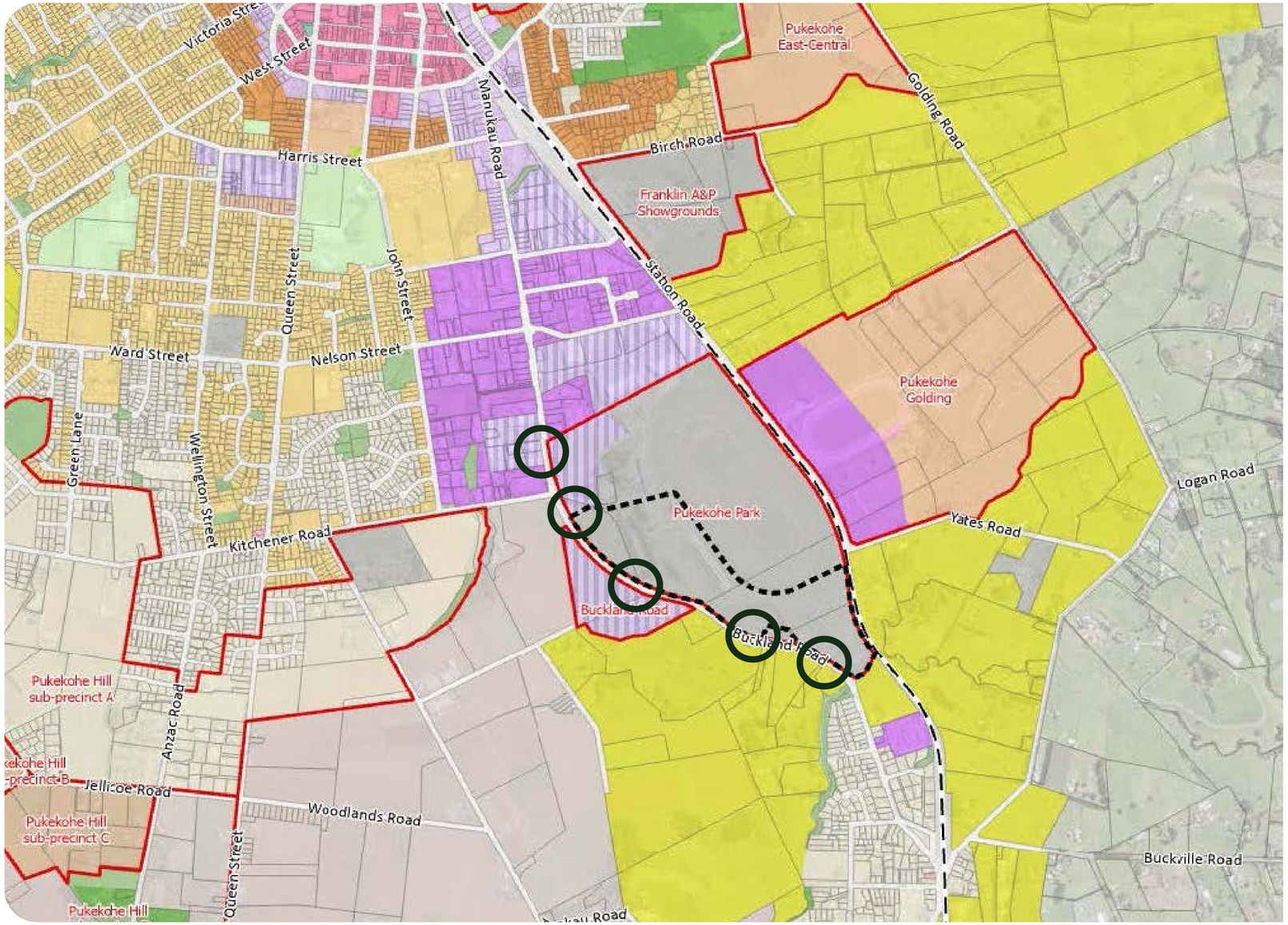






AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



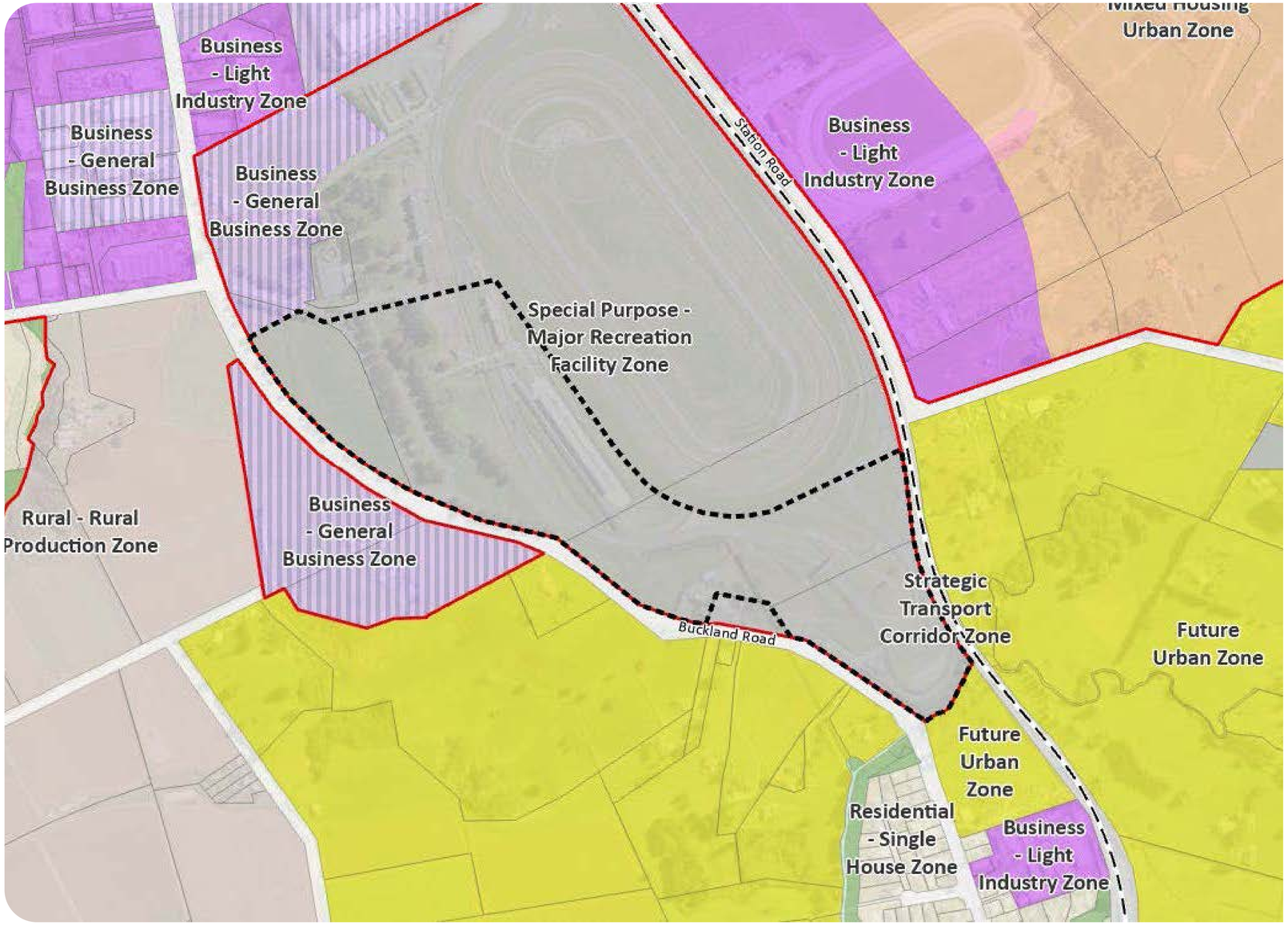
SITE CONTEXT

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south

Five existing access points from Manukau / Buckland Roads

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

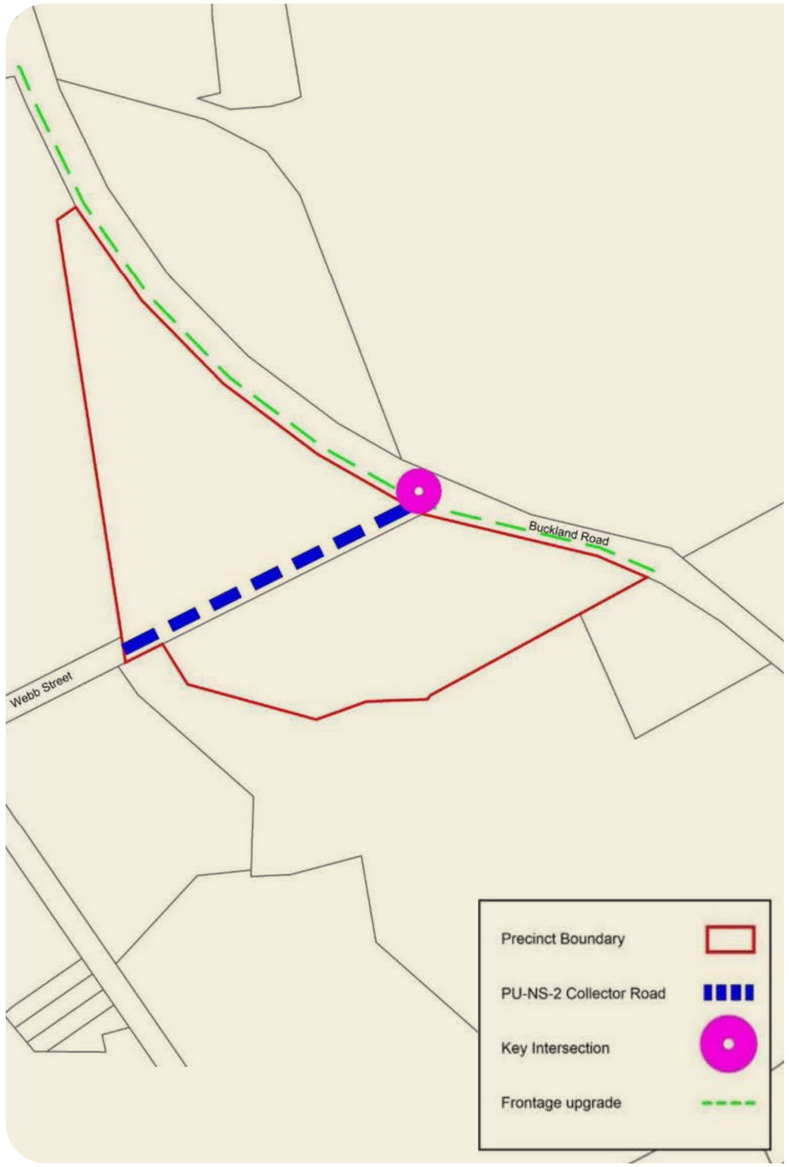


EXISTING AUP ZONING

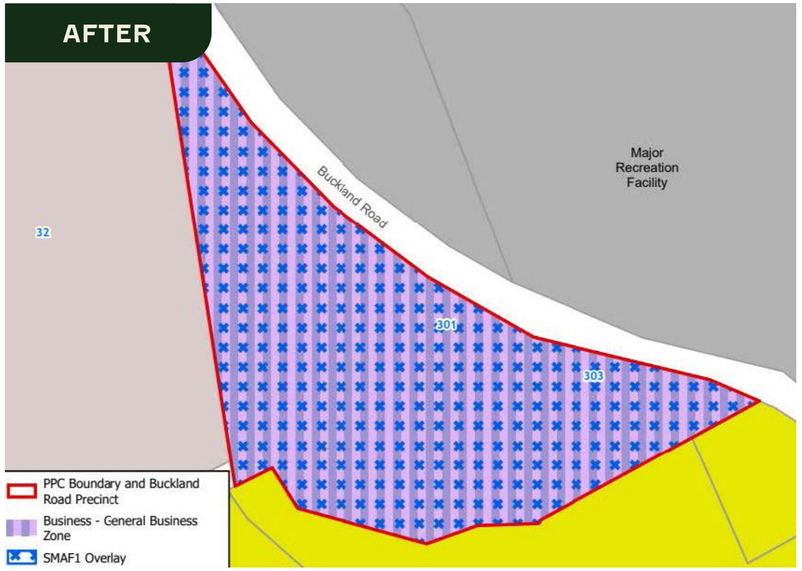
- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental





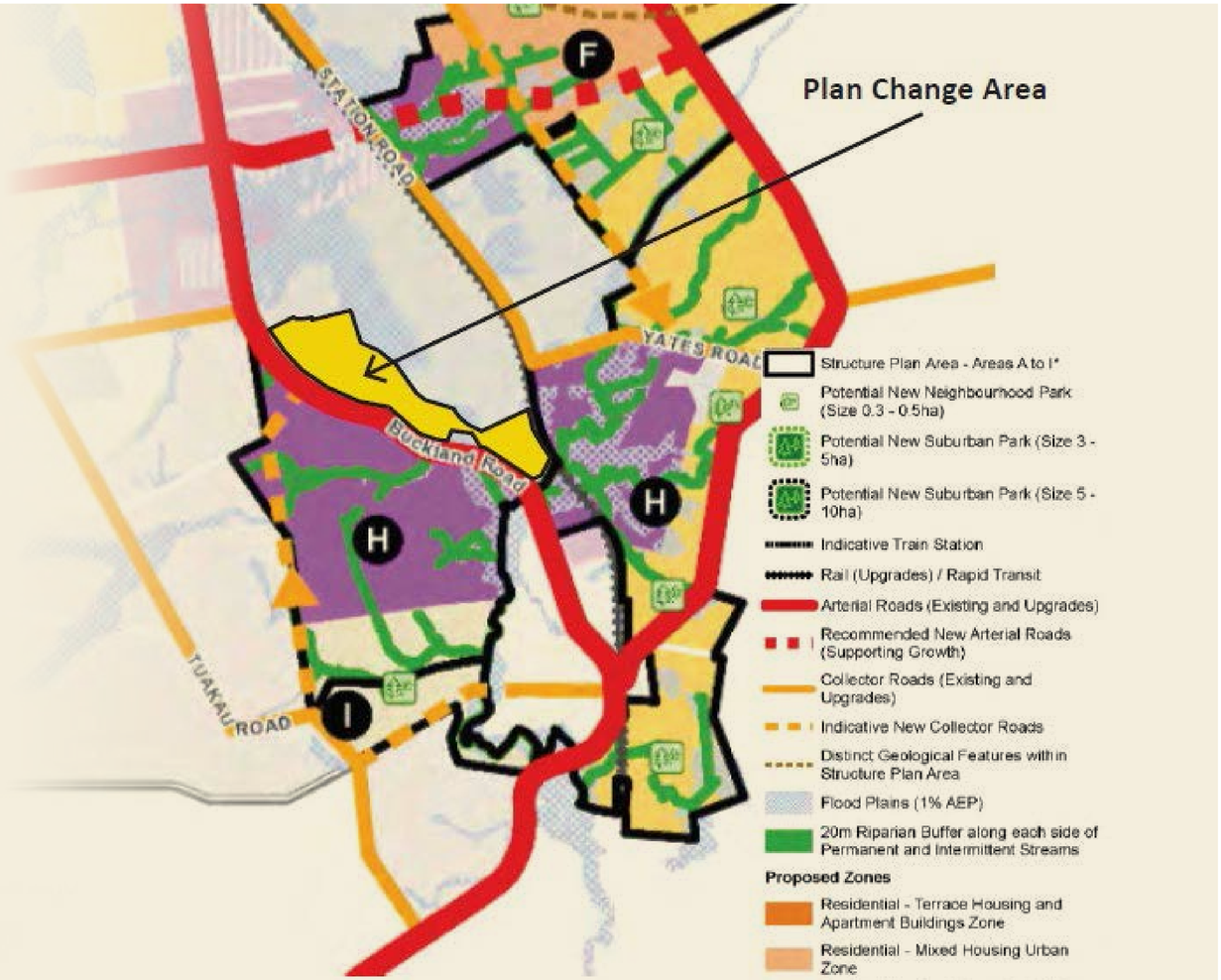


PLAN CHANGE 87 CONTEXT

- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

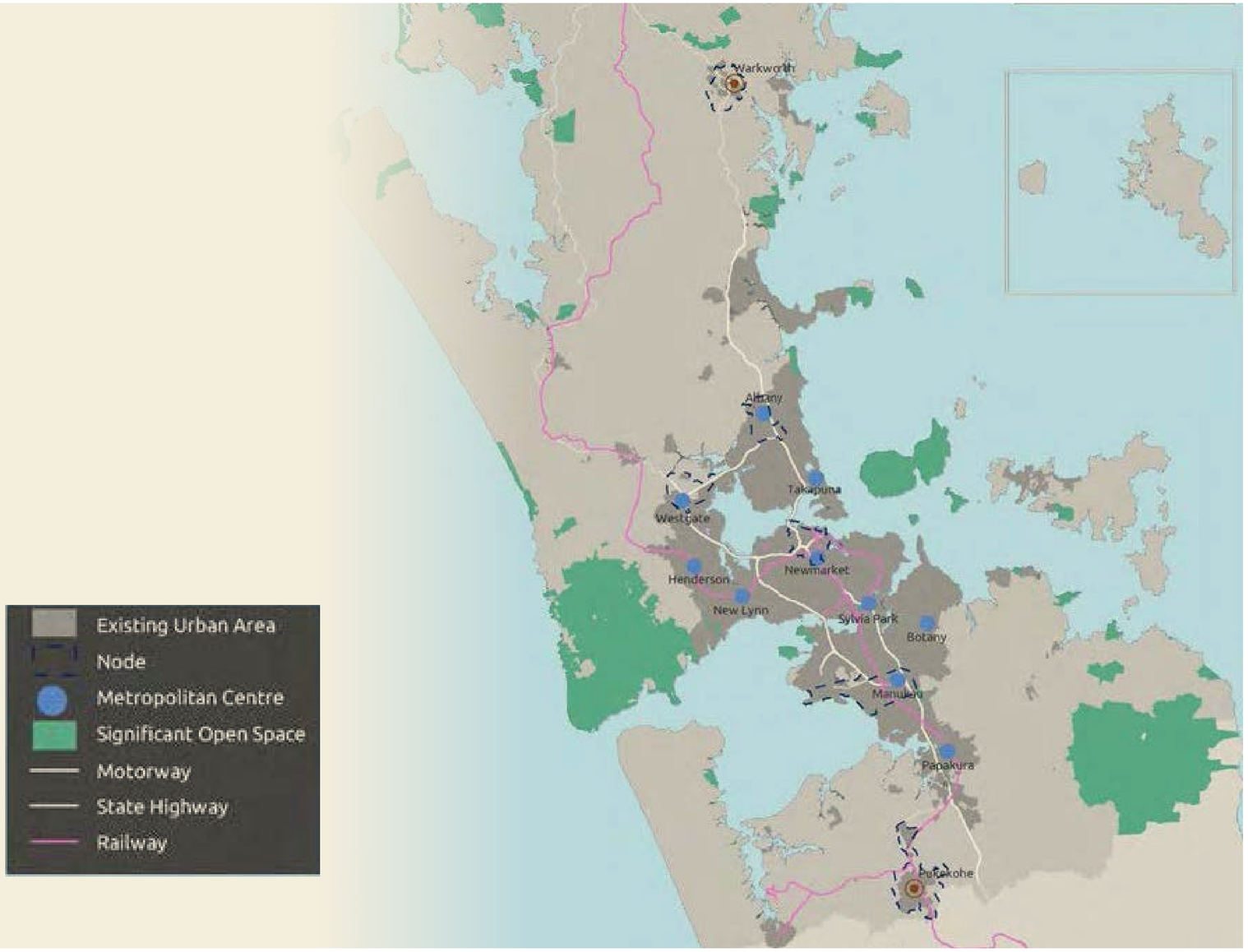


PUKEKOHE-PAERATA STRUCTURE PLAN

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

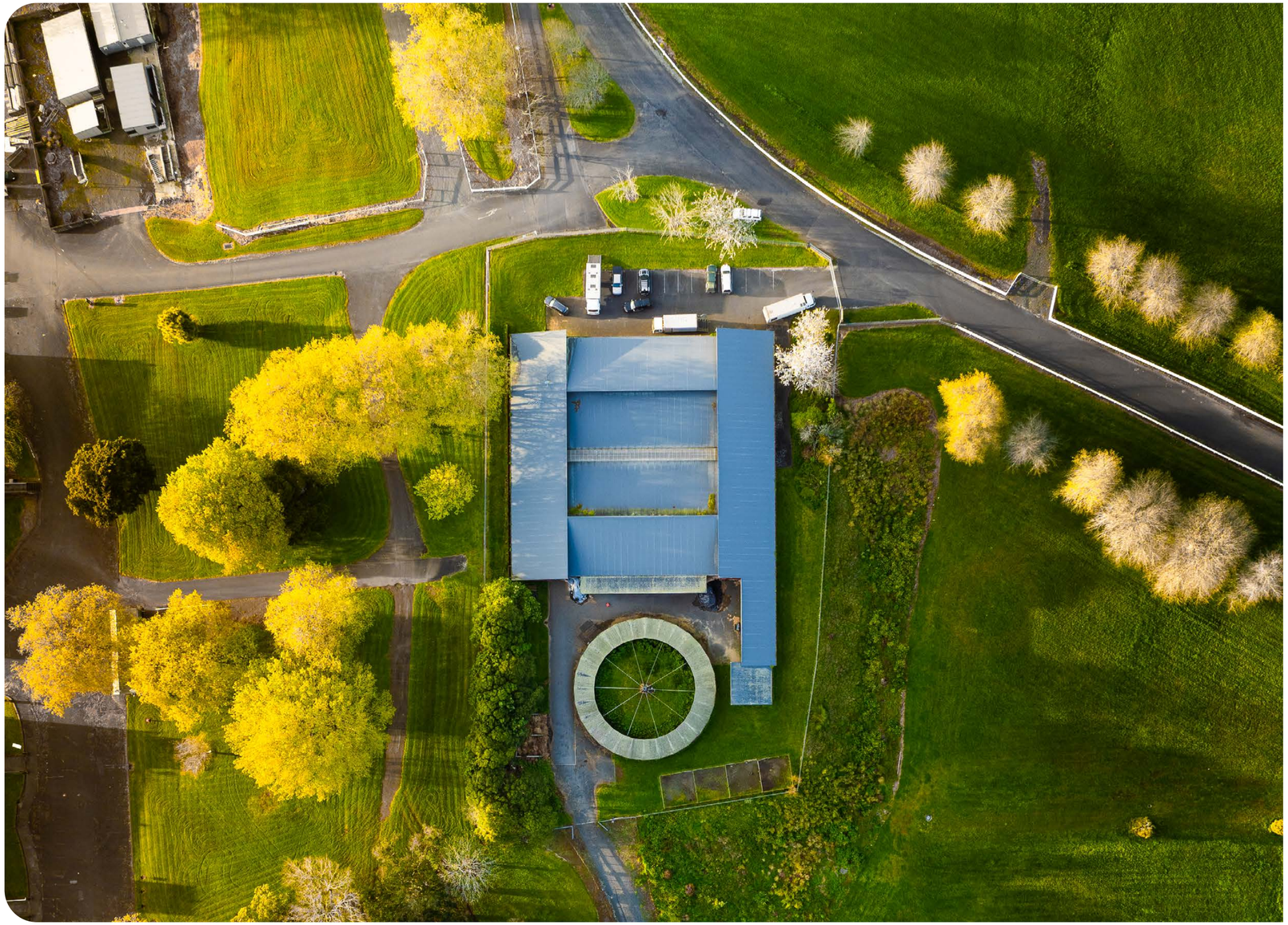


STRATEGIC CONTEXT (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

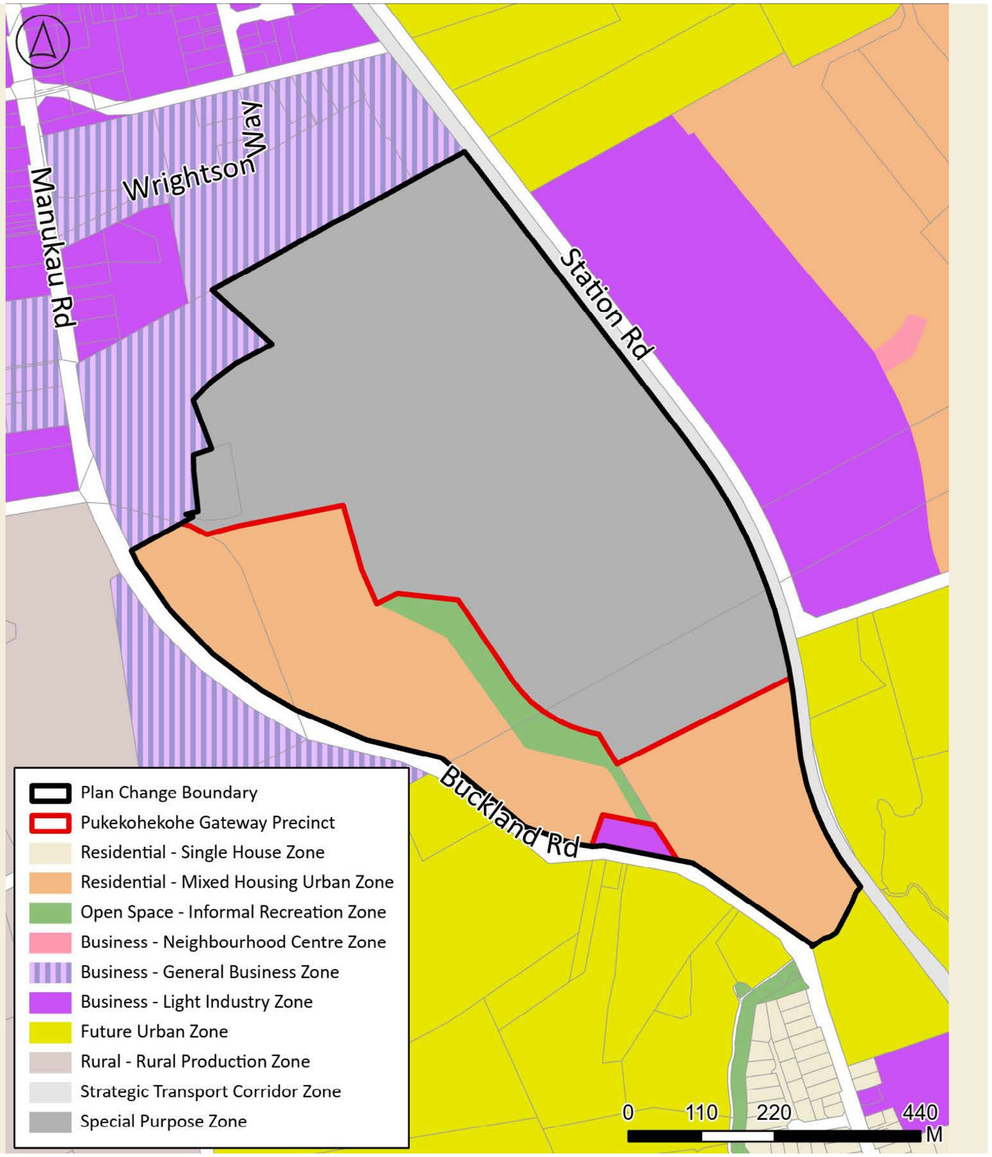


PLAN CHANGE SCOPE

- Rezone ~24.84ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential
- Either apply a bespoke Precinct to the PC area or amend the existing precinct
- Remove or modify motorsport activities from the Pukekohe Park Precinct (incl. consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct)
- Amend the Notable Tree schedule

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



PROPOSED ZONING PLAN

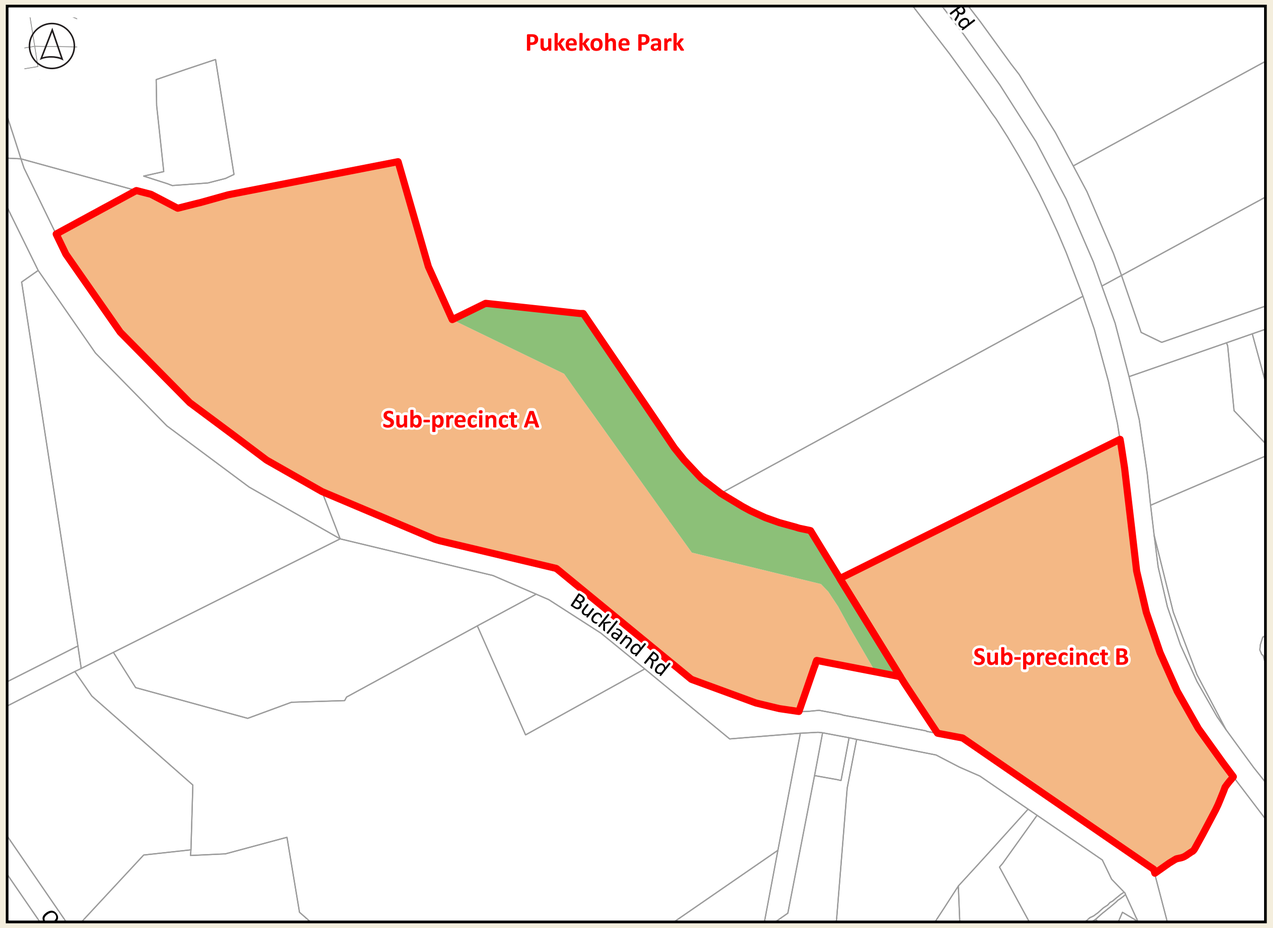
- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 400-600 dwellings.

AUCKLAND THOROUGHBRED RACING SINCE 1874

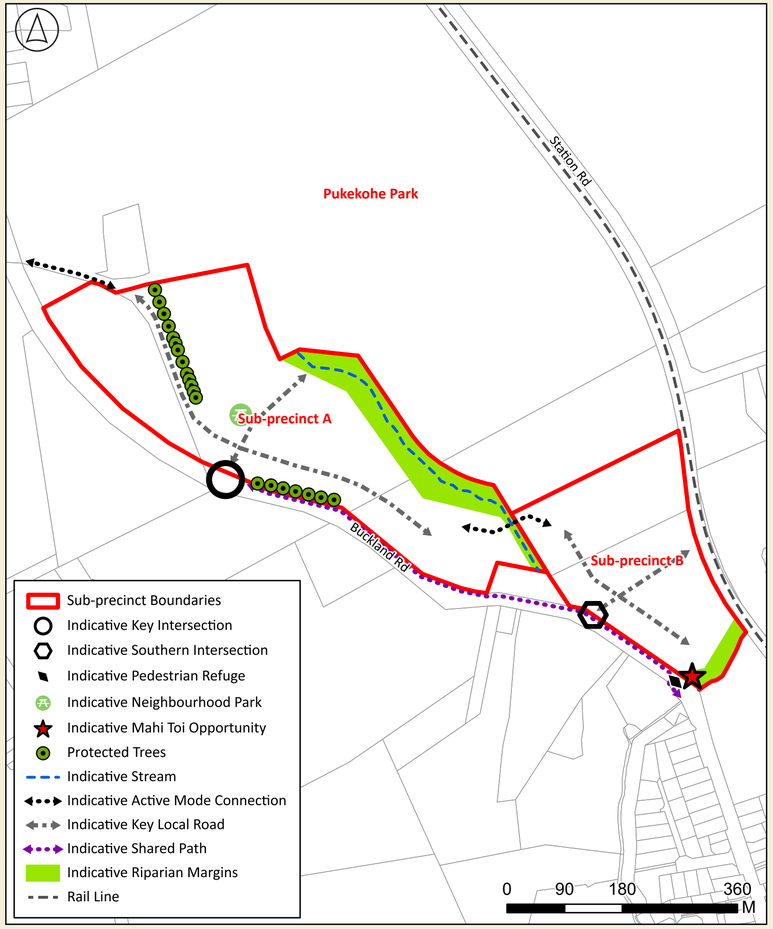
B&A Urban & Environmental

PUKEKOHEKOHE GATEWAY PRECINCT

Pukekohekohe Gatweway Precinct: Zones & Sub-precincts



Pukekohekohe Gatweway Precinct: Plan 1 Structuring Elements

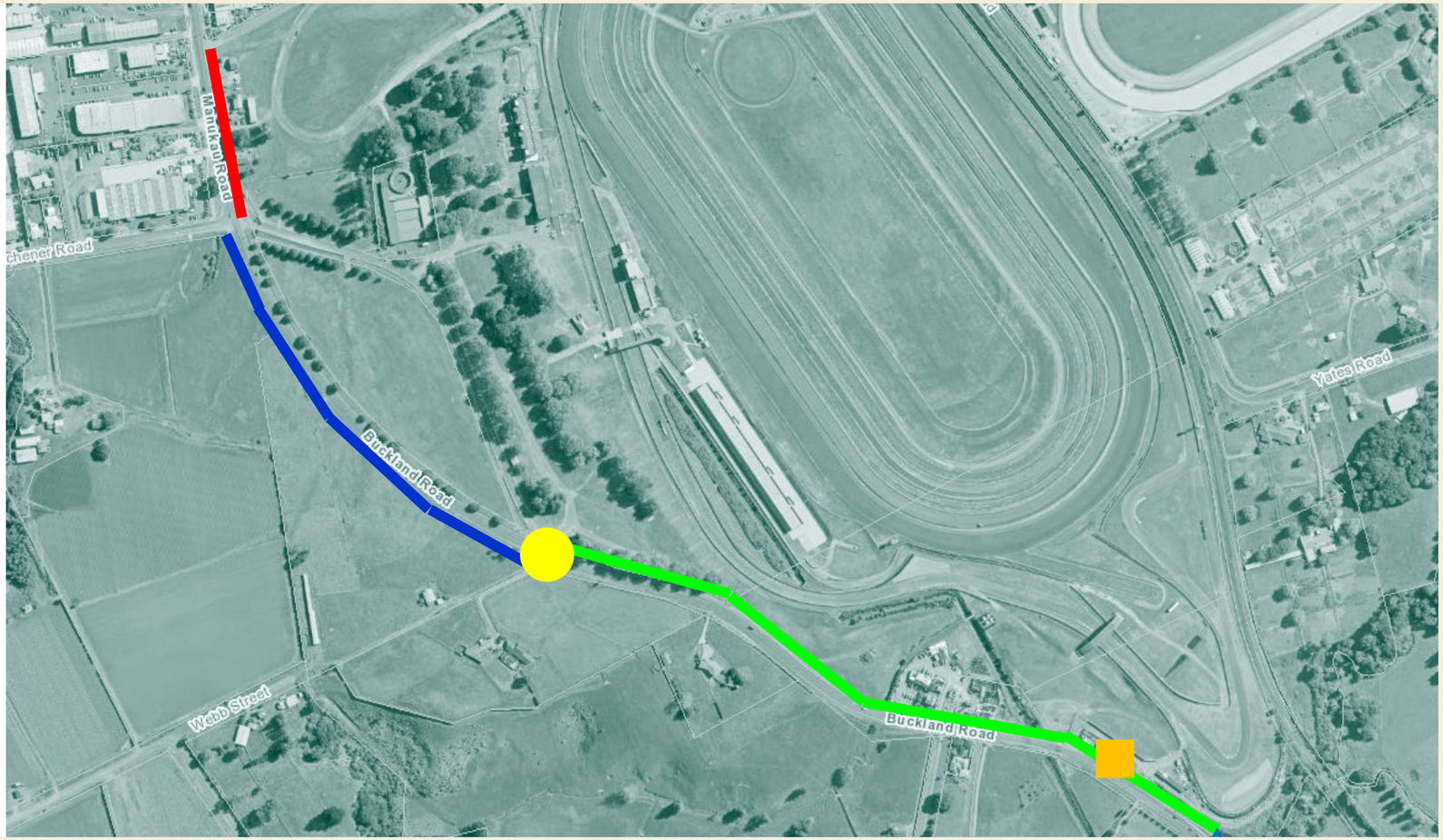


AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

BUCKLAND ROAD FRONTAGE STRATEGY

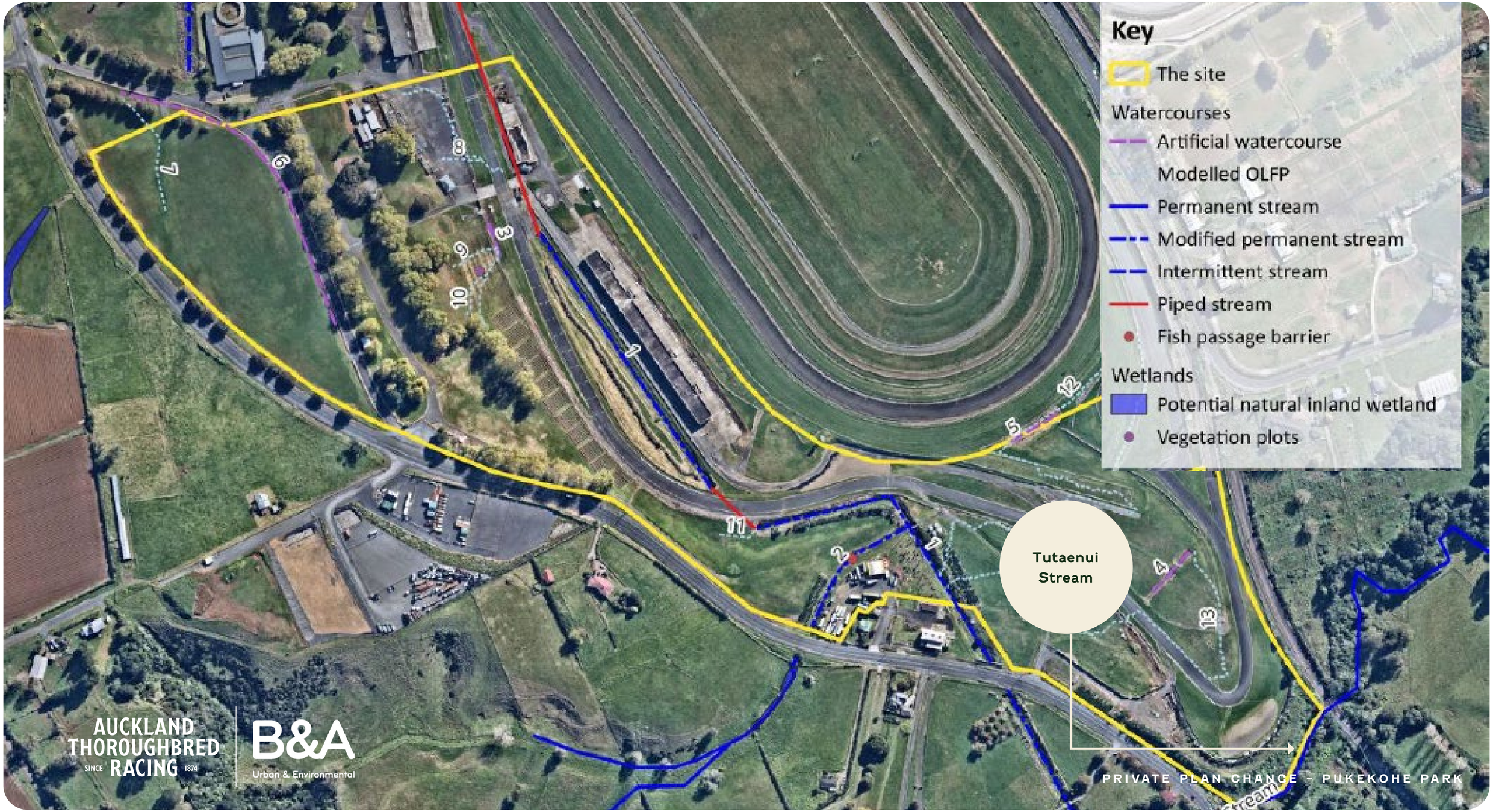
- 1.8m Proposed Footpath (PC30)
- 3m Proposed Shared path (PC87)
- 3m Proposed Shared path (PP)
- Roundabout (PP & PC87)
- Likely Secondary PP Access
- Potential Pedestrian Refuge



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental


Dual 2500mm Dia Culverts
Dual 2500mm Dia Culverts
Dual 3000mm rectangular Culverts and 1150mm rectangular culvert
Tutaenui Stream
AUCKLAND THOROUGHBRED RACING SINCE 1874
B&A
Urban & Environmental
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK


Key
The site
Watercourses
Artificial watercourse
Modelled OLFP
Permanent stream
Modified permanent stream
Intermittent stream
Piped stream
Fish passage barrier
Wetlands
Potential natural inland wetland
Vegetation plots
Tutaenui Stream
AUCKLAND THOROUGHBRED RACING SINCE 1874
B&A Urban & Environmental
PRIVATE PLAN CHANGE - PUKEKOHE PARK

STORMWATER MANAGEMENT PRINCIPLES / APPROACH

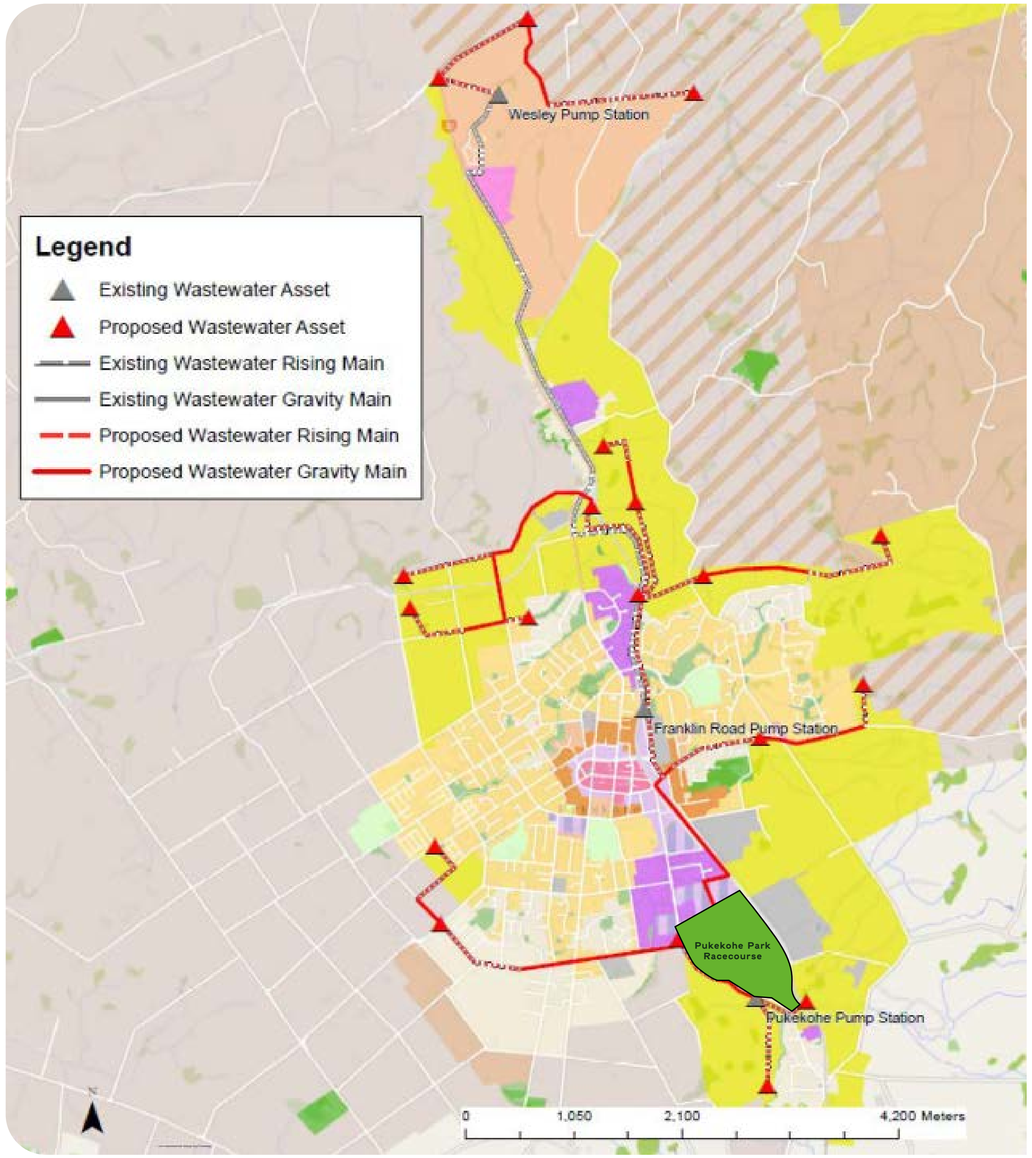
- Proposed SW management strategy to align with the Auckland Council Regionwide Network Discharge Consent and the Auckland Unitary Plan
- **Water Quality Treatment**
  - Meet the requirements are per the Regionwide Stormwater Network Discharge Consent / Auckland Unitary Plan targeting all impervious areas.
- **Hydrology Mitigation**
  - Retention of runoff for the 5mm, 24 hour rainfall event from any new impervious areas.
  - Detention of the 95th percentile event for all impervious areas in the development will be provided in communal bioretention device or in roadside raingardens
- **Stream Erosion**
  - Ecology survey to assess stream erosion will be included as part of the application – Viridis to confirm

STORMWATER MANAGEMENT PRINCIPLES / APPROACH

<table>
<tr><th rowspan="3">Area</th><th colspan="4">Stormwater Management</th></tr>
<tr><th rowspan="2">Water Quality</th><th colspan="2">Hydrology Mitigation</th><th rowspan="2">Primary Conveyance</th><th rowspan="2">Secondary Conveyance</th></tr>
<tr><th>Retention</th><th>Detention</th></tr>
<tr><td rowspan="2">Roof area</td><td>Non-contaminant generating roofing and cladding material.</td><td rowspan="2">Retention of at least the first 5mm of runoff via non-potable reuse tanks (limited to roof areas)</td><td rowspan="2">Detention via communal public/communal devices or at source</td><td rowspan="3">Convey runoff generated from the 10% AEP event (inclusive of climate change factors in accordance with the Stormwater Code of Practice)</td><td>Finished floor levels to be provided as per the Stormwater Code of Practice</td></tr>
<tr><td>Reuse tanks to provide first flush treatment</td><td rowspan="2">Convey overland flow paths for the 1% AEP (inclusive of climate change factors) within road reserves and green spaces</td></tr>
<tr><td>Public roads
Private JOALS
Driveways/patio areas</td><td colspan="3">Water quality and hydrology mitigation to be provided via public/communal device(s) or at source</td></tr>
</table>

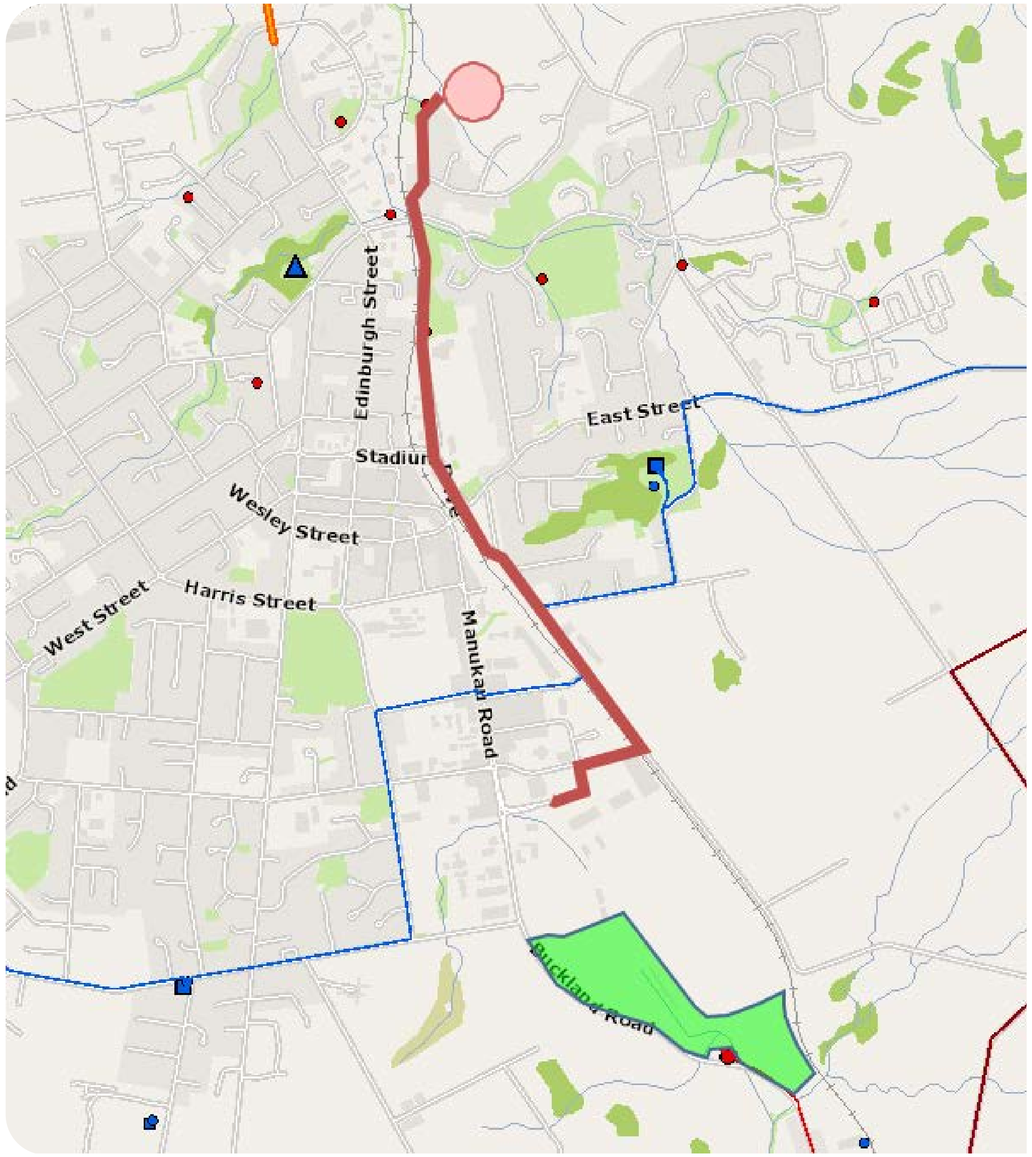
AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

PUKEKOHE WASTEWATER INFRASTRUCTURE UPGRADES



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



PUKEKOHE WASTEWATER INFRASTRUCTURE UPGRADES

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

WASTEWATER INFRASTRUCTURE



Pukekohe WW Pumpstation
360 Buckland Rd

WW Manhole
423413

WW Manhole
422629

O'Connor Dr
John St
Manukau Rd
Wrightson Way
Station Rd
Kitchener Rd
Yates Rd
Tuakau Rd
Buckland Rd
Webb St
Quarry Rd

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PROPOSED WASTEWATER STRATEGY

- Wastewater is proposed to be discharged directly to the Buckland Road Pump Station, or to the upstream trunk mains via satellite manholes
- The network will be designed to the standards outlined in the Watercare Wastewater Code of Practice
- Preliminary drainage networks have been modelled and confirm that the site can discharge to the existing trunk networks via gravity mains

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE WASTEWATER INFRASTRUCTURE UPGRADES

- **Pukekohe North Pump Station (Isabella Drive Pump Station) and 800mm Station Road trunk main:**
  - Construction to begin mid-2025 and to be completed early 2028
- **PC 98 and PC 76 (north of Pukekohe Park) seek to utilise a new pump station proposed under PC 76. This will then discharge via the new 800mm main through Station Road**
- **Watercare have indicated that upgrades of the existing wastewater trunk mains within Pukekohe Park may be required**
  - Identified as an opportunity for coordination between WSL and ATR
- **The Buckland Road Pump Station was constructed in 2017 and Watercare have advised that it was recently upgraded to have additional storage**
- **The Paerate Pukekohe Structure Plan states that:**
  - The population of Pukekohe in 2019 was 33,000, and is expected to grow to 64,000 within 30 years
  - The Structure Plan will provide for 30 years of growth
  - The Buckland Road Pump Station has been sized to have capacity for the ultimate future flows and lived zoned undeveloped land
- **Buckland Road Pump Station's capacity is expected to be exhausted by 2029**

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental



PAST EVENTS AT PUKEKOHE PARK RACECOURSE

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



PAST EVENTS AT PUKEKOHE PARK RACECOURSE

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

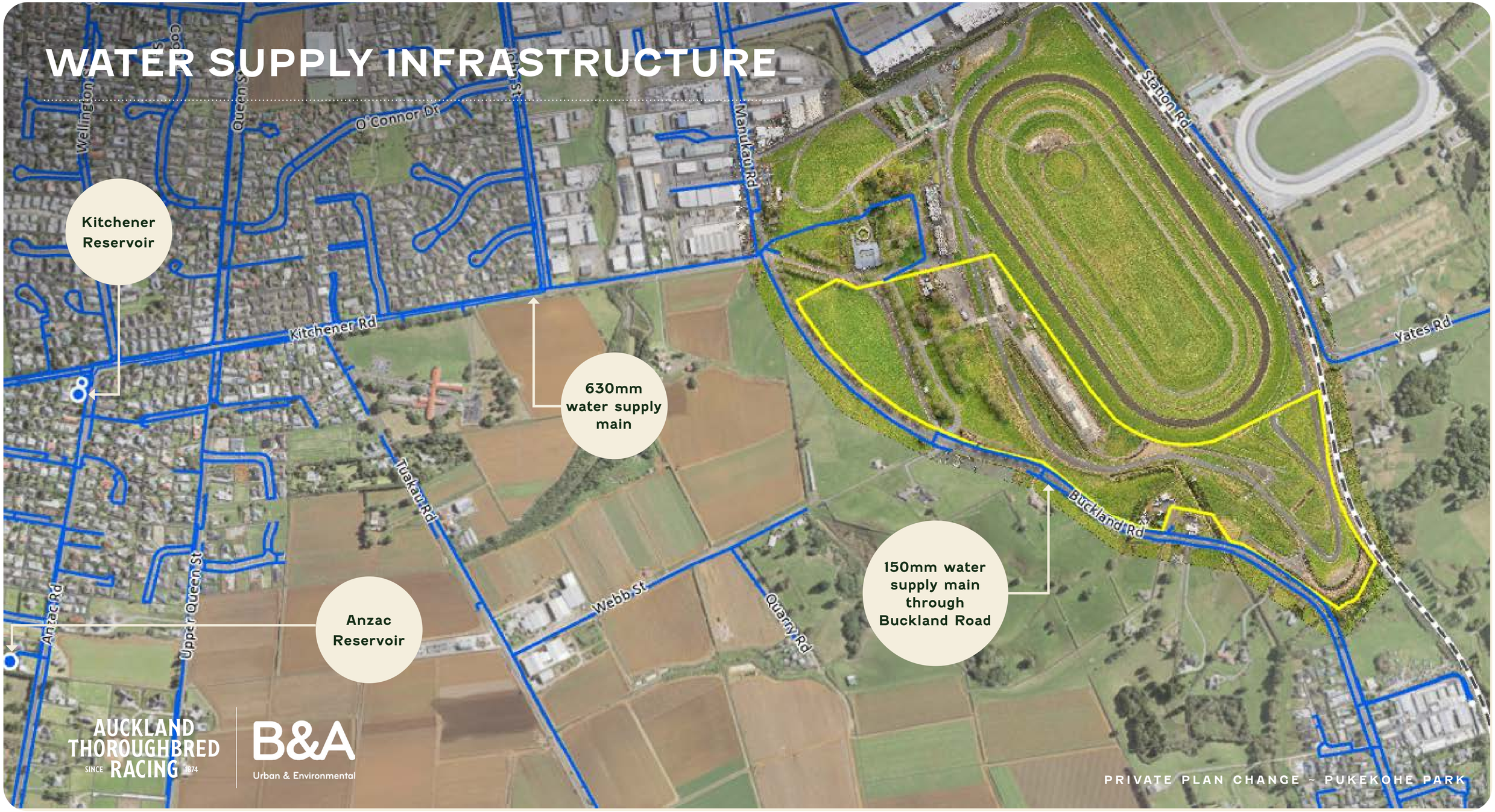
WASTEWATER CAPACITIES

- An assessment was undertaken by Watercare in April 2024 to assess the capacity of the Buckland Road Pump Station to cater for 1,000 residential dwellings on the Pukekohe Park site
    - Following this review WSL confirmed that the pump station can accommodate the additional residential dwellings
- Woods previously undertook an assessment of the potential wastewater flows that could be generated under current zoning, based on previous event attendee numbers. This scenario provided a potential peak flow of 46L/s
- A second assessment was undertaken to assess flows that could be generated based on activities permitted under the Pukekohe Park Precinct rules. This scenario provided a potential peak flow of ~47L/s
- Calculated peak flows for the plan change, estimating 600 residential dwellings, is ~25L/s

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

WATER SUPPLY INFRASTRUCTURE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PRIVATE PLAN CHANGE - PUKEKOHE PARK

WATER SUPPLY STRATEGY

- Three hydrants adjacent the site have been tested and recorded flows of 74.2L/s at 220kPA. This meets PAS 4509:2008 minimum requirements for FW3.
- An assessment was undertaken by Watercare in April 2024 to assess the capacity of water supply network to cater for 1,000 residential dwellings on the Pukekohe Park site
    - Following this assessment Watercare confirmed that the subject site will have a new bulk supply and transmission/distribution upgrade or servicing plan in that area with agreements in place
- Watercare indicated that an upgrade of the 150mm main through Manukau Road may be required for ~1km
- We seek re-confirmation from WSL that public water supply infrastructure upgrades can cater for an additional 9L/s

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

CONSULTATION AND ENGAGEMENT

Extensive engagement and consultation with key stakeholders is underway and will be ongoing, including:

- **Mana Whenua** – Ngāti Tamaoho and Ngaati Te Ata Waiohua have expressed interest in being involved in the Pukekohekohe Plan Change and will be providing CVAs to accompany the application. An on-site cultural induction, introductory hui and site walkover have all been undertaken with mana whenua representatives;
- **Healthy Waters** – Engagement with Healthy Waters staff has commenced. The stormwater management strategy for the site and the flood modelling results have been discussed. Healthy Waters helped develop and have approved the base model used for the flood modelling
- **Watercare** – Two meetings have been held with Watercare. Watercare have advised that they prioritise connecting live zoned land over FUZ, and that there is capacity within the existing bulk Infrastructure to service the PPC, and only local upgrades and connections will be required to service future development;
- **Auckland Transport** – Two meeting have been held with Auckland Transport. The traffic modelling used to inform the ITA and the identified transport infrastructure upgrades required to service future development enabled by the PPC have been discussed;
- **KiwiRail** – An introduction meeting has been held with KiwiRail. Acoustic provisions that have been recently adopted in other PC's adjacent to the rail corridor were agreed as best practice and will be applied to the part of the PC area adjacent to the rail corridor; and
- **Counties Energy** have issued a letter of support for the PPC, and have confirmed that power supply required to service the PC area exists and will be available.

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

UPCOMING ENGAGEMENT AND CONSULTATION

Community and stakeholder engagement will be ongoing, and upcoming engagement includes:

- An open day will be held late February, inviting adjacent landowners and horse trainers who use the Pukekohe Park Racecourse to discuss the proposed PC;
- A wider community open day will be held late February, inviting all members of the community as well as Councillors, MoP and LB members;
- The Plan Change will be presented to the Franklin Local Board at the February meeting;
- Kōrero with mana whenua will be ongoing and various specialists will be meeting with mana whenua representatives to ensure cultural outcomes and recommendations of Ngāti Tamaoho and Ngaati Te Ata Waiohua are expressed through the Plan Change; and
- Pre-lodgement meetings will be scheduled with Auckland Council Plans and Places, Arborists, Healthy Waters, Auckland Transport, Watercare and KiwiRail.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

SPECIALIST TEAM

- Planning (B&A)
- Urban Design (B&A)
- Landscape (B&A)
- Transport (CKL)
- Stormwater (Woods)
- Infrastructure (Woods)
- Economics (Urban Economics)
- Geotech (ENGEO)
- Contamination (ENGEO)
- Ecology (Viridis)
- Arboriculture (Greenscene)
- Acoustic (Styles Group)
- Archaeology (Archaeology Solutions)
- Legal (Russell McVeagh)
- QS (Cuesko)



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



NEXT STEPS

- Plan change preparation and reporting: underway
- Stakeholder engagement and pre-apps: underway
- Plan Change lodgement: March 2024

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

QUESTIONS?

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

KERIKERI | WHANGĀREI | WARKWORTH | AUCKLAND | HAMILTON | CAMBRIDGE

NAPIER | WELLINGTON | CHRISTCHURCH | WANAKA

Minutes

Project: Pukekohekohe Gateway Plan Change

Date: 2 April 2025

Time: 1:00pm – 3:00pm

Location: B&A offices / Teams

Attendees:

Name	Role/Organisation
Adam Sadgrove (AS)	Auckland Thoroughbred Racing
Nick Roberts (NR)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates
Kasey Zhai (KZ)	Barker & Associates
Daryl Hughes (DH)	CKL
Marguerite Pearson (MP)	Auckland Transport
Tania Richmond (TR)	Richmond Planning – Consultant Planner processing on behalf of Auckland Council
Ben Kildare (BK)	Auckland Council – Plans & Places
Craig Cairncross (CC)	Auckland Council – Plans & Places
Susan Andrews (SA)	Auckland Council – Healthy Waters
Jack Thompson (JT)	Auckland Council – Healthy Waters

Apologies: Chris Freke (Auckland Transport)

Item	Detail	Action
1	Introductions	
2	**Overview of proposed Plan Change** • The Plan Change proposal is to the Pukekohe Park site and applies the Pukekohekohe Gateway Precinct to the proposed MHU zone. The team is also investigating the potential to include the General Business zoned land (rezoned under PC30) along with the transport infrastructure upgrades required under the existing covenant into the Pukekohekohe Gateway Precinct in a workable manner. This will enable the efficient development of the PC30 land in a way that is integrated with the proposed new residential areas. Consultation with AT on this proposed inclusion is underway and the inclusion of the PC30 land will be confirmed prior to lodgement.	

Item	Detail	Action
3	**Introduction to the site** NR provided an overview of Pukekohe Park (refer to presentation slides included as **Attachment 1**): • The subject site (72ha) has hosted thoroughbred horse stabling, training, trialling and racing since the 1920's and Motor Racing since the 1960's. • Motorsport activities ceased in April 2023. • An Indicative masterplan has been prepared to inform the proposed plan change, including the spatial extent of the proposed zoning and indicative structuring elements shown in Precinct Plan 1.	
4	**Proposed Plan Change – Pukekohekohe Gateway Precinct** • Proposed Precinct comprises three sub-precincts (A, B and C) • Proposed to apply Residential – Mixed Housing Urban zone to approximately 21ha of land and included as Sub-Precincts A and B. • PC30 land (zoned General Business) is proposed to be included as Sub-Precinct C. No zoning change is proposed to the PC30 land. • Area of realigned and naturalised stream that will be rezoned proposed to be rezoned to Open Space – Informal Recreation zone and will be retained in private ownership and maintained by ATR. • Watercare wastewater pump station site proposed to be rezoned Business – Light Industry zone and to remain outside of Precinct area. • Changes to proposed to Notable Tree schedule and the notable Tree overlay to remove vague 'group' of trees and individually identify and include 7 new trees which meet the new guidelines for scheduling notable trees. • SMAF applied across the part of the Plan Change area proposed to be rezoned, noting that the PC30 land is already subject to the SMAF overlay.	
5	*Transport* • Existing AUP controls apply (as per Chapter E27 of the AUP). • Buckland Road is an Arterial Road and there are 4 existing accesses into the Pukekohe Park site. • Precinct Plan 1 identifies key structuring elements, including indicative transport works i.e., shared path, local roads etc. • MP provided comments on Precinct Plan 1 –	

Item	Detail	Action
	- Identify where the existing access for the racecourse is. DH confirmed it is where the black square is shown. MP requested an arrow line showing access into the Racecourse at that location, to ensure the transport across the entire site is understood. - Pedestrian network shown on the Plan will connect to facilities in new internal local roads. Amendments may be required to the active mode connection between Sub-Precinct A and Sub-Precinct B to illustrate that this will integrate with the local road network - What 'facility' means in the trigger when referring to the active mode cross over Buckland road, and query where the the pedestrian refuge crossing will be located at the Key Intersection (north or south). ATR team noted this is a matter to be determined through detailed design, but that the current intention is that active modes cross at the new roundabout, which will be fully active mode compliant (i.e. raised active mode crossing points on all arms). - Wording change requested in trigger tables to include *subdivision to create lots*. DH noted that as the requirement is for operational infrastructure, the provision seeks to avoid the need for infrastructure to be in place up 2 years in advance of occupancy. The current wording is consistent across all recent plan changes to enable construction of a development to commence prior to the required road upgrades being completed. MP noted that this is a matter being picked up by AT across all plan changes. • MP to circulate AT SME comments within a week. B&A to review and to confirm the need for a meeting. • Overview provided of transport infrastructure requirements for sub-precincts A, B, and C. • DH noted that the trigger of 75 vph in Standard IX.6.2 is likely to have been confirmed through the PC30 hearing process. • Confirmed that the main active mode connection will be along Buckland Road. The active mode connection between Sub-Precincts A and B is to provide for internal amenity, and will connect to internal local roads and footpaths.	B&A Team to review and/or incorporate comments provided on Precinct Plan 1 prior to lodgement.
6	*Stormwater and ecology* • SA queried other lengths of watercourse further northwards of the specific length of watercourse identified for realignment and	

Item	Detail	Action
	enhancement, including their location and what consideration has been given to these sections of stream. • CP confirmed that no piping is proposed across the site and that the southern portion will be daylighted. • SA queried the purpose of the riparian margin standard within the new Pukekohekohe Gateway Precinct. CP/NR confirmed the presence of streams within the new Precinct that will trigger this standard (along the southern boundary). SA commented that a 10m width of riparian planting serves ecological purposes as a self-sustaining depth of planting (once plants are established and weeds suppressed), however further assessment is required to confirm whether the 10m width would appropriately address stream erosion/geomorphic stability matters associated with the proposed Plan Change. • JT confirmed that design details to be subject to RC process and details to be resolved through future consenting processes. • Noted that further comments from HW's likely to come through Clause 23 process. • SA identified that there is a need to consider the impacts of development on erosion downstream, and to confirm whether the application of the SMAF overlay is sufficient to protect streams downstream from erosion. • ATR team confirmed that ongoing discussions have been held with Healthy Waters in relation to the modelling work. Email confirmation of modelling work prepared to support the Plan Change and confirmation of review was circulated **following** this meeting, and is included as **Attachment 2**. Larry Shui has reviewed the initial model, and has confirmed that it is fit for purpose to analyse the Plan Change application, however noting that there are other matters which can be addressed when assessing any future development scenario. SA confirmed following the meeting that one of the key matters Healthy Waters will be looking for in the Plan Change application is to establish that the proposed stormwater management strategy will work. • SA requested minutes from meetings held with Healthy Waters to discuss the propose plan change. AS noted that alongside the review and confirmation of the model, over 2 years of consultation with Healthy Waters has been undertaken by the ATR team. • MP queried the pedestrian connections shown in the render drawings for the channel naturalisation. NR/AS confirmed that	B&A team to circulate minutes of Healthy Waters meetings.

Item	Detail	Action
	the renders are indicative, and detailed design will be confirmed as part of a future resource consenting process.	
7	*Acoustics* • Initial discussions have been held with KiwiRail and the proposed approach to noise and vibration provisions are consistent with other recently approved plan changes for residential land use adjacent to the rail corridor.	
8	*Urban Design* • A fencing standard will be applied adjacent to the proposed Open Space zone. • A number of identified Amenity Trees are to be protected where practicable through assessment criteria that applies to new subdivision and new buildings. The Amenity Trees are identified in Precinct Plan 3.	
9	*Mana Whenua* • Informing iwi special information requirement • BK requested the SIR be amended to either Consultation or Engagement with iwi. TR noted similar request.	B&A amended Special Information Requirement, refer to updated Precinct Provisions at **Attachment 3**.
10	**Proposed Plan Change – Amendments proposed to Pukekohe Park Precincts** • Summary of the amendments proposed to I434 Pukekohe Park Precinct discussed, including: - Removal of Motorsport Activities; - Removal of noise provisions associated with motorsport activities; - Inclusion of new special noise events standard and general noise requirements; - Updated Precinct area; - Removal of Interface Control Area; and - Amendments to the Helicopter Standard. • CP noted that the proposed amendments to I434 Pukekohe Park Precinct are at the back of the proposed provisions pre-circulated and updated version included at **Attachment 3**.	
11	**Technical consultants** The Plan Change application has been prepared with the technical reports noted in Attachment 1, to be lodged alongside the Plan Change request. SA requested that the ecological assessment prepared for the PPC be shared w HW&FR.	

Item	Detail	Action
12	**Next steps** - MP noted that AT are generally supportive of the approach to include PC30 within the Plan Change, but will not withdraw the covenant until the plan change is operative. - MP noted that CF will speak to the PC30 covenant conversion into the Precinct provisions. Meeting between ATR team and AT to be arranged to work through Sub-Precinct C transport upgrade requirements and inclusion of PC30 land w/c 07/04. - PC30 position to be provided in writing from AT. - SME feedback to be provided by MP within the next 1-2 weeks. - TR has general feedback in relation to the proposed provisions, including alignment with the AUP format. A separate planning meeting has been scheduled for 09/04. - MP requested a consolidated plan showing the transport upgrades required within other nearby Precincts (PC87) to circulate to AT SMEs. A plan showing the PC87 and PPC transport upgrades is included at **Attachment 4**. - MP requested a copy of the draft ITA once available. - Following the meeting, SA requested the stormwater model.	AT / ATR teams to meet to discuss PC30 covenant conversion to Precinct Provisions and inclusion in Plan Change. B&A Team to circulate draft ITA and stormwater model to AT and HW.



Pukekohe Plan Change (Pukekohekohe Gateway and Pukekohe Park) – on behalf of Auckland Thoroughbred Racing (ATR)

2 April 2025 – Plans and Places and AT Pre-lodgement meeting

B&A
Urban & Environmental

- Introduction to Auckland Thoroughbred Racing and Pukekohe Park
- The Plan Change area
- Summary of proposed plan change, including:
  - Amendments to the AUP Planning maps;
  - Proposed amendments to Schedule 10 – Notable Tree Schedule;
  - Proposed new Pukekohekohe Gateway Precinct; and
  - Proposed amendments to Chapter I434. Pukekohe Park Precinct
- Next Steps and Lodgement

Introduction to Auckland Thoroughbred Racing and Pukekohe Park

B&A
Urban & Environmental



BACKGROUND & PURPOSE

- Pukekohe Park – 222-250 Manukau Road
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- Land to rezoned for residential use ~20.8ha

THE PURPOSE OF THE PRIVATE PLAN CHANGE IS TO:

- Rezone: ~23ha to enable residential development and stream enhancement opportunities
- Remove: provisions relating to motor racing from the Pukekohe Park Precinct (I434)
- The project reflects the next stage in ATR delivering part of the wider strategy for the racing industry. The economic benefits will pass down to trainers, breeders and other parts of this community.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

RESPECTING THE WHENUA, PROTECTING A TAONGA

Pukekohe is renowned as a rohe (region) of fertile soils and abundant wildlife.

For nearly 800 years, the land and its waters have had an inherent and enduring cultural, spiritual, and traditional value for tangata whenua – a taonga to be protected.

Auckland Thoroughbred Racing (ATR) is committed to working with the mana whenua of this rohe. This is a partnership with iwi, and we will work to protect and enhance the mauri (life force) of the environment.

We will ensure that any development aligns with iwi values and obligations.

: **mauri** – respect, protect and enhance the life force of the environment.

: **whakapapa** – we will protect the genealogical connections to the land and its resources.

: **mana** – we will respect the authority and dignity of the iwi.

: **kaitiakitanga** – we will be guided by the iwi's responsibilities as mana whenua.

ATR believes that Pukekohe Park will be a special place where residents, neighbours and visitors will connect – to enjoy its traditions, its energy and its potential.







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A LANDSCAPE OF MANY MEMORIES

Pukekohe Park is a landscape with deep meaning for the wider community.

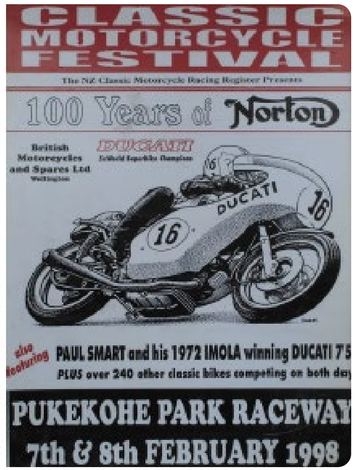
- Different people hold Pukekohe Park close to their hearts for many reasons, almost all are tied to friends' family and memorable occasions.
- From thoroughbred racing, Grand Prix, trotting, Superbikes and country AMP shows, this landscape has strong roots in people's connections to Pukekohe Park.



Figure 130. Panoramic view of the new Pukekohe showgrounds. Spectators watch the riding competition, 1901. Sir George Grey Special Collections, Auckland Libraries, AWNS-19010315-







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A LANDSCAPE OF PLENTY

Pukekohe Park is a focus for many traditions across Southern Auckland and Northern Waikato.

- Founders, previous Chairman and current members have strong connections to the productive heritage of this landscape.
- The whenua provided kai, work, recreation and meaning for generations of locals from all communities – a source of local pride today.











AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A CULTURAL LANDSCAPE

Pukekohe Park and the whenua surrounding it is part of a much longer cultural tradition.

- Pukekohekohe Park has been, and will remain, a place where everyone in our community are welcome.
- From atop Pukekohekohe maunga this location fits into living breathing whenua where we have the opportunity to enhance its mana and mauri through our actions.
- Streams (including the Tutaenui Stream, connecting to the Waikato River) were used as transport routes for communication and trade with hapu/iwi to the south

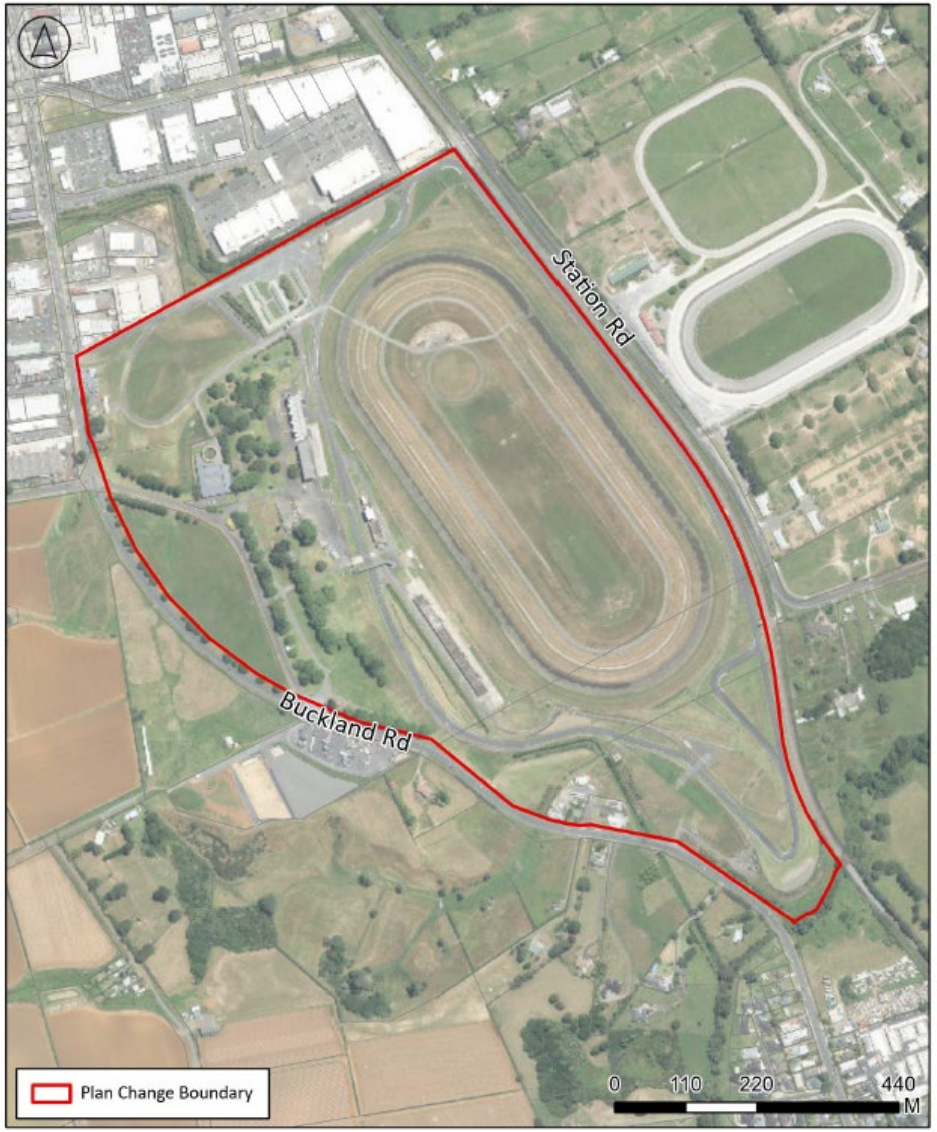






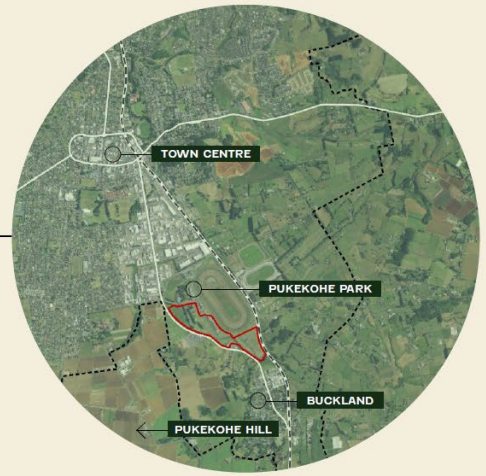
AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta



SITE LOCATION





AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

PRIVATE PLAN CHANGE - PUKEKOHE PARK

The Pukekohe Plan Change area

B&A Urban & Environmental

INDICATIVE WORK IN PROGRESS
RESIDENTIAL SUBDIVISION MASTER PLAN
DRAFT CONCEPT



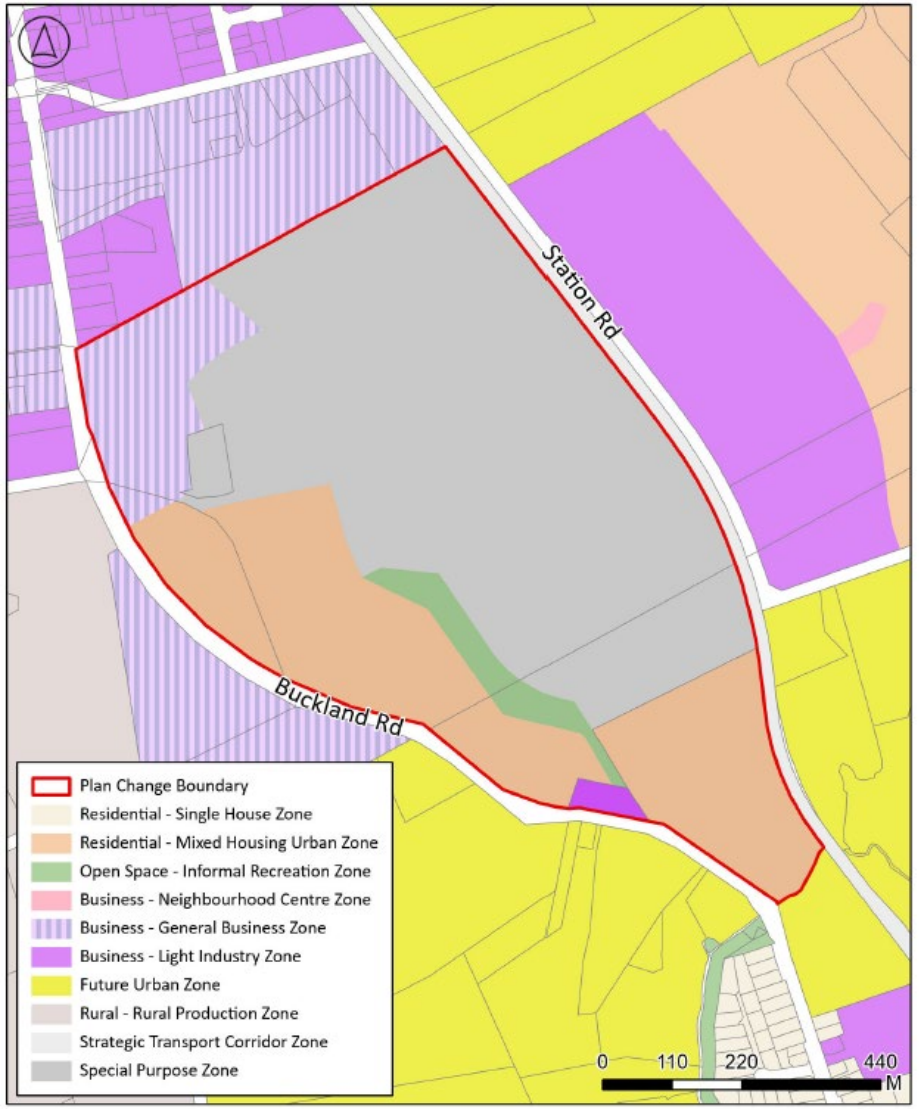
Conceptual Master Plan
Scale. 1:2500 at A1
Date. 05/03/2025

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

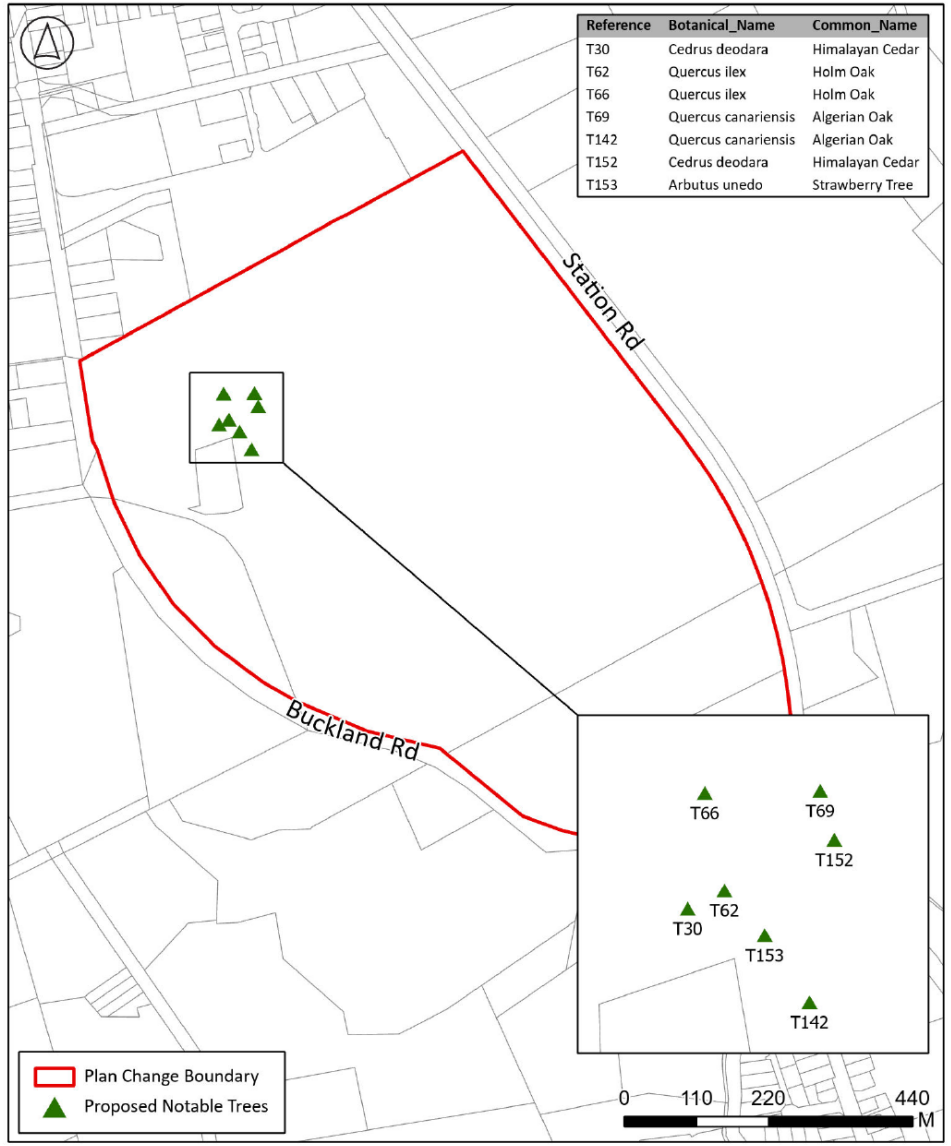
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK

- The proposed Plan Change seeks to rezone approximately 23ha of land in Pukekohe from Special Purpose – Major Recreation Facilities zone to Residential – Mixed Housing Urban (20.82ha) and Open Space –Informal Recreation zone (2.14ha).
- The land that was rezoned to Business – General Business zone through PC30 is proposed to be included as Sub-Precinct C (5.8ha) within the Pukekohekohe Gateway Precinct.
- The proposed Plan Change also seeks to apply Business – Light Industry zone to the existing Watercare Pumpstation site (0.48ha).
- The existing Pukekohe Park Precinct (Chapter I434) is proposed to be amended to reflect the updated Pukekohe Park area (43.07ha) and that motorsport activities are no longer operating on the site.



B&A
Urban & Environmental

- The Notable Tree Schedule (Schedule 10) is proposed to be amended to remove the ‘Group’ of trees and to individually schedule seven trees which meet the Council Guidelines for Identifying Notable Trees.



Amendments to the Notable Tree Overlay and Schedule 10

B&A
Urban & Environmental

PUKEKOHE PARK SCHEDULED TREE INFORMATION – JULY 2011

Area: Franklin
Address: Pukekohe Park (222 Manukau Road), Pukekohe **Tree No:** 214

Common Name: Elm, Plane, Puriri, English Oak, Pin Oak, Beech, Totara
Botanical Name: *Ulmus sp. Platanus x acerifolia, Quercus palustris, Quercus robur, Podocarpus totara, Vitex lucens, Fagus sylvatica*

Condition Evaluation

Points		3	9	15	21	27	Score
Form		Poor	Moderate	Good	Very Good	Specimen	15
Occurrence		Predominant	Common	Infrequent	Rare	Very Rare	9
Vigour / Vitality		Poor	Some	Good	Very Good	Excellent	15
Function		Minor	Useful	Important	Significant	Major	15
Age (yrs)		10yrs +	20yrs +	40yrs +	80yrs+	100yrs +	21
					SUB TOTAL		75

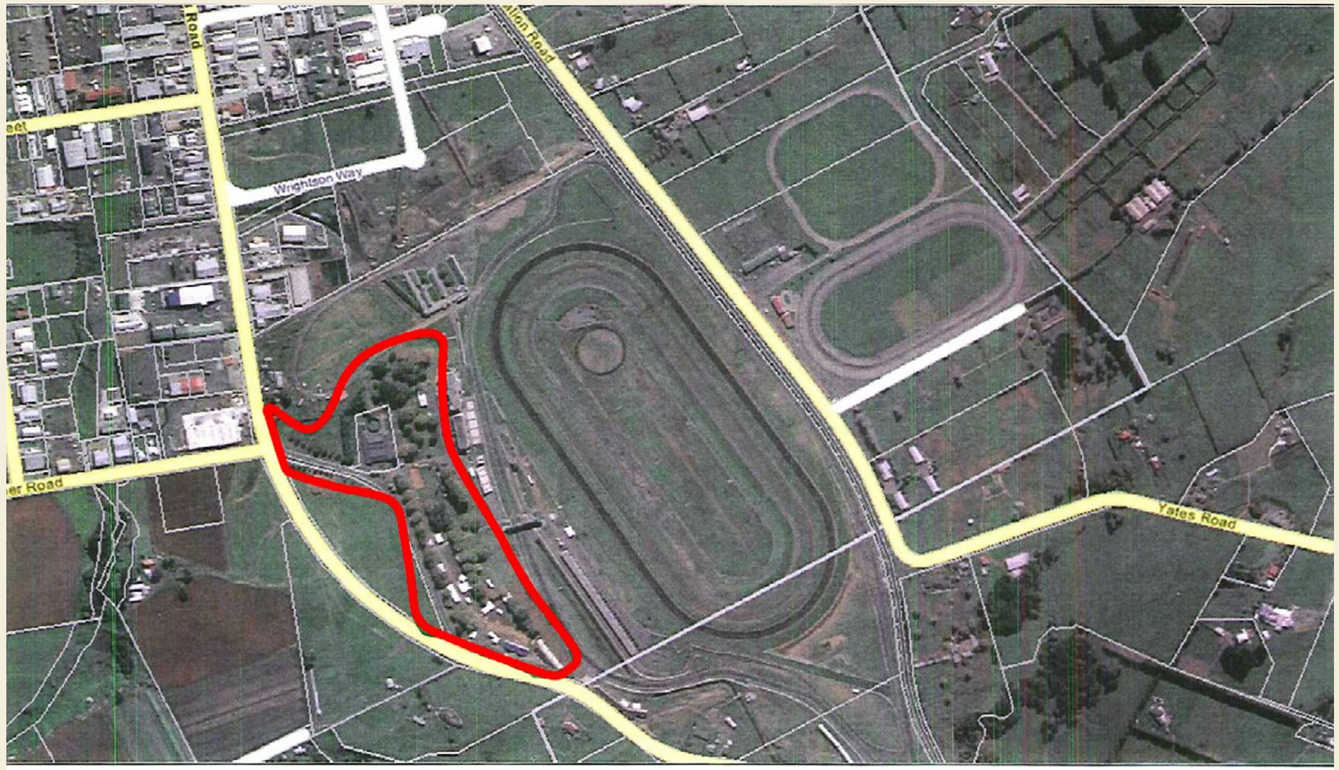
Amenity Evaluation

Points		3	9	15	21	27	Score
Stature (9)		3 to 8	9 to 14	15 to 20	21 to 26	27+	21
Visibility (km)		0.5	1	2	4	8	9
Proximity		Forest	Parkland	Group 10+	Group 3+	Solitary	9
Role		Minor	Moderate	Important	Significant	Major	21
Climate		Minor	Moderate	Important	Significant	Major	9
					SUB TOTAL		69

Notable Evaluation

Points		3	9	15	21	27	Score
Stature	Feature						
	Form						
Historic	Age 100+						
	Association						
	Commemoration						
	Remnant						
	Relict						
Scientific	Source						
	Rarity						
	Endangered						
					SUB TOTAL		0
					GRAND TOTAL		144

Notes: Elm, Plane, Puriri, English Oak, Pin Oak, Beech, Totara



This map/plan is illustrative only and all information should be independently verified on site before taking any action. Copyright Auckland Council. Boundary information from LINZ (Crown Copyright Reserved). Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Height datum: Auckland 1946.

Various - Puke Raceway

Created: Monday, 25 July 2011,10:34:10 a.m.

Scale @ A4 1:8000

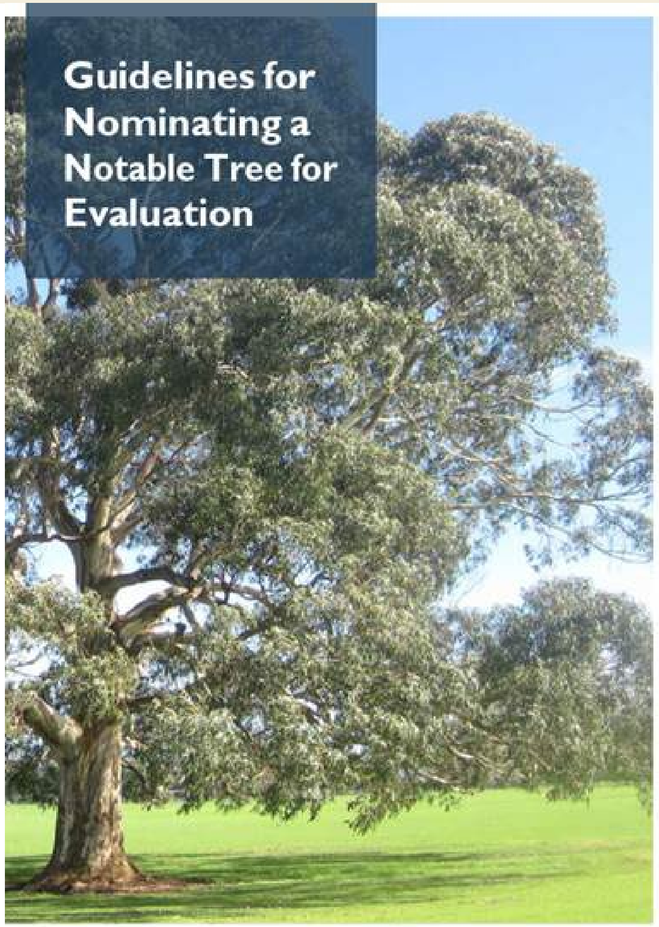
Auckland Council

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

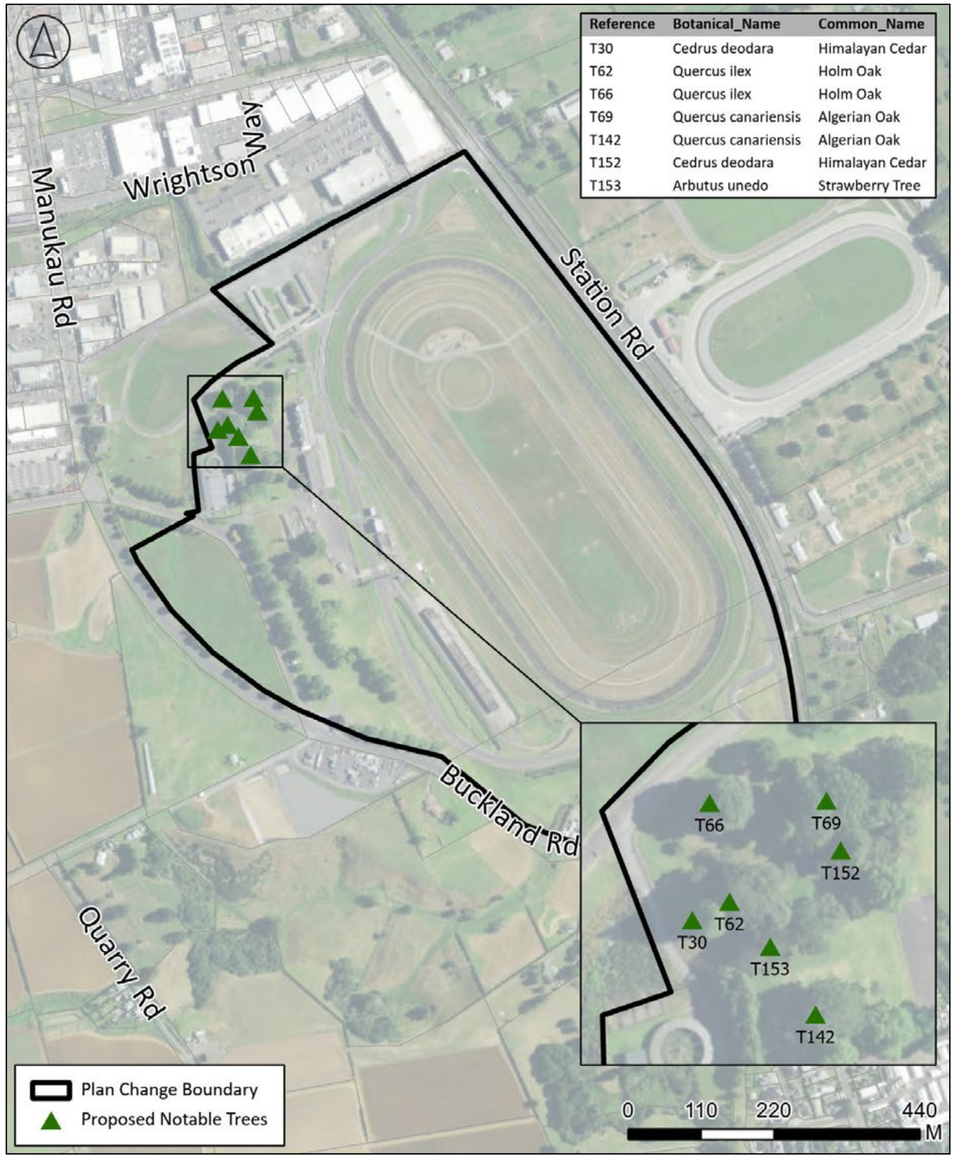
METHODOLOGY FOR ASSESSMENT

- Individual tree survey – August and November 2024
- All trees plotted to GIS-based inventory
- Tree categorisation – British Standards BS5837:2012
- Notable Tree Assessment to identify significant trees using the Auckland Council Guidelines for Nominating a Notable Tree for Evaluation
- Peer Review completed by Paper Street Tree Company December 2024



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta



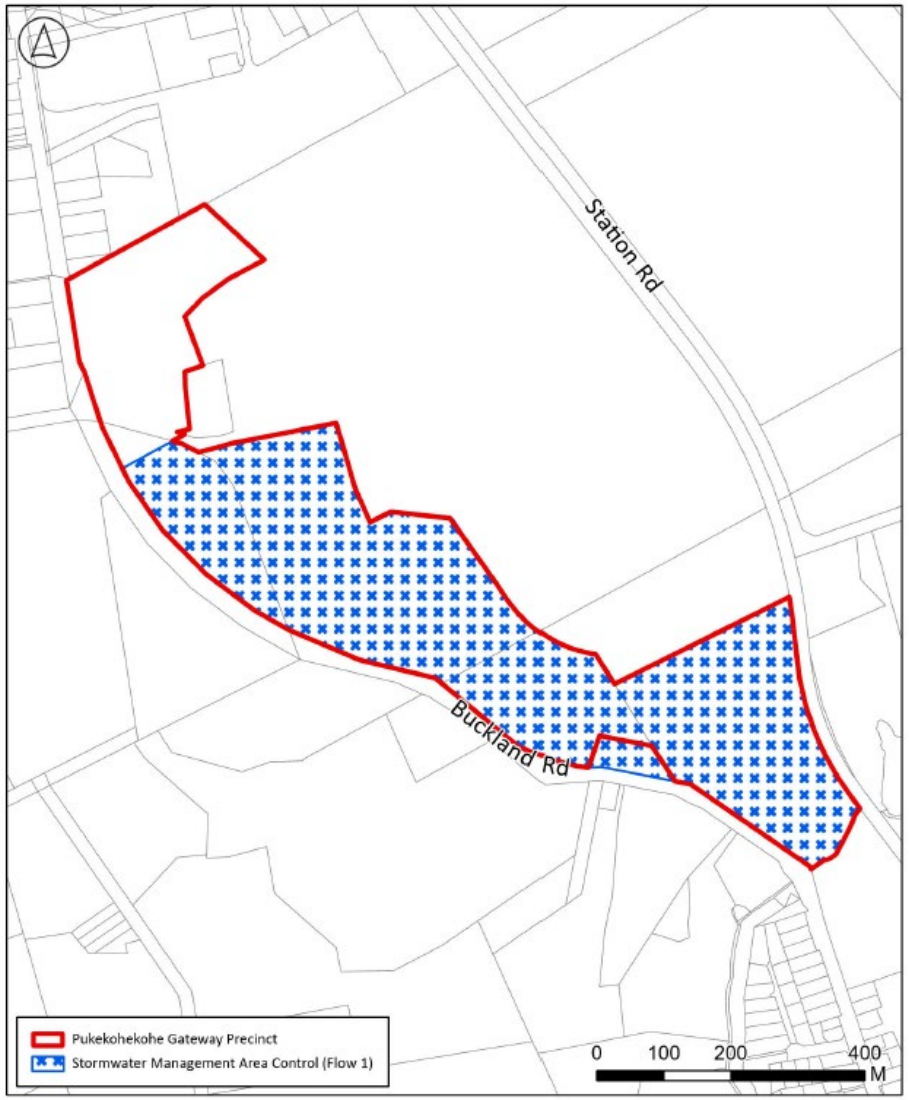
TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10

Ref	Common Name	Botanical Name	Height	Crown Radius	TSF Score
T30	Himalayan Cedar	Cedrus deodara	27.2m	10m	20
T62	Holm Oak	Quercus ilex	18m	14m	21
T66	Holm Oak	Quercus ilex	20.2m	13.5m	28
T69	Algerian Oak	Quercus canariensis	18m	12.6m	23
T142	Algerian Oak	Quercus canariensis	19m	15.7m	23
T152	Himalayan Cedar	Cedrus deodara	16.5m	11.5m	23
T153	Strawberry Tree	Arbutus unedo	13.5m	11.5m	26

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

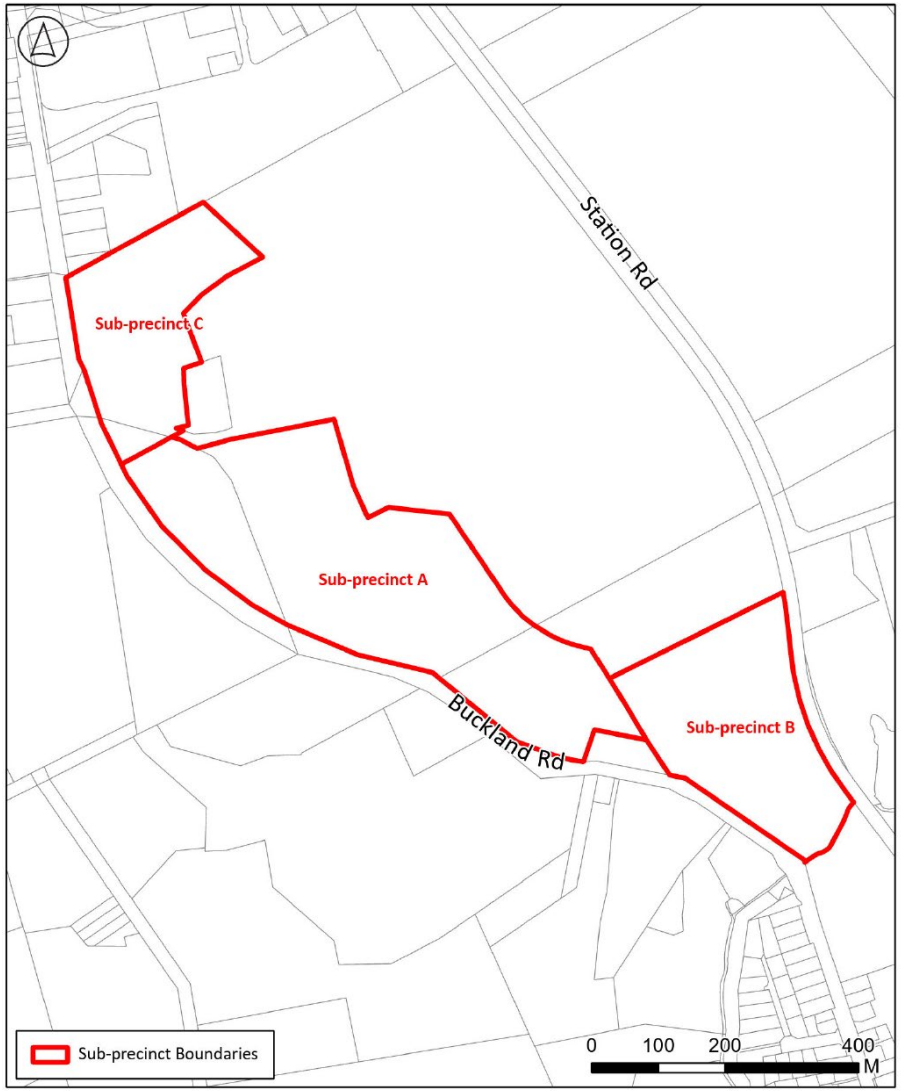
- The plan change proposes to apply the SMAF-1 overlay across the Pukekohekohe Gateway Precinct area (noting that the SMAF-1 Overlay already applies to Sub-Precinct C through Plan Change 30).



Plan Change – SMAF-1 Overlay

B&A
Urban & Environmental

- The purpose of the Pukekohekohe Gateway Precinct is to provide for the development of a sustainable and comprehensively planned residential community, that supports a well-functioning urban environment and a quality compact built form.
- The Pukekohekohe Gateway Precinct comprises 28.76ha, including:
    - Sub-Precinct A: 13.46ha
    - Sub-Precinct B: 7.36ha
    - Sub-Precinct C: 5.80ha
- All relevant overlay, Auckland-wide and zone provisions apply in the precinct unless otherwise specified.



Plan Change – Pukekohekohe Gateway Precinct

B&A
Urban & Environmental

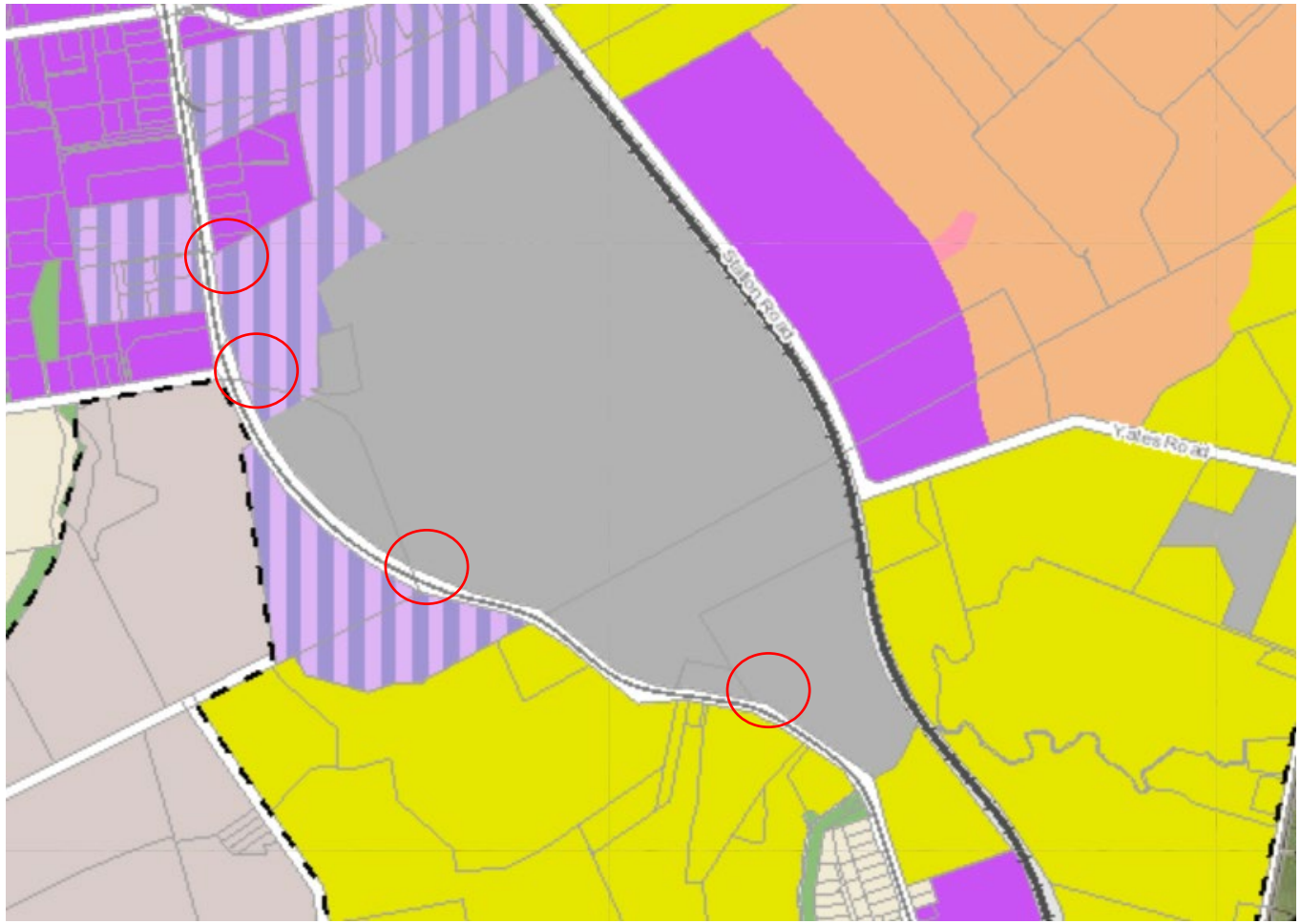
Activity		Activity status
Use and Development		
(A1)	Mahi Toi Cultural Structures	P
(A2)	New buildings and development prior to subdivision, including private roads within Sub-Precinct A or Sub-Precinct B	RD
(A3)	Development that does not comply with Standard IX.6.1 or IX.6.2	D
(A4)	Development that does not comply with Standards IX6.3 to IX.6.9	RD
Subdivision		
(A5)	Subdivision, including private roads within Sub-Precinct A or Sub-Precinct B	RD
(A6)	Subdivision that does not comply with Standards IX6.3 to IX.6.8	RD

Pukekohekohe Gateway Precinct – proposed Activity Table

B&A
Urban & Environmental

Transport

- Buckland Road is an existing **Arterial Road** in the AUP Planning Maps
- Vehicle Access Restrictions apply under Chapter E27 Transport
- There are currently 4 existing access points into the Pukekohe Park site off Buckland Road



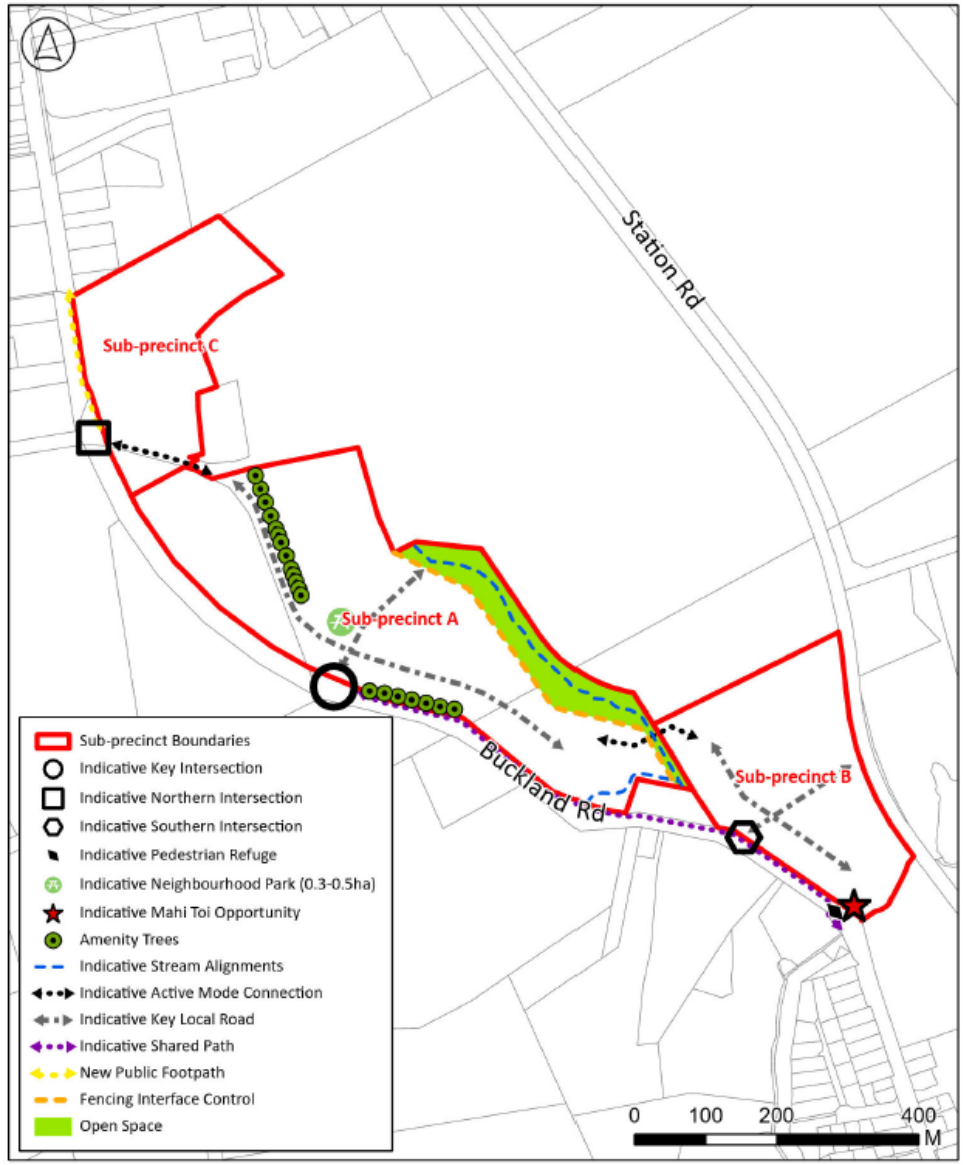
Existing Transport Environment

B&A
Urban & Environmental

Proposed Policies IX.3(3), IX.3(4) and IX.3(5):

Require the Indicative Key Intersections and Indicative Shared Path to be provided generally in the locations shown in IX.10.1 Pukekohekohe Gateway: Precinct Plan 1, while allowing for variation, where it would achieve a highly connected street layout that integrates with the surrounding transport network.

Encourage development which provides a local road network that achieves a highly connected street layout and integrates with the surrounding transport network, and supports the safety and amenity of the open space and stream network.



Access and integrated local road network

B&A
Urban & Environmental

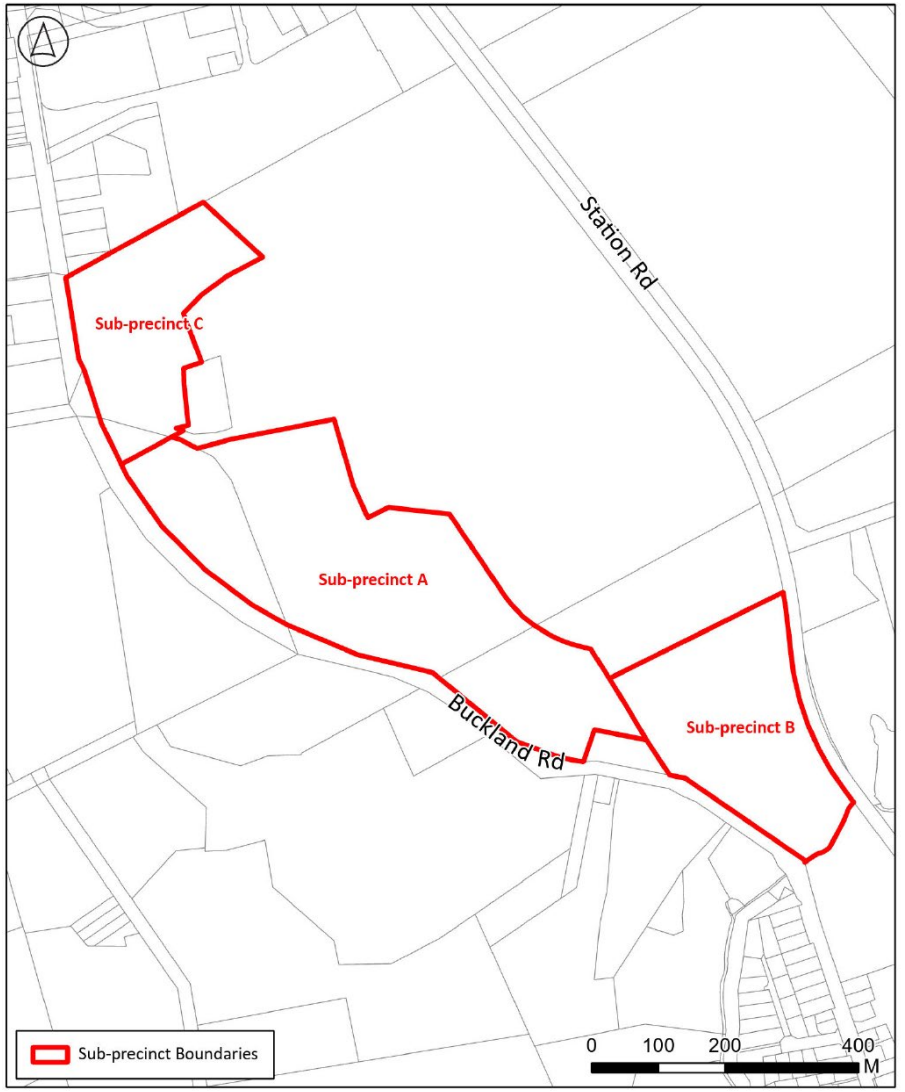
Proposed Objectives:

IX.2(8) Access to, from and within the precinct for all modes of transport occurs in an effective, efficient and safe manner while managing adverse effects of traffic generation on the surrounding road network.

IX.2(9) Development is coordinated with the availability of operational transport infrastructure.

Proposed Policy:

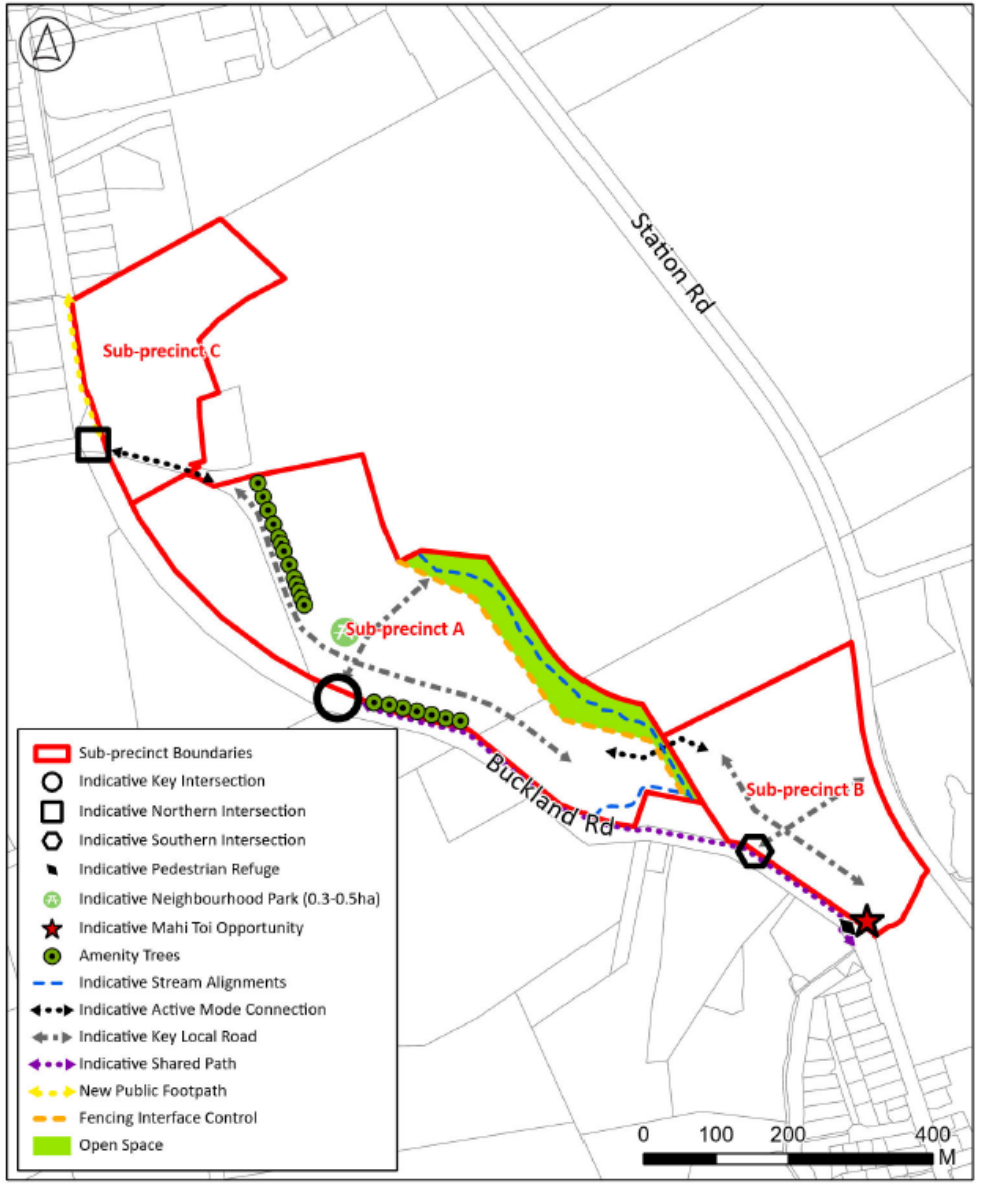
IX.3(11) Require development within the precinct to be coordinated with required transport infrastructure upgrades to manage the adverse effects of development on the safety, efficiency and effectiveness of the surrounding road network.



Staging of Development with Transport Upgrades

B&A
Urban & Environmental

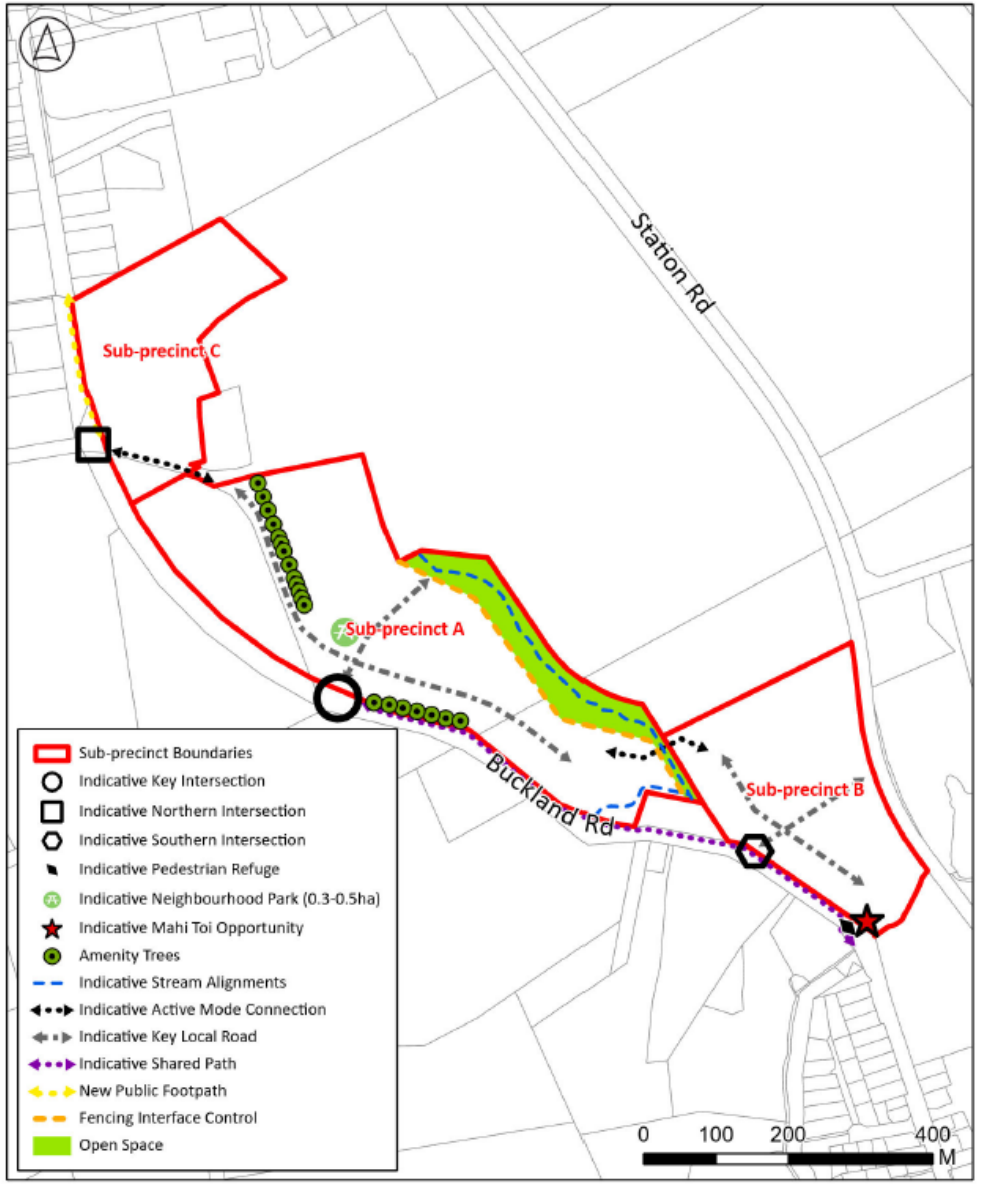
Column 1 Activities or development enabled by Transport Infrastructure in column 2		Column 2 Transport infrastructure required to enable activities or development in column 1	
(a)	Prior to the occupancy of any new building within Sub-Precinct A	(i)	Provision of a roundabout with a formal pedestrian crossing facility across Buckland Road (Key Intersection) generally in the location shown in IX.10.1 Precinct Plan 1.
(b)	Prior to the occupancy of any new building within Sub-Precinct B	(i)	Provision of a priority-controlled intersection with a right-turn bay from Buckland Road (southern intersection), generally in the location shown in IX.10.1 Precinct Plan 1.
(c)	Prior to the occupancy of any new building within Sub-Precinct A or Sub-Precinct B	(i) (ii)	Provision of a 3m shared (walking and cycling) path along the eastern side of Buckland Road between the roundabout required in (a) and the southern boundary of the Precinct, as shown in IX.10.1 Precinct Plan 1; and Provision of the southern refuge island crossing generally in the location shown in IX.10.1 Precinct Plan 1.
(d)	Prior to the occupancy of any new building within Sub-Precinct A and Sub-Precinct B	(i)	Provision of the active mode connection between Precinct A and Precinct B, generally in the location shown in IX.10.1 Precinct Plan 1.



Staging of Development with Transport Upgrades – within Sub-Precinct A and Sub-Precinct B

B&A
Urban & Environmental

Column 1 Activities or development enabled by Transport Infrastructure in column 2		Column 2 Transport infrastructure required to enable activities or development in column 1	
(a)	Prior to the occupancy of any new building within Sub-Precinct C	(i)	Provision of a 1.8m footpath along the eastern side of Manukau Road for the extent of the Sub-Precinct C frontage, as shown in IX.10.1 Precinct Plan 1.
(b)	Occupied development generating more than 75 vehicle movements per hour turning right out of a single access from Sub-Precinct C	(i)	Provision of a single-lane roundabout at the intersection of Kitchener Road with Manukau Road and Buckland Road (northern intersection), generally in the location shown in IX.10.1 Precinct Plan 1.



Assessment criteria IX.8.2(1)

Sequencing of upgrades to the existing road network

(e) Where the active modes on the western side of Buckland Road are not constructed and operational, whether local road connections are provided within Sub-Precinct A to connect active modes to the intersection of Kitchener / Buckland / Manukau Road.

(f) Where the footpath required in Standard IX.6.2 has not been provided, whether a temporary unsealed connection for active modes is provided along the Sub-Precinct C frontage.

B&A
Urban & Environmental

The purpose of this Standard is to ensure that any activity, development and/or subdivision complies with IX.11 Appendix 1: Road Function and Design Elements Table.

Road Function and Required Design Elements Table										
Road Name (refer to Precinct Plan 1)	Proposed Role and Function of Road in Precinct Area	Min. Road Reserve (subject to note 1)	Total number of lanes	Speed Limit	Access Restrictions	Median	Bus Provision	On Street Parking	Cycle Provision	Pedestrian Provision
Indicative Key Local Roads	Local	16m	2	30	No	No	No	Yes On-street parking (interspersed between trees)	Optional	Yes Both sides

Ecology and Stormwater Quality

B&A
Urban & Environmental

The Precinct includes the following Objective:

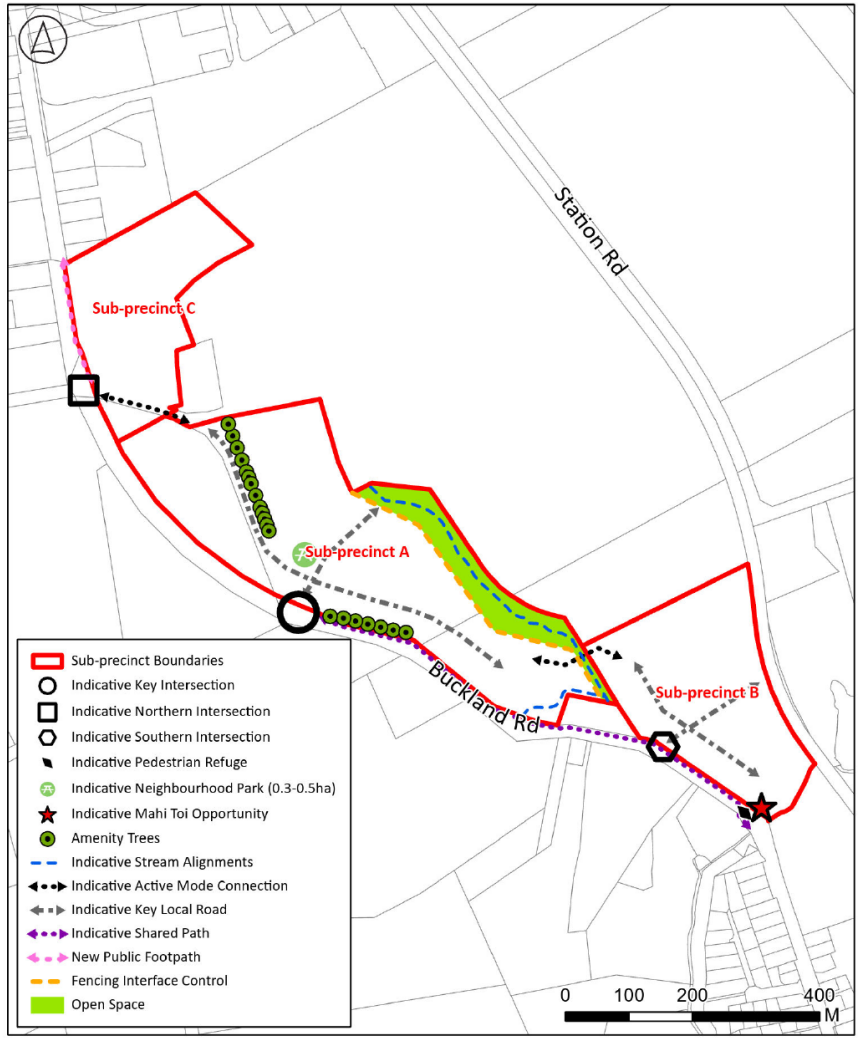
Ecological values within stream habitats are protected, restored, maintained and enhanced

and the following Policy:

Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.

The Precinct includes a Standard requiring riparian planting to a **minimum width of 10m either side**, from all permanent and intermittent streams.

The Riparian Planting Plan Special Information Requirement states that plant species should be **predominantly native and resilient to the potential adverse effects of flood risk**.



Riparian Margins – within Sub-Precinct A and Sub-Precinct B

B&A
Urban & Environmental

The Plan Change includes a Standard requiring stormwater runoff from all directly connected impervious surfaces, excluding roofs, to be treated with specified stormwater management device(s);

New buildings, and additions to buildings must be constructed using inert cladding, roofing, spouting and building materials that avoid the use of high contaminant yielding building products; and

Roof runoff must be directed to a tank sized for the minimum of 5mm retention volume for non-potable reuse within the property.

The purpose of this Standard is to contribute to improvement to water quality and stream health.

Stormwater Quality – within Sub-Precinct A and Sub-Precinct B

B&A
Urban & Environmental

INDICATIVE WORK IN PROGRESS
CHANNEL AND STREAM ENHANCEMENT
DRAFT CONCEPT



DRAFT

Conceptual Stream Design
Scale. 1:750 at A1
Date. 05/03/2025

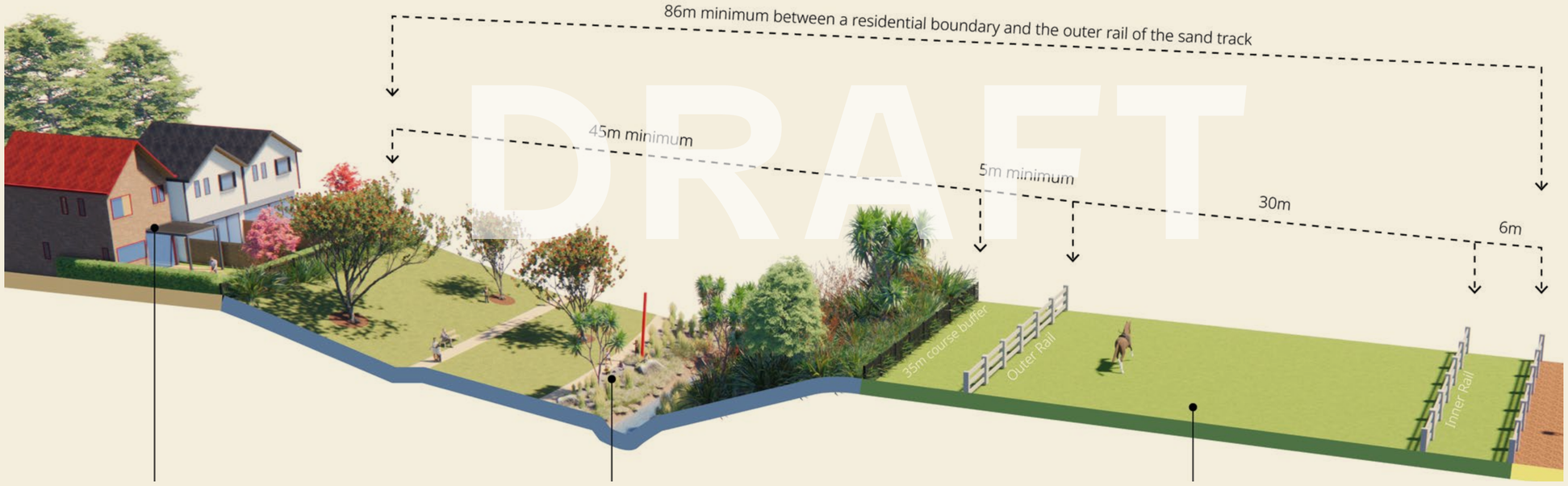
AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

INDICATIVE WORK IN PROGRESS
CHANNEL AND STREAM ENHANCEMENT
DRAFT CONCEPT



Conceptual Section 1
Scale. NTS at A1
Date. 05/03/2025



Conceptual Section 2
Scale. NTS at A1
Date. 05/03/2025

DRAFT

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

Acoustic: Noise and Vibration

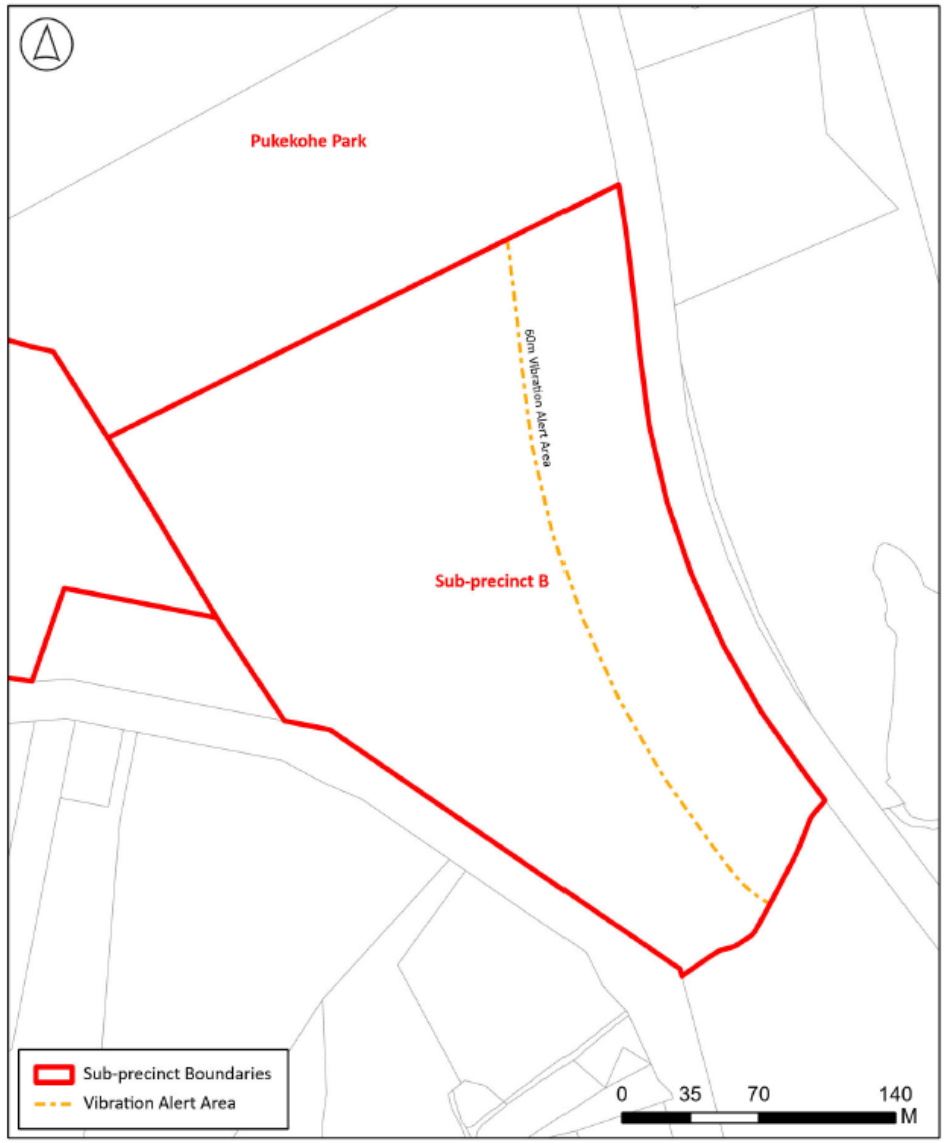
B&A
Urban & Environmental

Proposed Standards IX.6.6 and IX.6.7 seek to ensure that activities sensitive to noise within 100m to the railway corridor are designed to reduce rail noise to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

Buildings within 100m of the NAL must be designed, constructed and maintained to reduce external noise to not exceed the specified decibel rating within bedrooms, sleeping areas and all other noise Sensitive Spaces.

Standard IX.6.8 requires buildings to be setback **at least 5 metres** from any boundary which adjoins the NAL.

Areas within the Precinct that are **within 60m of the NAL** may experience vibration levels higher than would normally be experienced, which is shown in the Vibration Alert Area (Precinct Plan 2).



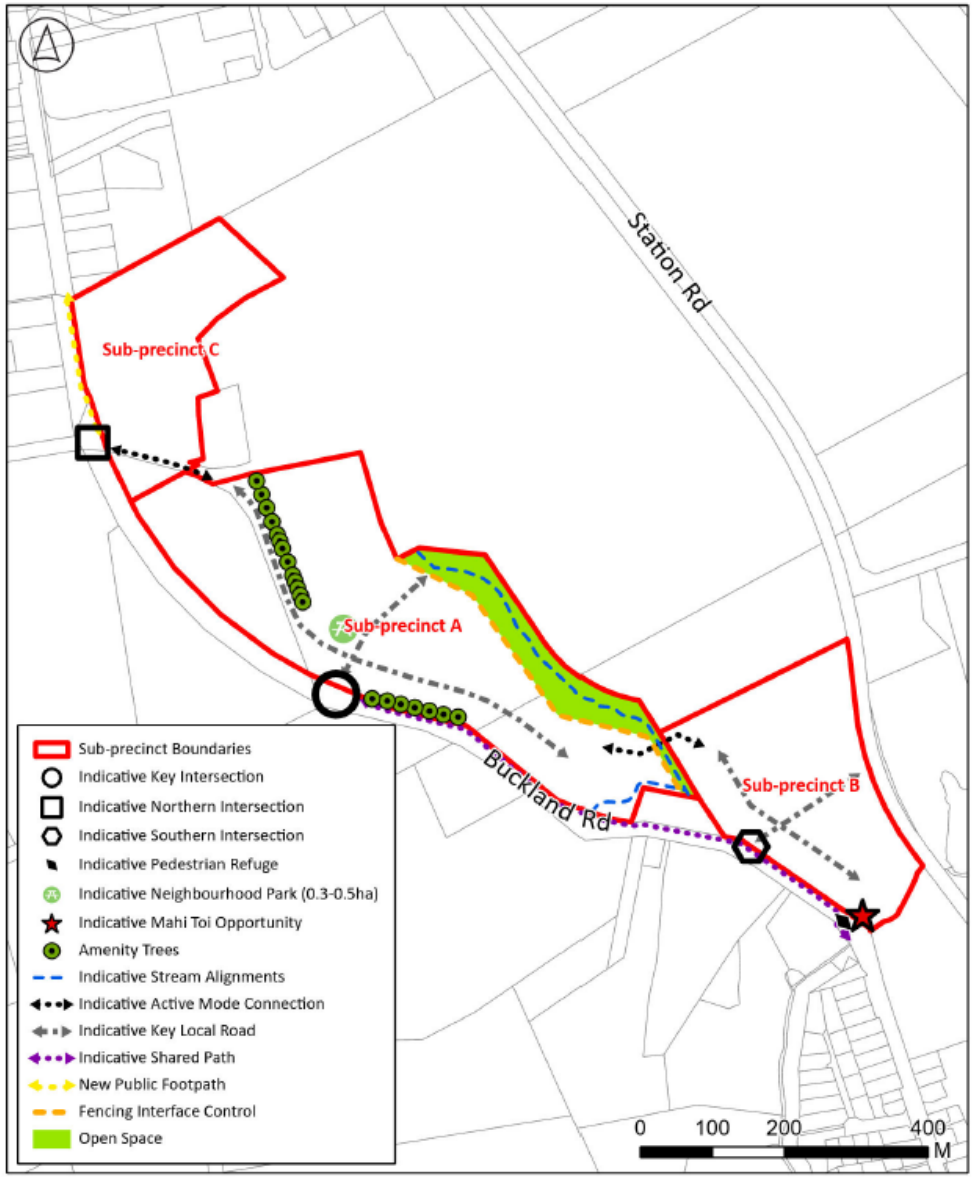
B&A
Urban & Environmental

Urban Design and Amenity

B&A
Urban & Environmental

Standard IX.6.9 seeks to ensure development positively contributes to the visual quality and interest of open spaces.

The Standard requires that all fences, or walls, or a combination of these structures, within a rear or side yard directly adjoining the Fencing Interface Control as shown on Precinct Plan 1 **must not exceed 1.5m in height**.



Fencing Interface Control – within Sub-Precinct A

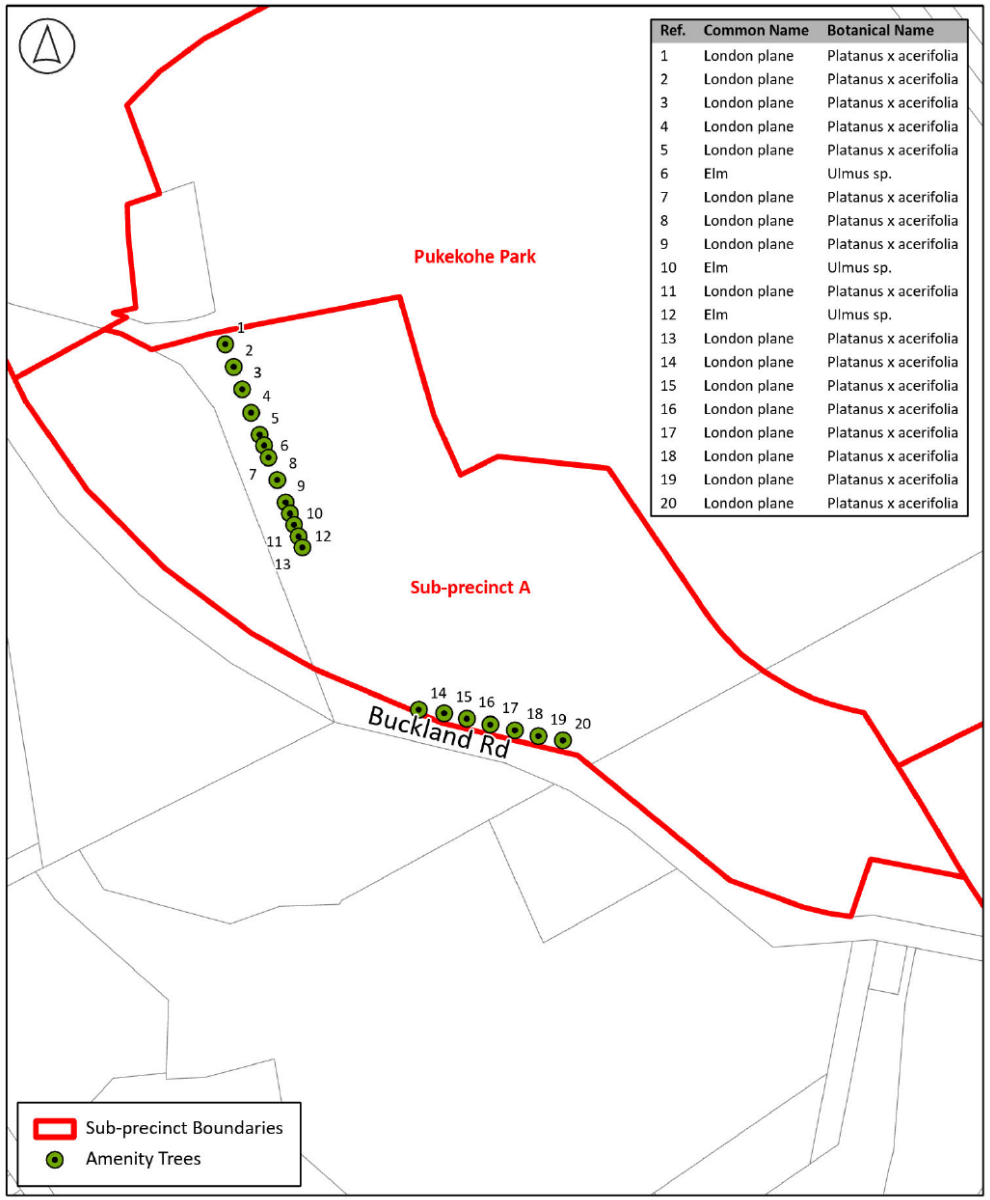
Urban & Environmental

Policy IX.2(7):

Requires the incorporation of distinctive site features, including the **Amenity Trees**, where practicable to contribute to a sense of place and a quality network of open spaces within the Precinct.

Assessment Criteria IX.8.2:

Whether existing Amenity Trees, as shown on IX.10.1 Pukekohekohe Gateway: Precinct Plan 3, are retained for amenity reasons, where practicable.



Ref.	Common Name	Botanical Name
1	London plane	Platanus x acerifolia
2	London plane	Platanus x acerifolia
3	London plane	Platanus x acerifolia
4	London plane	Platanus x acerifolia
5	London plane	Platanus x acerifolia
6	Elm	Ulmus sp.
7	London plane	Platanus x acerifolia
8	London plane	Platanus x acerifolia
9	London plane	Platanus x acerifolia
10	Elm	Ulmus sp.
11	London plane	Platanus x acerifolia
12	Elm	Ulmus sp.
13	London plane	Platanus x acerifolia
14	London plane	Platanus x acerifolia
15	London plane	Platanus x acerifolia
16	London plane	Platanus x acerifolia
17	London plane	Platanus x acerifolia
18	London plane	Platanus x acerifolia
19	London plane	Platanus x acerifolia
20	London plane	Platanus x acerifolia

Mana Whenua

Special Information Requirement IX.9(3) Informing Iwi is proposed as a result of engagement with and feedback from mana whenua seeking their ongoing involvement beyond the plan change process:

Land disturbance within Sub-Precinct A or Sub-Precinct B requiring resource consent under Chapter E11 Land Disturbance – District or Chapter E12 Land Disturbance – Regional, **must demonstrate evidence of communication with written advice to Ngaati Te Ata Waiohua and Ngāti Tamaoho**.

Informing Iwi Special Information Requirement

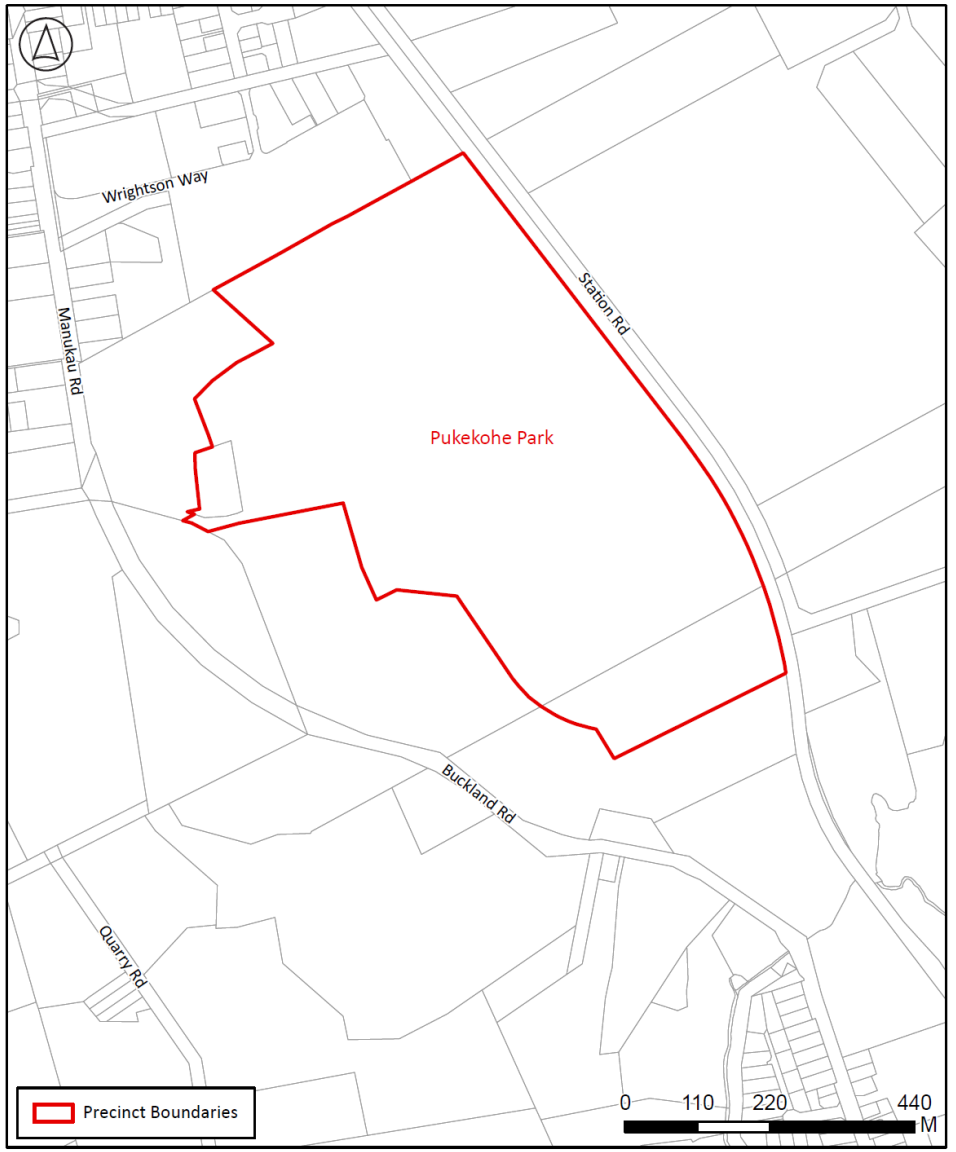
Urban & Environmental

I434 Pukekohe Park Precinct

B&A
Urban & Environmental

In addition to the updated Pukekohe Park Precinct area, which is proposed to apply to 43ha of Special Purpose – Major Recreational Facilities zoned land, the following amendments are proposed to Chapter I434:

- Delete (A2) Motorsport activities as a permitted activity in Table I434.4.1;
- Delete Standard I434.6.1 Motorsport activities noise;
- Delete Standard I434.6.2 Public address system noise;
- Include new Standard I434.6.2 Special Noise Events and Update Standard I434.6.3 General Noise Standards;
- Delete Standard I434.6.8 Interface Control areas; and
- Amend Standard I434.6.11 Helicopter flights to not be linked to categorised motorsport events.



Proposed Amendments to I434 – Pukekohe Park Precinct

B&A
Urban & Environmental

CONSULTATION AND ENGAGEMENT

Extensive engagement and consultation with key stakeholders is underway and will be ongoing, including:

- **Mana Whenua** – Ngaati Te Ata Waiohua and Ngāti Tamaoho have expressed interest in being involved in the Pukekohekohe Plan Change and will be providing CVAs to accompany the application. An on-site cultural induction, introductory hui and site walkover have all been undertaken with mana whenua representatives;
- **Healthy Waters** – Engagement with Healthy Waters staff has commenced. The stormwater management strategy for the site and the flood modelling results have been discussed. Healthy Waters helped develop and have approved the base model used for the flood modelling
- **Watercare** – Two meetings have been held with Watercare. Watercare have advised that they prioritise connecting live zoned land over FUZ, and that there is capacity within the existing bulk Infrastructure to service the PPC, and only local upgrades and connections will be required to service future development;
- **Auckland Transport** – Two meeting have been held with Auckland Transport. The traffic modelling used to inform the ITA and the identified transport infrastructure upgrades required to service future development enabled by the PPC have been discussed;
- **KiwiRail** – An introduction meeting has been held with KiwiRail. Acoustic provisions that have been recently adopted in other PC's adjacent to the rail corridor were agreed as best practice and will be applied to the part of the PC area adjacent to the rail corridor; and
- **Counties Energy** have issued a letter of support for the PPC, and have confirmed that power supply required to service the PC area exists and will be available.

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

- The Precinct provisions have been drafted with input from the Pukekohe Plan Change Specialist Team and the involved mana whenua: *Ngāti Tamaoho and Ngaati Te Ata Waiohua.*
- The Plan Change will be lodged with Auckland Council in **April 2025**.
- The Plan Change request will be supported by the following technical reports; Stormwater, Engineering, Geotechnical, Ecology, Arboriculture, Landscape and Visual Effects, Urban Design, Transport, Archaeological, Contamination, Acoustic, Economics, Ngāti Tamaoho and Ngaati Te Ata Waiohua CVAs, along with the consultation summary report, the s32 assessment and the Plan Change request and Precinct provisions.

Other Matters and Next Steps

B&A
Urban & Environmental

Questions?

Barker & Associates

Kerikeri | Whangārei | | Auckland | Hamilton | Napier | Wellington | Christchurch | Queenstown

B&A
Urban & Environmental

From: Ajay Desai
To: Jack Thompson
Cc: Adam Sadgrove; Pranil Wadan; Nick Roberts; Cosette Pearson; Kasey Zhai; Larry Shui; Sakti Gounder
Subject: Re: Review of ATR ICM model
Date: Wednesday, 2 April 2025 4:36:17 pm
Attachments: image133233.png
image477761.png
image290726.png
image280881.png
image960698.png

Hi Jack,

Thanks for your time on the phone today. As discussed, the Pukekohe base model has been reviewed by Larry and confirmed as acceptable for use in testing design options for the ATR site and assessing flood effects. Please see the email chain below.

We have utilised the signed-off model to develop the post-development scenario and test options. This model is ready and packaged to be issued to Healthy Waters for Larry's review, along with the SMP. The model results we discussed in our last meeting are as presented in the SMP and based on this post-development model scenario.

Please let me know if you have any questions.

Regards,
Ajay

WOODS
EST.1970

Ajay Desai | B.Tech, ME, FICE, CPEng, IntPE(NZ), CMEngNZ, MCIWEM
Principal Engineer - 3 Waters
Water Infrastructure & Planning
+64 9 308 9229
+64 21 960 430

Warkworth | **Auckland** | Hamilton | Tauranga | Napier | Christchurch | Queenstown

This email is confidential. If you are not the intended recipient, notify the sender and/or Woods immediately. Woods (Wood and Partners Consultants Ltd) accepts no liability for the content of this email, or for the consequences of any actions taken on the basis of the information provided unless that information is subsequently confirmed by a duly signed letter.

From: Larry Shui
Sent: Friday, October 4, 2024 3:35 PM
To: Ajay Desai; Cheryl Bai
Subject: Review of ATR ICM model

Hi Ajay,
We have now completed my review of the latest ICM model delivered post addressing my initial review comments.

I consider that the model is fit for the purpose of assessing the impact of proposed development in the Pukekohe Race Track area on the immediate upstream and downstream area. The existing drainage network and stream channels are well represented in the Race Track area.

Given that there has been significant development involving modification to terrain and construction of new drainage system in the upper catchment area which have not been represented in this model, and the subcatchment boundaries and loading locations require further amendments, we don't recommend that this model should be used for assessment of flood risk in other parts of the Pukekohe South Catchment at this stage.

I have also identified the following two issues with the model which may be addressed when assessing the future development scenario:
The impervious and pervious portions of the subcatchment should be modelled as separate subcatchments with different Tc, this will enable modelling the hydrological impact of a more efficient post-development drainage system.
There are a few links in the model (Tabled below) with exceptionally high velocities which require checking and amendments if needed.

LinkID	US Velocity, m/s	US Head, m	DS Head, m	DS Velocity, m/s
1139172_1139173	-729.033	27154.58398	1939622.25	-6167.765
1145401_dummy_2	61.835	256.795	67.723	11.262
1181287	56.983	254.199	89.181	3.964
1144980	43.851	161.476	64.43	3.858
1145360	22.172	118.282	96.167	9.045
1143400	20.157	85.403	62.124	3.1
100040_Dummy	18.139	143.427	144.65	-18.454
1145401_dummy_1	15.702	73.827	60.881	3.38
100114_Dummy	14.215	108.378	103.225	-9.863
99932_Dummy	13.299	102.006	98.324	10.701
100069_Dummy	13.152	131.389	131.237	-13.123
100075_Dummy	-12.034	127.012	128.208	-12.822
100071_Dummy	11.945	127.922	127.937	-12.029
100193_Dummy	11.578	87.887	87.613	11.346

Kind Regards
Larry

Appendix 2

Healthy Waters: Meeting Minutes and Presentation Slides

B&A

Urban & Environmental

Minutes

Project:	Pukekohe Park Plan Change – Introduction Meeting with Healthy Waters
Date:	28 November 2024
Time:	10:30-11:30am
Location:	Barker & Associates Offices
Attendees:	Adam Sadgrove (ATR), Nick Roberts (B&A), Cosette Pearson (B&A), Thomas McClory (Woods), Brian Flood (Woods), Pranil Wadan (Woods), Ajay Desai (Woods), Jack Thompson (Healthy Waters)
Apologies:	Cassandra Rippon (B&A)

Item	Detail	Action
1	**Round of introductions (All)**	
2	**Introduction to the site and overview of the site context by NR** By way of background, Auckland Racing Club Amalgamated with Counties Racing in 2021 to form Auckland Thoroughbred Racing (ATR). Pukekohe Park has accommodated horse training and racing for over 100 years, and currently contains 7 training tracks with on average 100 horses training on the course each morning between 4am and 10am. ATR's goal is to provide a training facility that can accommodate between 300 and 400 horses training on site each morning. In terms of events, there are 16 racing and trial events planned at Pukekohe Park next calendar year (with more likely to occur), where each of these events will involve in the order of 150-230 horses. These events draw a public audience of between 500-3000 people, along with an international television audience, showcasing the Pukekohe Community and NZ Equine industry. Part of the Pukekohe Park site which is currently unutilised proposed to be subject to a Plan Change request to enable residential development. Key feature of the site is the stormwater conveyance channel which runs through the site. Opportunity through this Plan Change for the enhancement and restoration of the awa (including naturalising it) and improving ecological values of the stream and making it a high amenity feature – mana whenua are involved in this restoration and enhancement opportunity.	
3	**NR provided an overview of the PPC scope** • Plan Change application to enable residential housing over portion of the site which isn't well utilised. • PC area is ~24.84ha, to be rezoned to a medium density residential zone, and likely to include a bespoke precinct. Consequential amendments will be included to remove Motorsport activities from	

	the existing Pukekohe Park Precinct and amendments to the notable tree schedule. • Masterplanning work currently in progress. Plan Change to rezone part of the site to enable 400-600 dwellings on the site.	
4	PW provided an overview of the existing stormwater infrastructure within the site • There are existing culverts at the northern boundary of the Pukekohe Park site and the southern boundary (as well as at the bend within the site). The Tutaenui Stream forms the receiving environment, and is ultimately where all water from the Pukekohe Park site (and sites upstream) flows to. • AS noted the importance of the Tutaenui Stream, which runs along the southern boundary of the Pukekohe Park site.	
5	PW provided an overview of the stormwater management strategy • The Flood Storage and Channel Enhancement strategy proposed to manage stormwater aligns with the NDC and the AUP, with GD01 water quality and SMAF hydrological mitigation. • PW provided a high-level overview of the stormwater management toolbox noting the stormwater management options with communal wetlands being the preferred approach, but options to look at source options at time of development, post plan change. • The Woods team have undertaken a stream erosion assessment which identified no issues. • JT clarified the proposal is to come under the NDC which PW confirmed was correct and the plan change would meet the requirements of the NDC. • The proposed channel enhancement will increase storage available, and infrastructure will be sized appropriately.	
6	AD provided an overview on the Flood Modelling • AD worked closely with Larry (Healthy Waters) to develop the base model for this catchment moving forward. Larry has confirmed approval of the base model for the purposes of this site, and AD has adapted it accordingly for the plan change. • Modelling has been done up to 3.8° + CC for resilience. • Pre-development flooding model developed with Larry provides a good understanding of the current flood risk in the catchment. • The culverts at the entry and exit points to the site are existing structures and are confined – there are no proposed changes to these culverts through this plan change as these are public assets. • AD pointed out the 90° bend in the existing stormwater pipe network which will be removed through the channel enhancement work and will in turn improve flow and conveyance.	

	• JT queried whether flood modelling is based on designed earthworks, PW confirmed that is correct. • PW pointed on the heat maps the area proposed to be rezoned for medium density residential use, all of which is not subject to flooding (when tested at 3.8° + CC). • AD clarified there are flows coming from multiple upstream areas, and earthworks have been designed to ensure no effects on upstream properties as a result of development enabled by the plan change. • The proposed Flood Storage and Channel Enhancement strategy will increase stream width and storage, and will ensure no upstream / downstream impact.	
7	JT Questions and Comments • How far downstream has modelling taken into consideration? AD clarified that the modelling has been completed for the entire catchment (all the way down to the Waikato River) – working off a catchment wide model. • JT requested plans that show the wider extent (downstream) to confirm that there is no worsening of flood effects downstream as a result of the plan change. AD confirmed this would be provided in the stormwater and flooding assessment. • JT requested a hydrograph showing the pre and post development flows (at peaks) to check that the flows do not converge upstream of Buckland and downstream of the plan change area. AD confirmed would provide this in the updated stormwater and flooding assessment. • JT queried whether Open Space amenity area would be esplanade reserve? NR confirmed that this will be part of a lot >4ha, and ATR intend to retain in current land use ownership and maintain the open space area into the future. • JT confirmed that there are no increased flooding effects upstream or downstream as a result of development enabled by the plan change, and has been demonstrated through modelling. • Water Quality – JT confirmed what is proposed sounds like normal BPO. • Large communal devices preferred by AC and AT an opposed to rain gardens in road reserve.	Woods team to show wider catchment flood modelling and hydrograph for pre and post development peak flows in stormwater assessment
8	Next steps • Woods to Update Stormwater and Flooding Report to show the flood modelling across the wider catchment and to show pre and post development peak flow hydrographs. • Woods to circulate full package to Healthy Waters Team (including Jack and Larry) for review and approval (prior to lodgement).	

	• Plan change preparation and stakeholder engagement is underway • Plan change lodgement – March 2025	



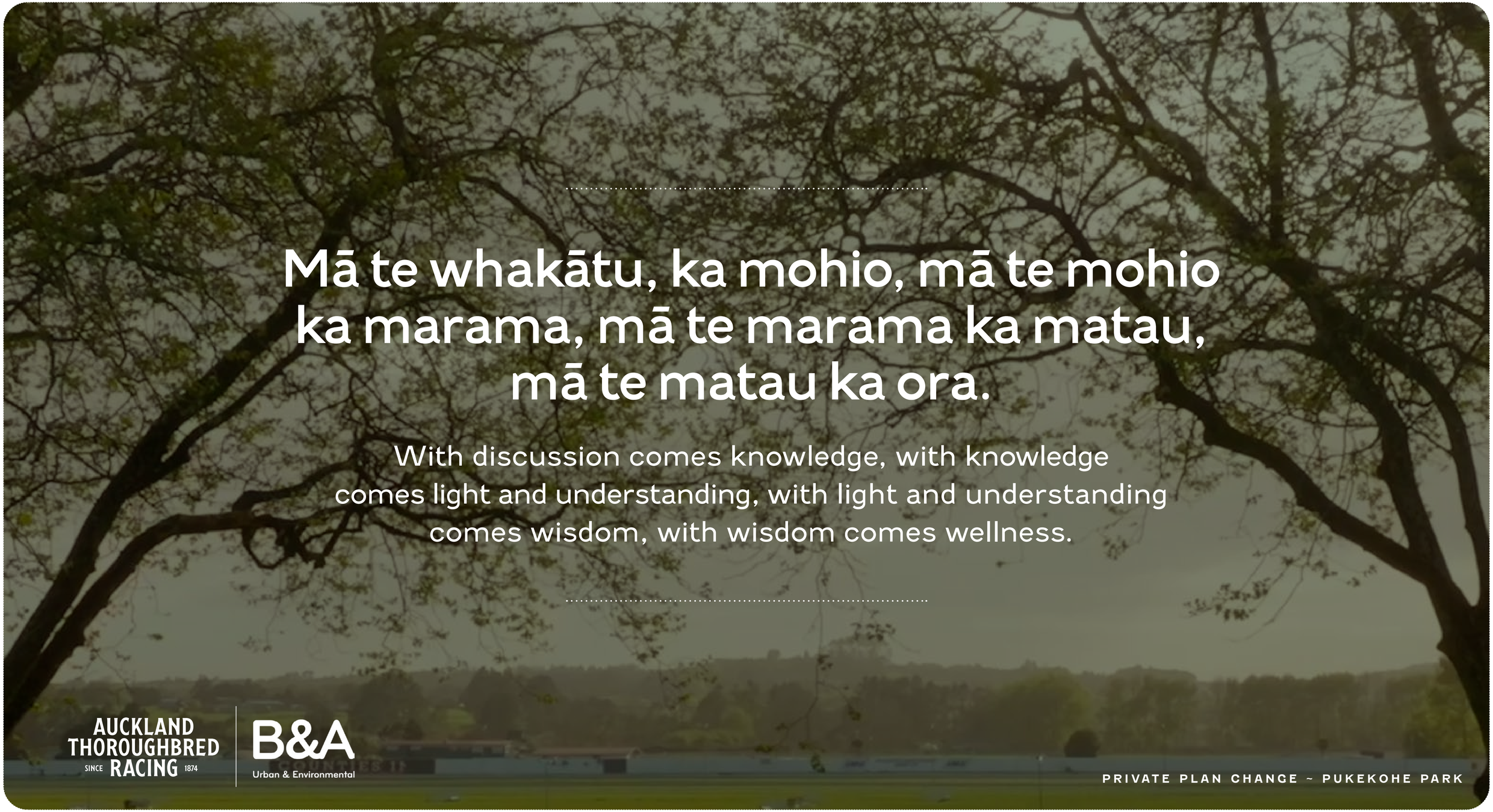
NOVEMBER 2024

PRIVATE PLAN CHANGE
PUKEKOHEKOHE PARK

222-250 MANUKAU ROAD

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental


Mā te whakātu, ka mohio, mā te mohio
ka marama, mā te marama ka matau,
mā te matau ka ora.
With discussion comes knowledge, with knowledge
comes light and understanding, with light and understanding
comes wisdom, with wisdom comes wellness.
AUCKLAND
THOROUGHBRED
SINCE RACING 1874
B&A
Urban & Environmental
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK



CONTENTS

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30, PC74 and PC87
- Plan Change Scope
- Next Steps

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



BACKGROUND & PURPOSE

- Pukekohe Park – 222-250 Manukau Road
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- ATR would like to enable residential housing on ~24.84h

THE PURPOSE OF THE PRIVATE PLAN CHANGE IS TO:

- Rezone: ~24.84ha to enable residential development
- Remove: provisions relating to motor racing from the Pukekohe Park Precinct (I434)
- The project reflects the next stage in ATR delivering part of the wider strategy for the racing industry. The ecomomic benefits will pass down to trainers, breeders and other parts of this community.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LANDSCAPE OF MANY MEMORIES

Pukekohekohe Park is a landscape with deep meaning for the wider community.

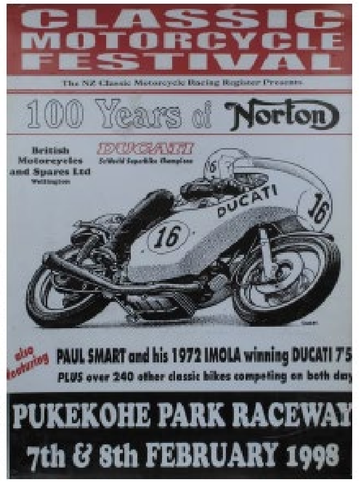
- Different people hold Pukekohe Park close to their hearts for many reasons, almost all are tied to friends' family and memorable occasions.
- From thoroughbred racing, Grand Prix, trotting, Superbikes and country AMP shows, this landscape has strong roots in people's connections to Pukekohekohe Park.



Figure 130. Panoramic view of the new Pukekohe showgrounds. Spectators watch the riding competition, 1901. Sir George Grey Special Collections, Auckland Libraries, AWNS-19010315-5







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LANDSCAPE OF PLENTY

Pukekohekohe Park is a focus for many traditions across Southern Auckland and Northern Waikato.

- Founders, previous Chairman and current members have strong connections to the productive heritage of this landscape.
- The whenua provided kai, work, recreation and meaning for generations of locals from all communities – a source of local pride today.











AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A CULTURAL LANDSCAPE

Pukekohekohe Park and the whenua surrounding it is part of a much longer cultural tradition.

- Pukekohekohe Park has been, and will remain, a place where everyone in our community are welcome.
- From atop Pukekohekohe maunga this location fits into living breathing whenua where we have the opportunity to enhance its mana and mauri through our actions.
- Streams (including the Tutaenui Stream, connecting to the Waikato River) were used as transport routes for communication and trade with hapu/iwi to the south







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LIVING COMMUNITY OF INTEREST

This is a place defined by a love of horses and the rich rural culture and lifestyle that they create.

- Pukehohekohe Park brings its wider communities of interest together – to celebrate our shared passion for horses.
- This is living, breathing, working landscape, a place or many fond memories and somewhere many future ones will be created.









AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

SITE LOCATION



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PLAN CHANGE AREA





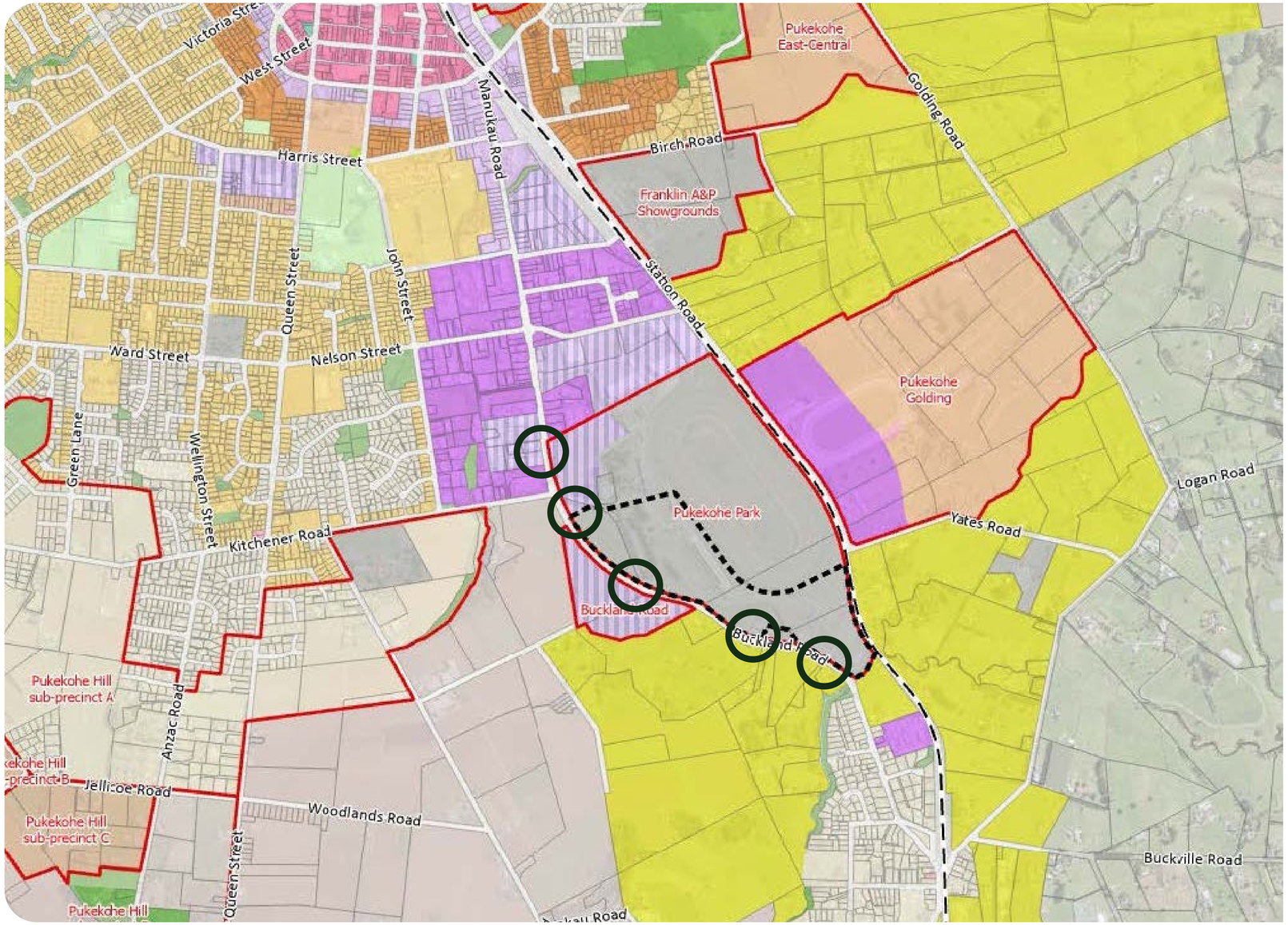






AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



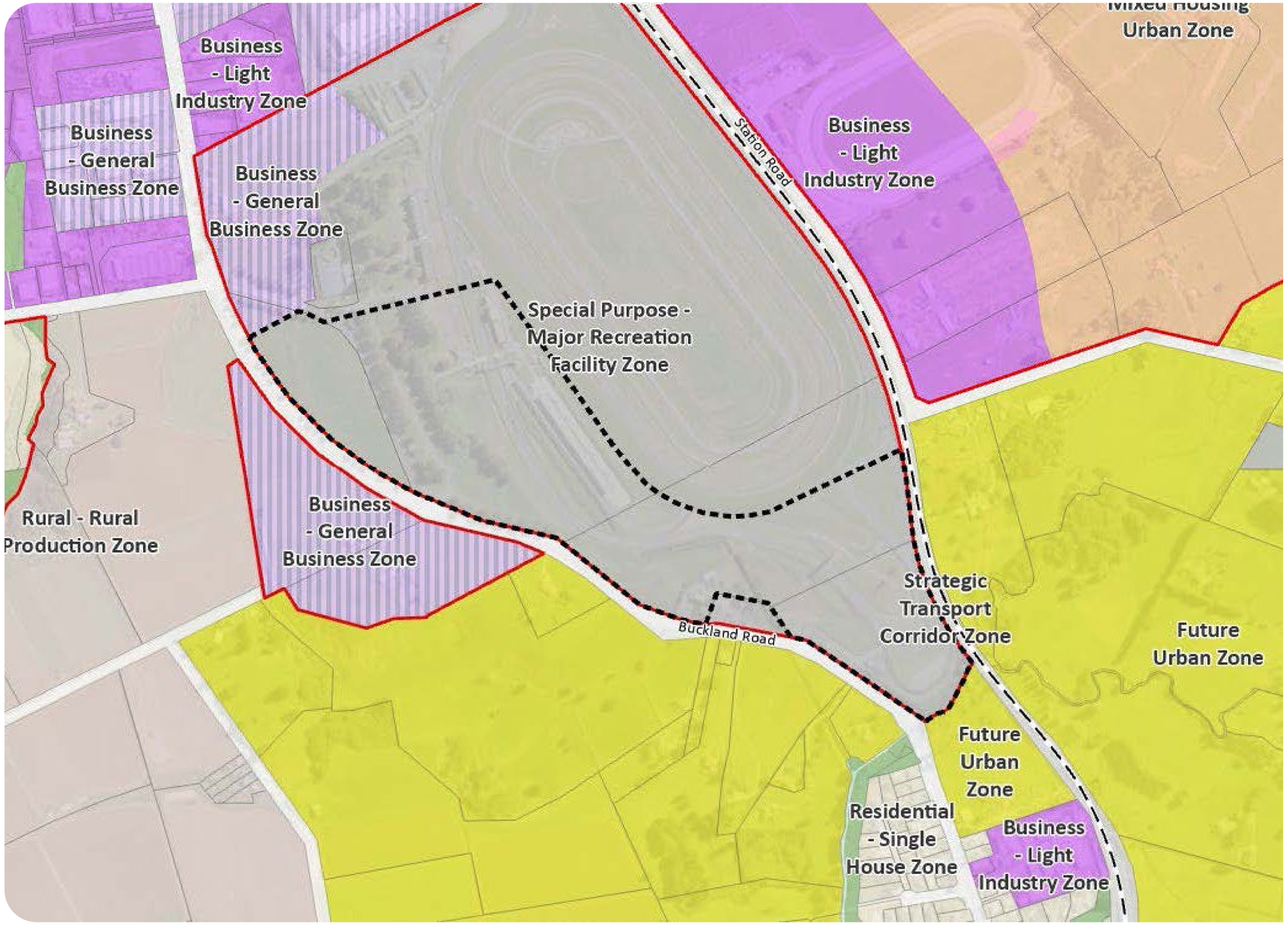
SITE CONTEXT

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south

Five existing access points from Manukau / Buckland Roads

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

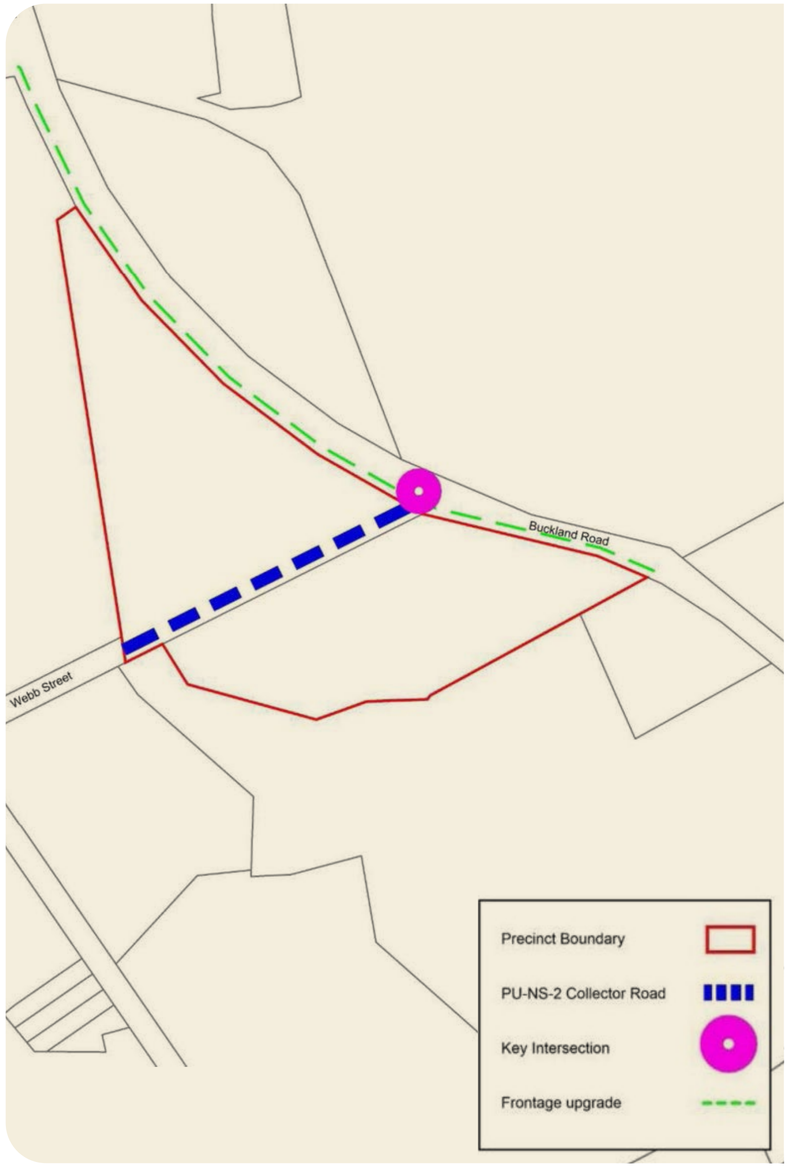


EXISTING AUP ZONING

- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road

AUCKLAND THOROUGHBRED RACING SINCE 1874

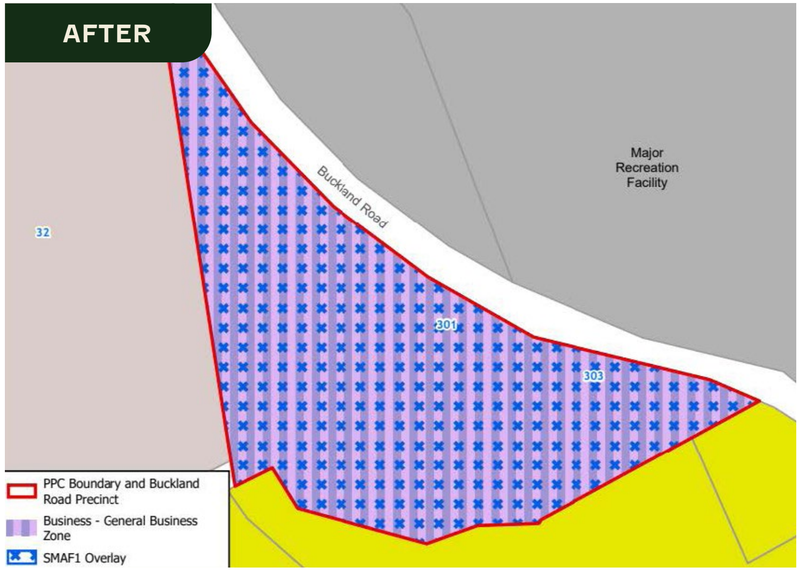
B&A Urban & Environmental



BEFORE



AFTER

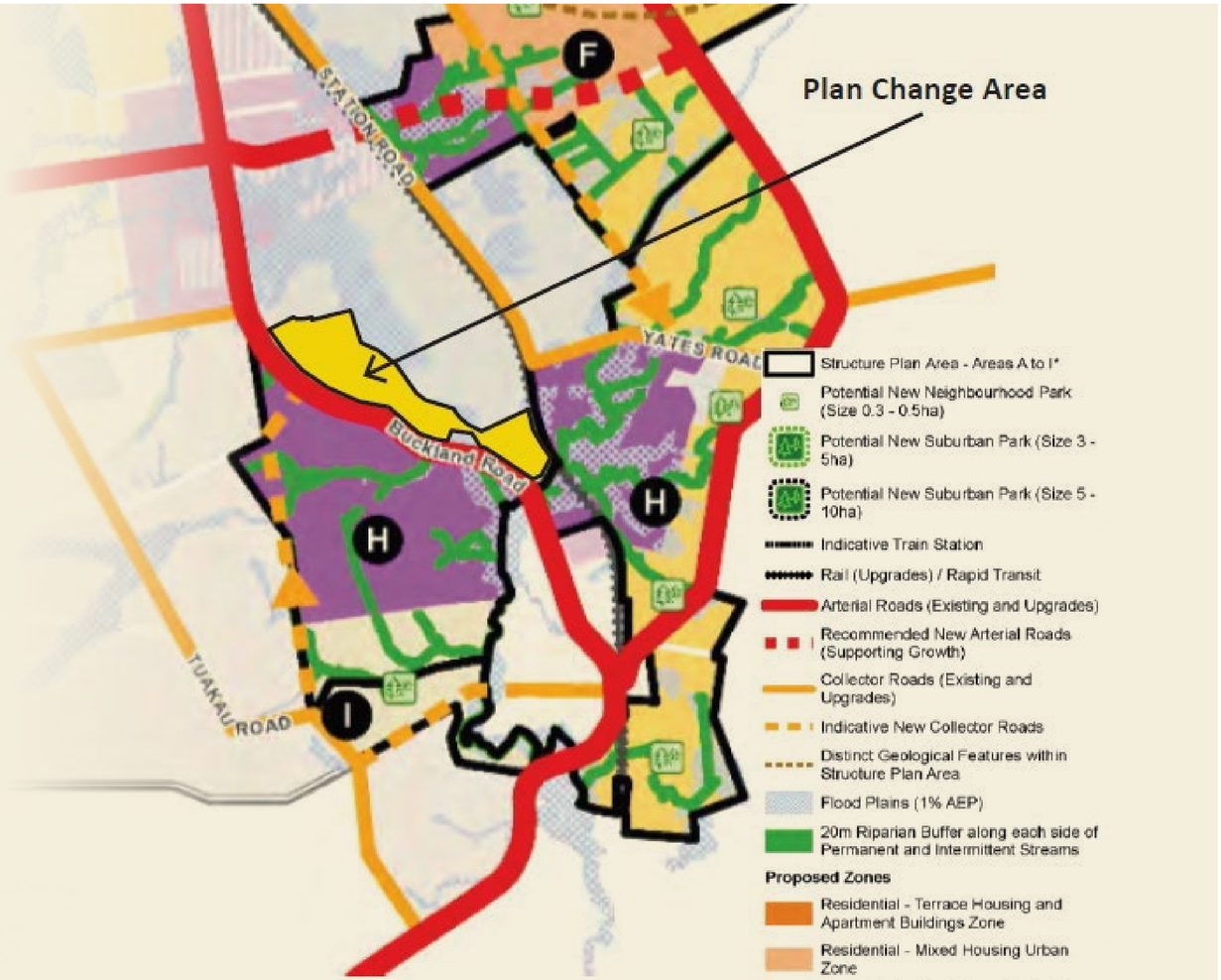


PLAN CHANGE 87 CONTEXT

- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

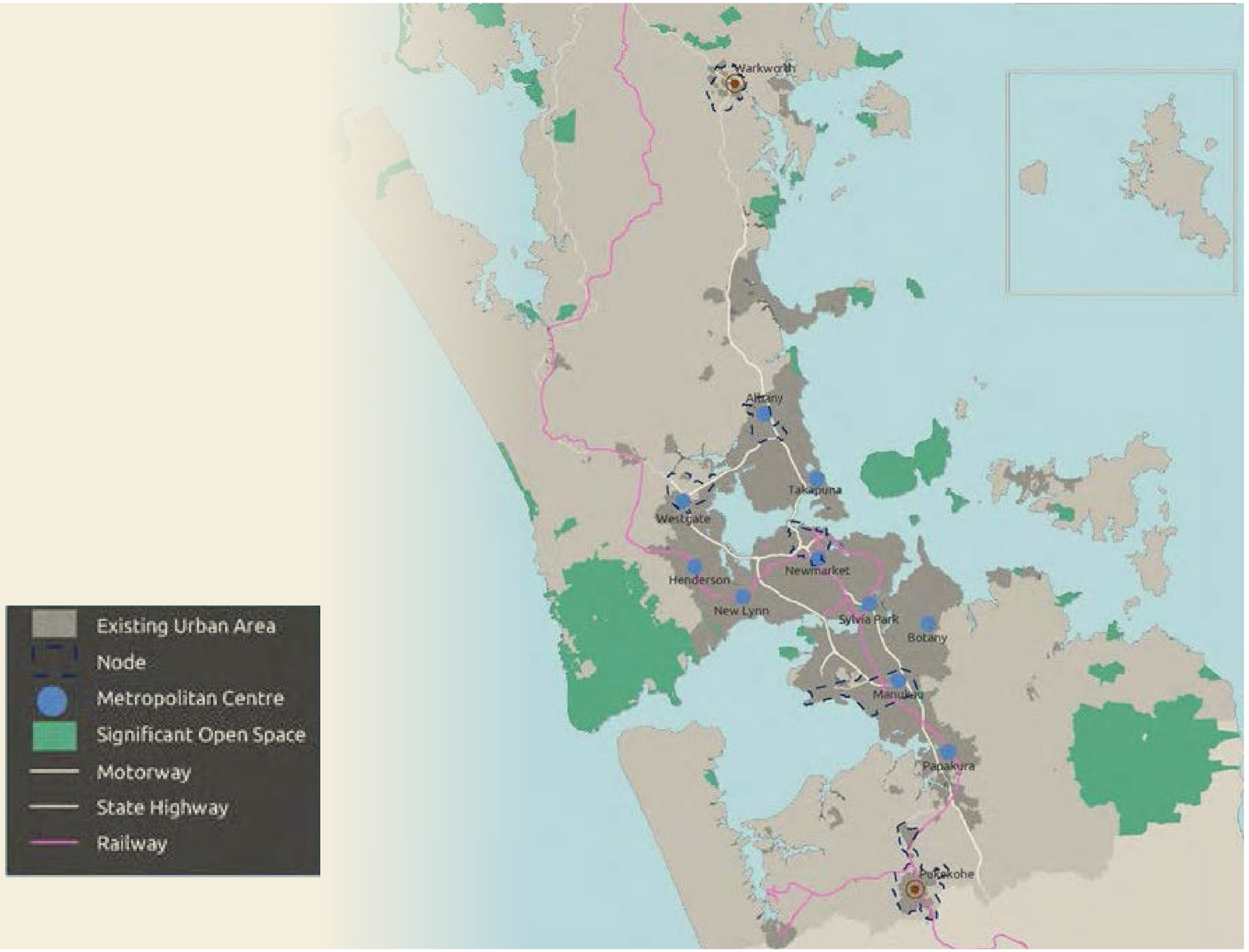


PUKEKOHE-PAERATA STRUCTURE PLAN

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



STRATEGIC CONTEXT (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

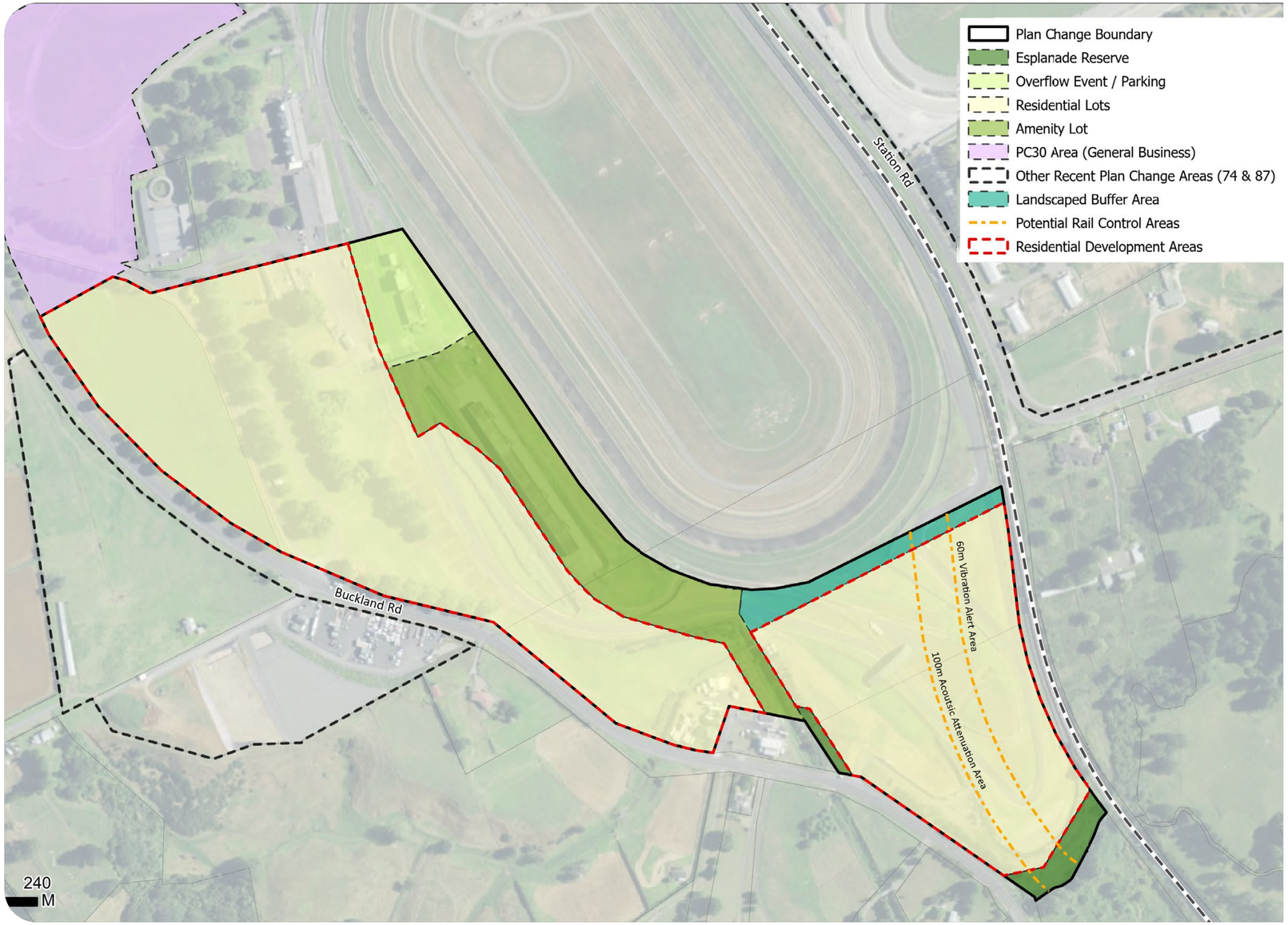


PLAN CHANGE SCOPE

- Rezone ~24.84ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential
- Either apply a bespoke Precinct to the PC area or amend the existing precinct
- Remove or modify motorsport activities from the Pukekohe Park Precinct (incl. consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct)
- Amend the Notable Tree schedule

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



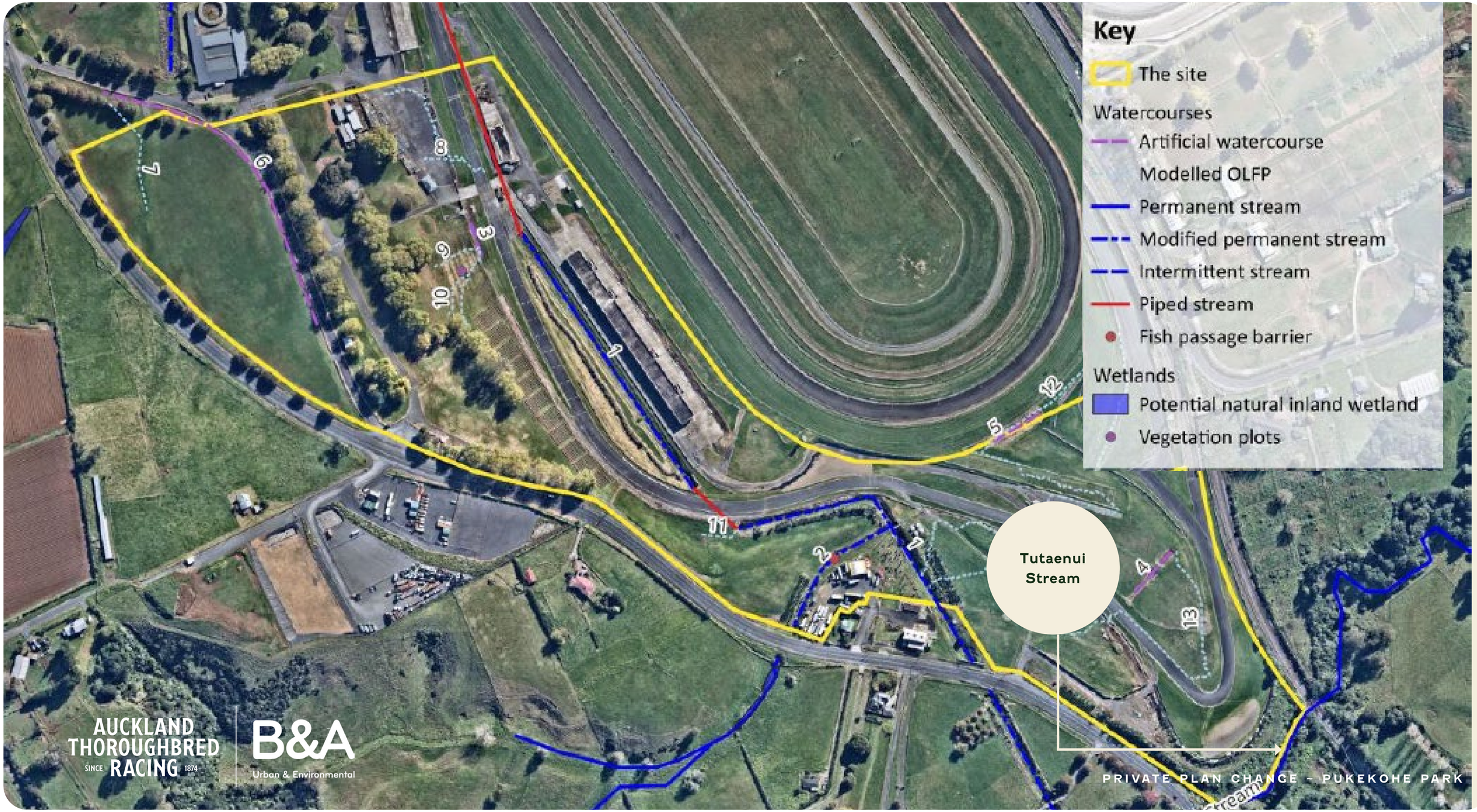
WORKING MASTERPLAN

- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 400-600 dwellings.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental


Dual 2500mm Dia Culverts
Dual 2500mm Dia Culverts
Dual 3000mm rectangular Culverts and 1150mm rectangular culvert
Tutaenui Stream
AUCKLAND THOROUGHBRED RACING SINCE 1874
B&A
Urban & Environmental
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK


Key
The site
Watercourses
Artificial watercourse
Modelled OLFP
Permanent stream
Modified permanent stream
Intermittent stream
Piped stream
Fish passage barrier
Wetlands
Potential natural inland wetland
Vegetation plots
Tutaenui Stream
AUCKLAND THOROUGHBRED RACING SINCE 1874
B&A Urban & Environmental
PRIVATE PLAN CHANGE – PUKEKOHE PARK

STORMWATER MANAGEMENT PRINCIPLES / APPROACH

- Proposed SW management strategy to align with the Auckland Council Regionwide Network Discharge Consent and the Auckland Unitary Plan
- **Water Quality Treatment**
  - Meet the requirements are per the Regionwide Stormwater Network Discharge Consent / Auckland Unitary Plan targeting all impervious areas.
- **Hydrology Mitigation**
  - Retention of runoff for the 5mm, 24 hour rainfall event from any new impervious areas.
  - Detention of the 95th percentile event for all impervious areas in the development will be provided in communal bioretention device or in roadside raingardens
- **Stream Erosion**
  - Ecology survey to assess stream erosion will be included as part of the application – Viridis to confirm

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

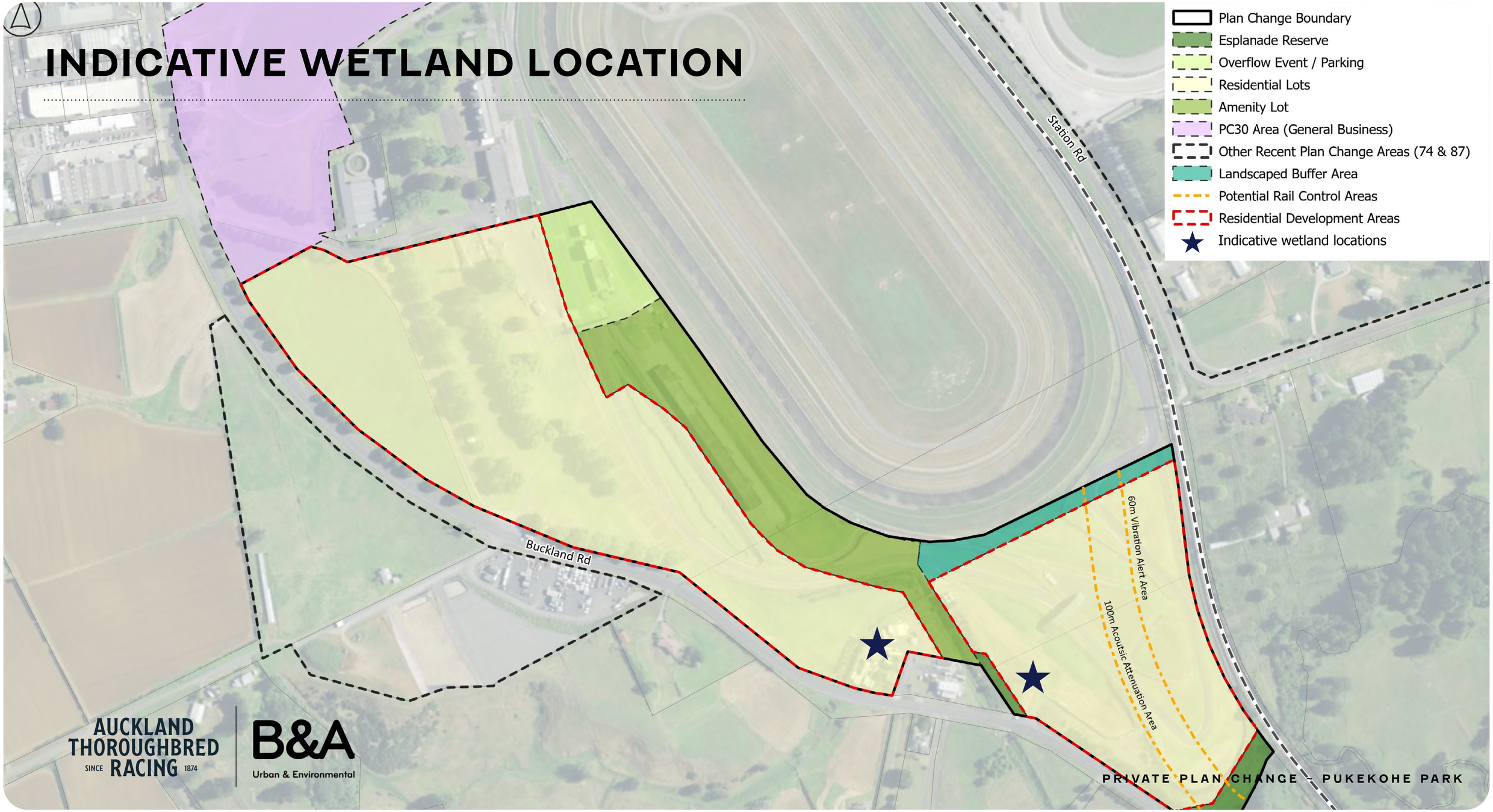
STORMWATER MANAGEMENT PRINCIPLES / APPROACH

Area	Stormwater Management				
	Water Quality	Hydrology Mitigation		Primary Conveyance	Secondary Conveyance
		Retention	Detention		
Roof area	Non-contaminant generating roofing and cladding material.	Retention of at least the first 5mm of runoff via non-potable reuse tanks (limited to roof areas)	Detention via communal public/communal devices or at source	Convey runoff generated from the 10% AEP event (inclusive of climate change factors in accordance with the Stormwater Code of Practice)	Finished floor levels to be provided as per the Stormwater Code of Practice
	Reuse tanks to provide first flush treatment				
Public roads Private JOALS Driveways/patio areas	Water quality and hydrology mitigation to be provided via public/communal device(s) or at source				Convey overland flow paths for the 1% AEP (inclusive of climate change factors) within road reserves and green spaces

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

INDICATIVE WETLAND LOCATION

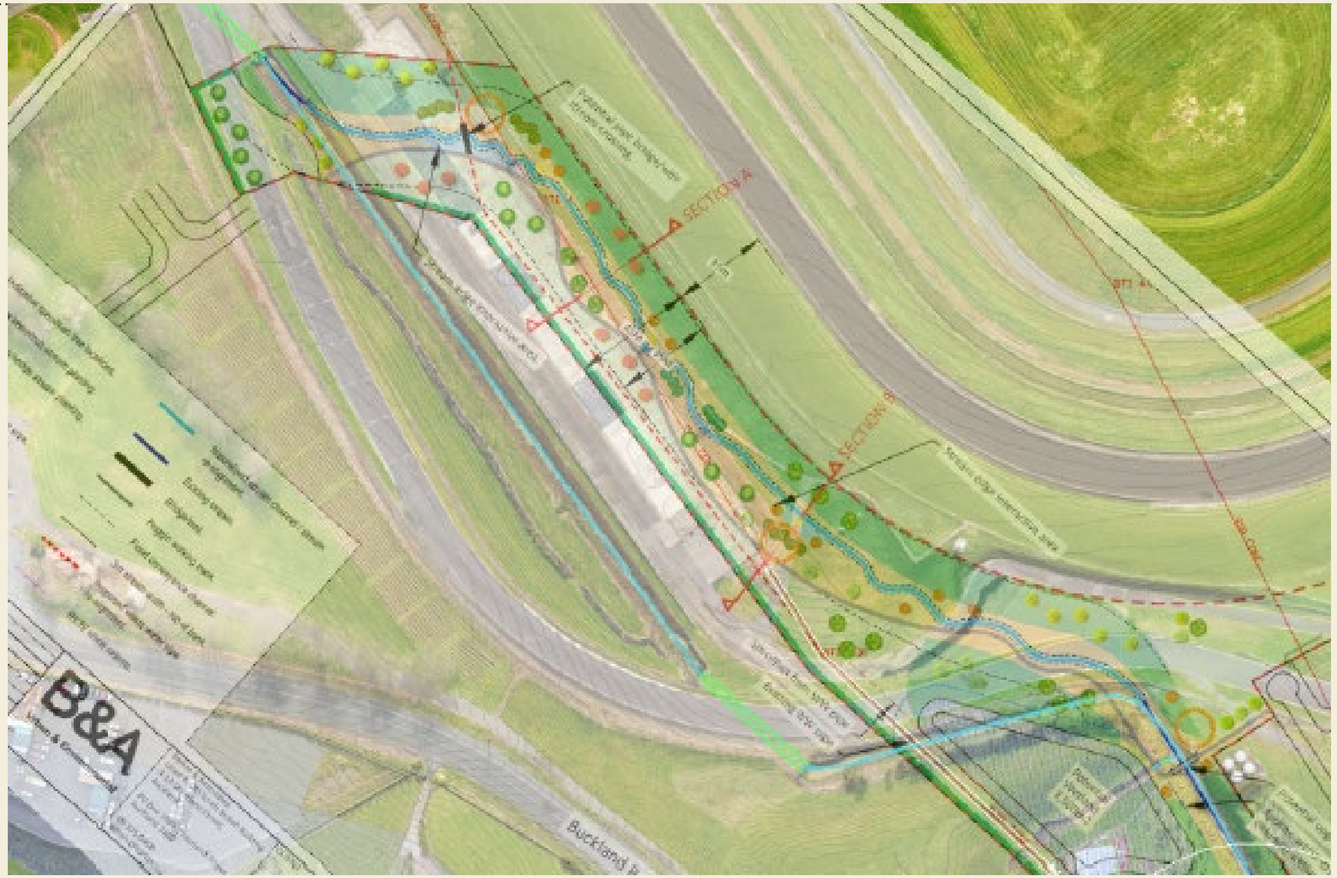


AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

FLOOD MODELLING

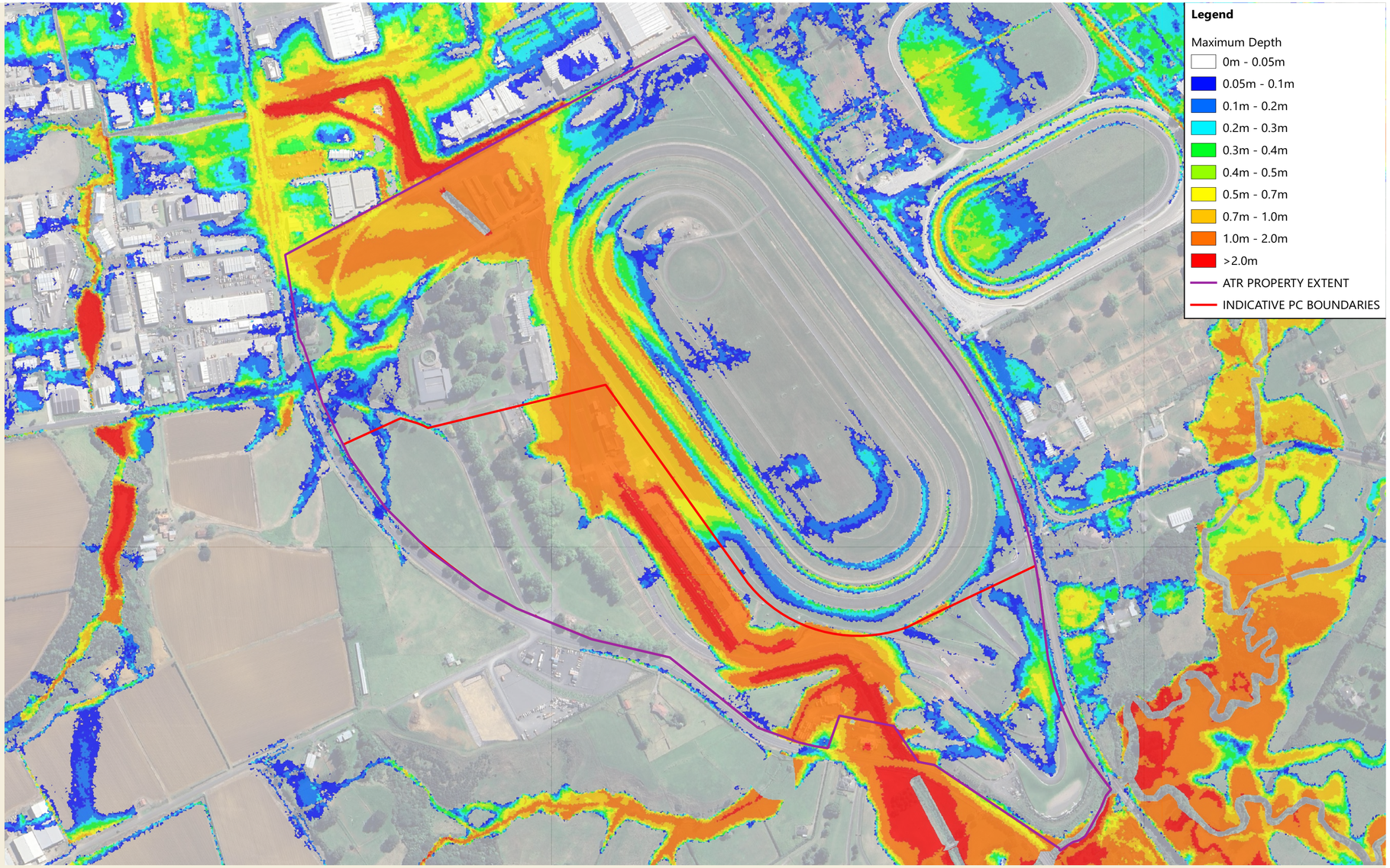
- Healthy Waters have reviewed and approved the base flood model for use within the Pukekohe Park Racecourse
- Pre-development and post-development flood models have been undertaken for 10-year ARI and 100-year ARI events
- Post-development models include the realignment of the existing man-made open channel for naturalisation and daylighting of piped network



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

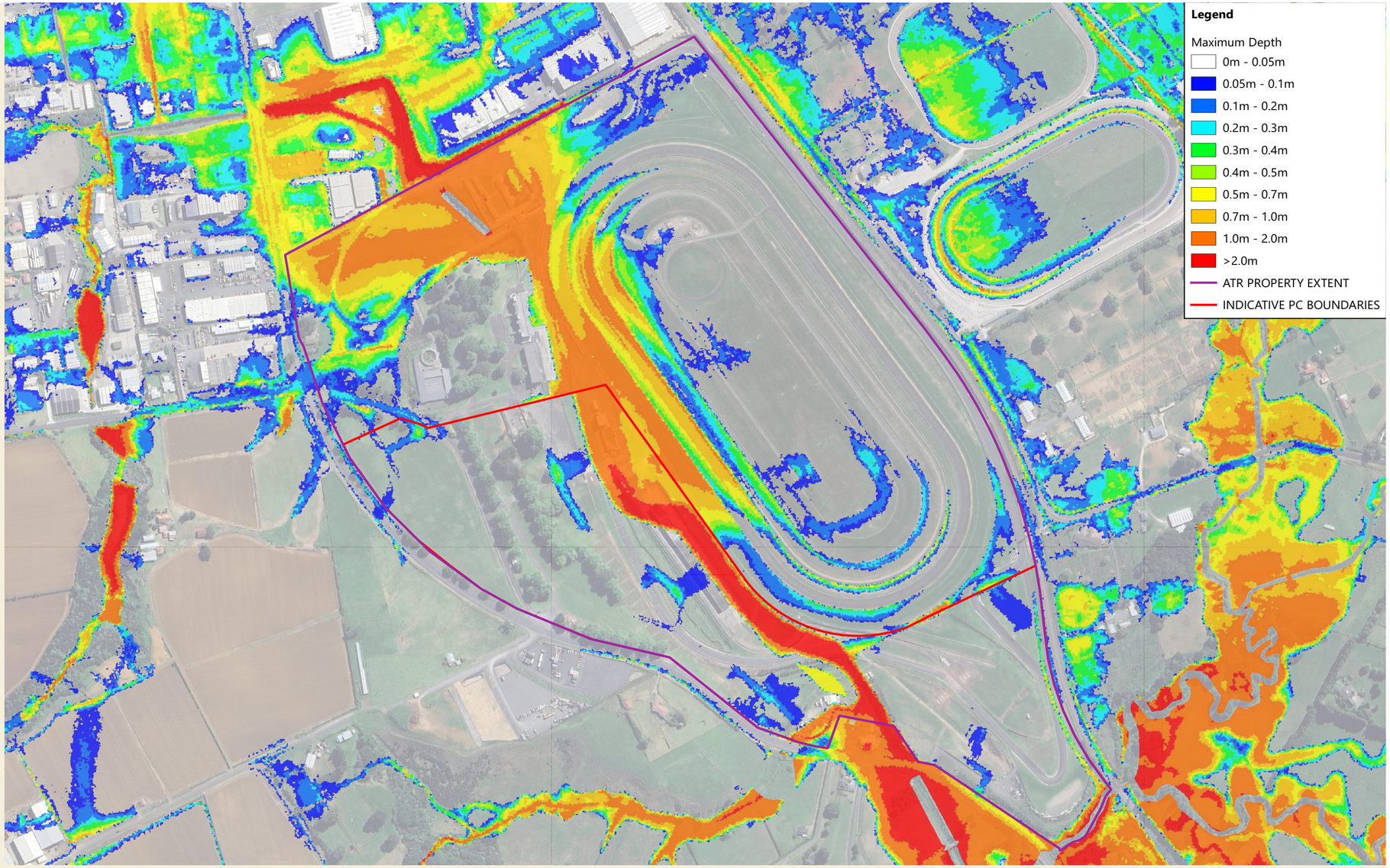
FLOOD MODELLING – 100 YEAR EXISTING SCENARIO



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

FLOOD MODELLING – 100 YEAR FUTURE SCENARIO

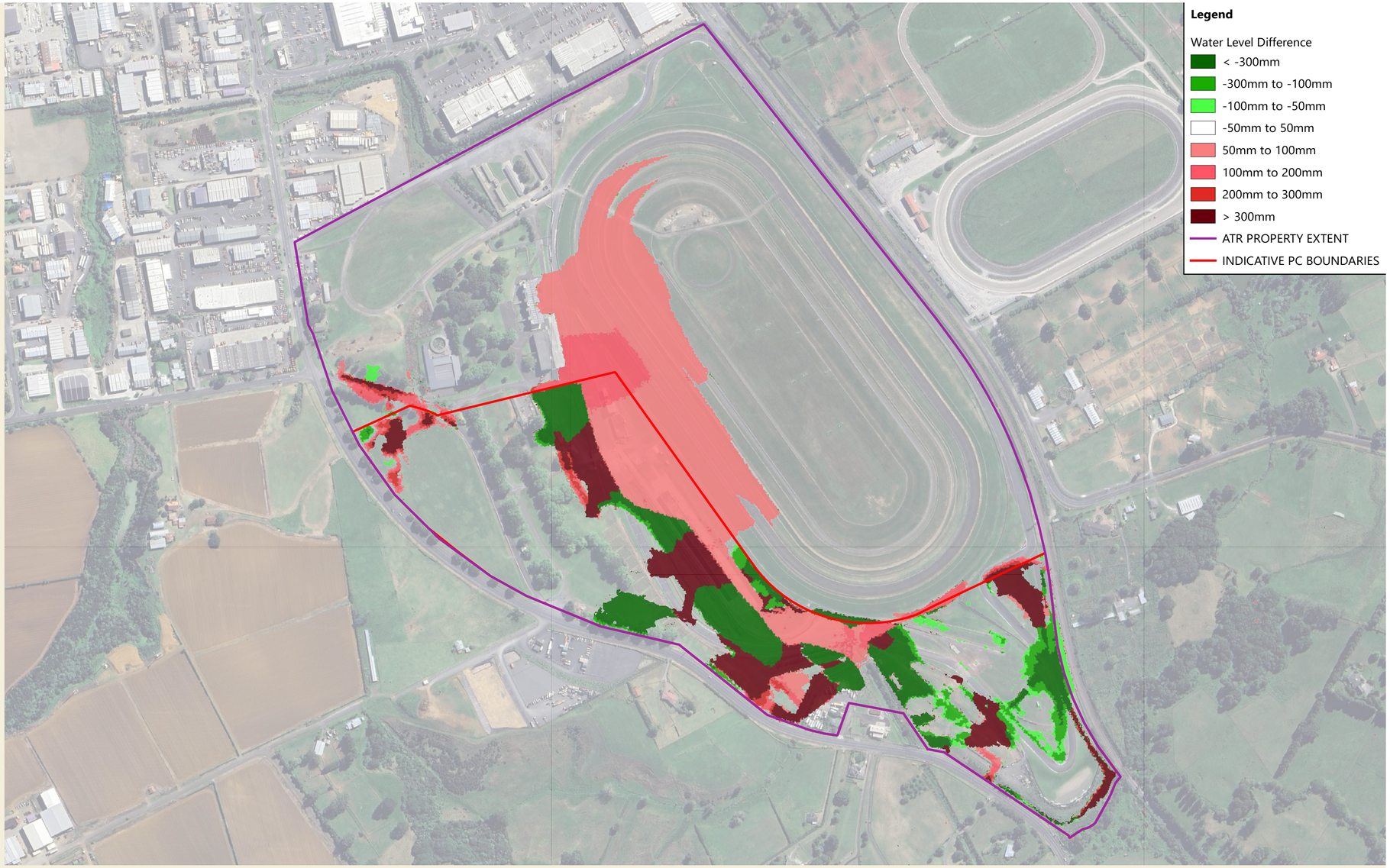


AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

FLOOD MODELLING – 100 YEAR AFFLUX PLOTS

- Red denotes areas where flood depths have increased
- Green denotes where flood depths have decreased
- Changes in flood depths are localised to within the ATR landholdings
- Areas outside of the PPC/ATR landholdings show no change to flood depths and extents



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

SPECIALIST TEAM

- Planning (B&A)
- Urban Design (B&A)
- Landscape (B&A)
- Transport (CKL)
- Stormwater (Woods)
- Infrastructure (Woods)
- Economics (Urban Economics)
- Geotech (ENGEO)
- Contamination (ENGEO)
- Ecology (Viridis)
- Arboriculture (Greenscene)
- Acoustic (Styles Group)
- Archaeology (Archaeology Solutions)
- Legal (Russell McVeagh)
- QS (Cuesko)



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



NEXT STEPS

- Plan change preparation and reporting: underway
- Stakeholder engagement and pre-apps: underway
- Plan Change lodgement: March 2025

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

QUESTIONS?

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

KERIKERI | WHANGĀREI | WARKWORTH| AUCKLAND | HAMILTON | CAMBRIDGE

NAPIER | WELLINGTON | CHRISTCHURCH | WANAKA

Minutes

Project: Pukekohe Park Plan Change Pre-Lodgement Meeting with Healthy Waters

Date: 25 March 2025

Time: 10:00-11:00am

Location: Barker & Associates Offices, Shortland Street

Attendees:

Name	Role/Organisation
Jack Thompson (JT)	Healthy Waters
Adam Sadgrove (AS)	Auckland Thoroughbred Racing
Pranil Wadan (PW)	Woods
Ajay Desai (AD)	Woods
Cosette Pearson (CP)	Barker & Associates
Nick Roberts (NR)	Barker & Associates

Item	Detail	Action
1	CP provided an overview of the proposed Plan Change area, the purpose of the Plan Change, and the content of the proposed Plan Change (refer to presentation at Attachment 1).	
2	PW and CP provided an overview of the provisions most relevant to stormwater, being the application of the SMAF-1 Control, Stormwater Quality Provisions and Riparian Margin Provisions (refer to details in presentation at Attachment 1).	
3	PW noted that the SMP identifies two stormwater wetland devices which have been indicatively sized and located, however will be subject to detailed design at consenting stage. JT confirmed that this is appropriate and they key matter Healthy Waters are looking for in the Plan Change application is the establishment that the development and stormwater management strategy will work, as opposed to the exact details of how it will work.	
4	JT queried what the plan for reuse of water for non-potable uses is and how this would work? PW confirmed that reuse would be within the property itself, and the intention would be to plumb into non-potable uses within the property.	
5	JT noted that upon receipt of the lodged plan change request, other specialists within Healthy Waters would also be reviewing the application and will likely feed into the Clause 23 request. PW	

	acknowledged that while the stream channel enhancement is effectively a daylighting project, we would anticipate collaboration with Healthy Waters. AS and PW also noted that the intention is to apply for a resource consent in parallel to the plan change process for the stream daylighting and enhancement project, with the intention to have a decision b the time this plan change goes to hearing.	
6	CP noted that the Open Space – Informal Recreation zone is proposed to be retained in ATR ownership and maintained by ATR as opposed to being vested to Auckland Council.	
7	AD provided a summary of the flood modelling plots and noted that Larry has reviewed the base model on behalf of Healthy Waters, and that this will be tidied up and sent to Larry prior to lodgement to close out the modelling discussions with Healthy Waters.	
8	AD and PW noted that at the recent community engagement evening a number of members of the Buckland Community raised concerns around existing flooding issues as a result of streams not being cleaned out for >20 years. JT noted that this is an existing flooding issue that Auckland Council are aware of, and that the Ops team have been removing some downed trees from the Creek adjacent to Buckland. JT also noted that Healthy Waters are commissioning a piece of work to investigate this existing flooding issues affecting ~20 houses in Buckland, and preparing an options assessment to determine how to move forward. JT confirmed this is a separate workstream being led by Healthy Waters currently, and that Healthy Waters are aware of this existing flooding issue. JT noted that the stream cleaning is a perceived issue, and the flood models show that this area would flood regardless. In addition to this, the information was not available at the time many residents purchased their houses and was not noted on the LIMs, the information has only recently been made available and residents concern may be due to floodplains suddenly appearing on their properties which is not as a result of any changes, rather information becoming available. JT clarified that the flooding is not a result of the 2023 flood events nor from the perceived issue that the streams are not being cleaned. JT confirmed that when a Plan Change application is lodged Healthy Waters are looking for confirmation that any adverse effects of flooding can be contained within the Precinct site, which in this case can be achieved.	
9	CP provided an overview on other matters and next steps noting that the provisions have been worked through with the mana whenua involved, and that there are some minor refinements to	

	bring PC30 into this PC application and a transport upgrade trigger, however this does not relate t stormwater matters. The team are targeting lodgement in April 2025 (before Easter), and if there are any questions from JT and the team in the meantime, the PC team would be happy to meet to discuss. NR also noted that upon receipt of the lodged PC application and prior to Cl23 Requests being issued, we would be happy to meet to discuss any matters of clarification or queries of the Healthy Waters team.	

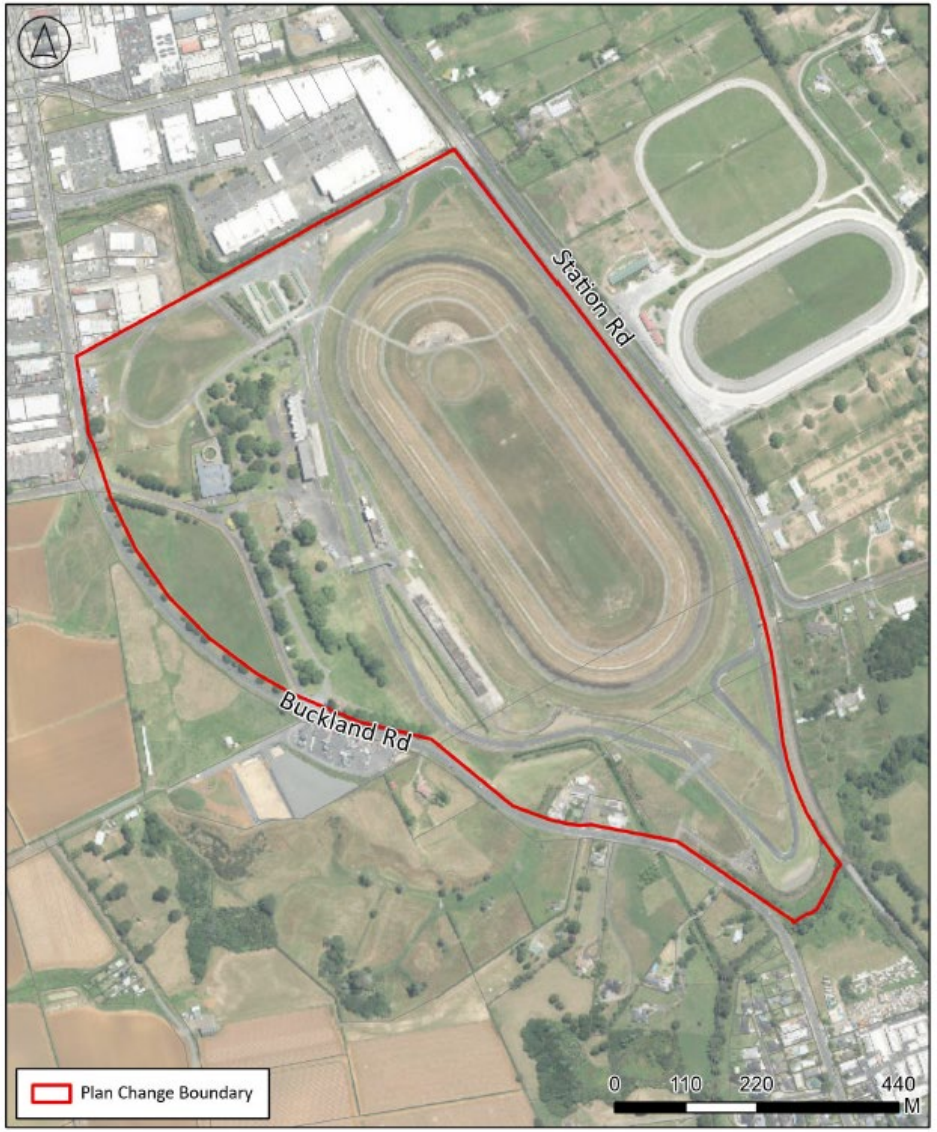


Pukekohe Plan Change (Pukekohekohe Gateway and Pukekohe Park) – on behalf of Auckland Thoroughbred Racing (ATR)

25 March 2025 – Healthy Waters Pre-application meeting

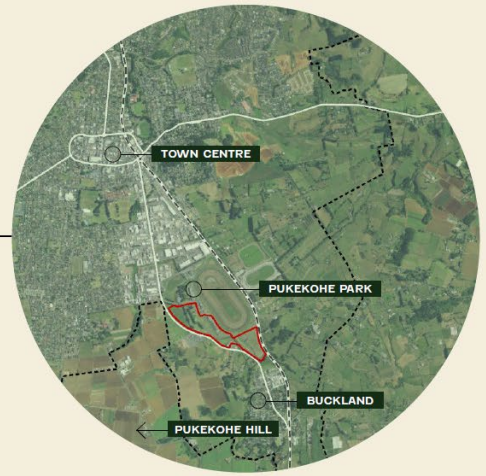
B&A
Urban & Environmental

- The Plan Change area
- Summary of proposed stormwater and riparian margin provisions
- Next Steps and Lodgement



SITE LOCATION





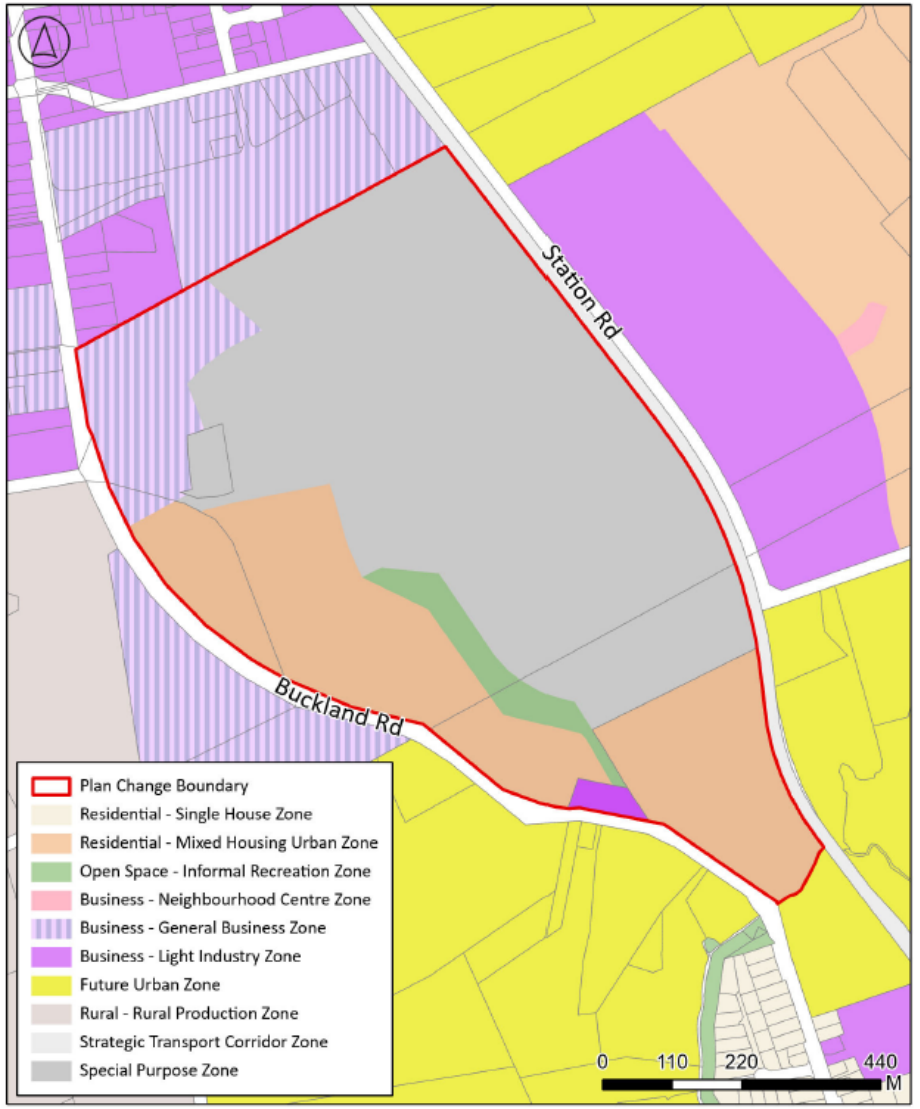
AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

PRIVATE PLAN CHANGE - PUKEKOHE PARK

The Pukekohe Plan Change area

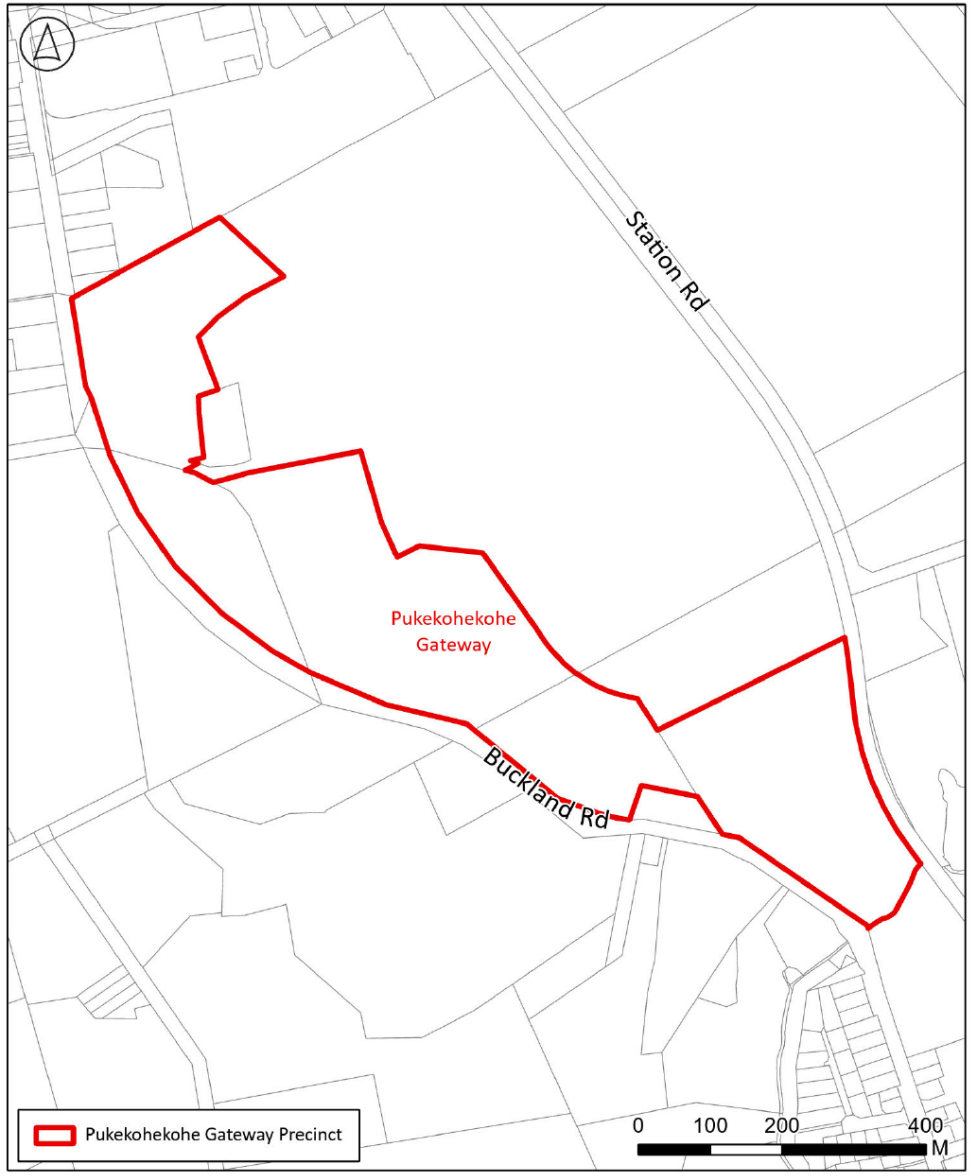
B&A Urban & Environmental

- The proposed Plan Change seeks to rezone approximately 23ha of land in Pukekohe from Special Purpose – Major Recreation Facilities zone to Residential – Mixed Housing Urban and Open Space – Informal Recreation zone (with a precinct – Pukekohekohe Gateway Precinct).
- The proposed Plan Change also seeks to apply Business – Light Industry zone to the existing Watercare Pumpstation site.
- The Notable Tree Schedule (Schedule 10) is proposed to be amended to remove the 'Group' of trees and to individually schedule seven trees which meet the Council Guidelines for Identifying Notable Trees.
- The Pukekohe Park Precinct is proposed to be amended to reflect that motorsport activities are no longer operating at Pukekohe park.



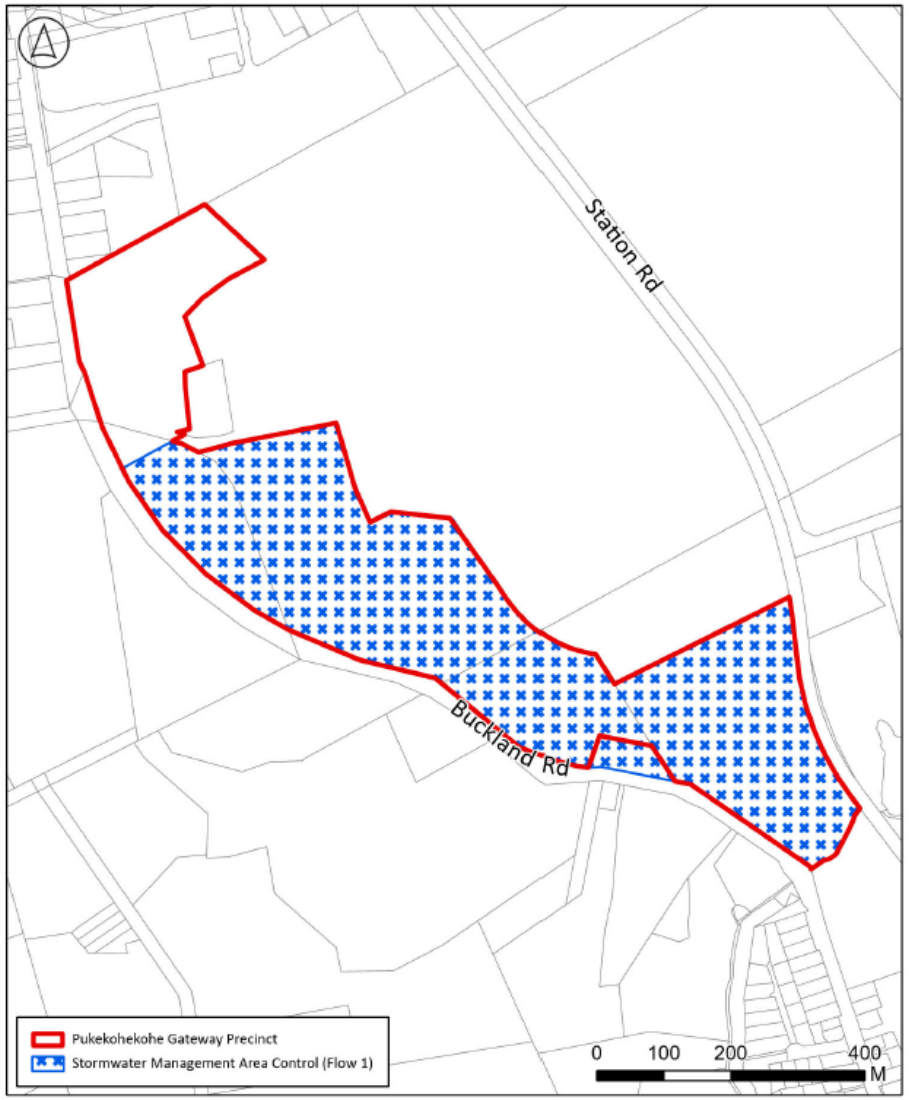
B&A
Urban & Environmental

- The purpose of the Pukekohekohe Gateway Precinct is to provide for the development of a sustainable and comprehensively planned residential community, that supports a well-functioning urban environment and a quality compact built form.
- All relevant overlay, Auckland-wide and zone provisions apply in the precinct unless otherwise specified.



B&A
Urban & Environmental

- The plan change proposes to apply the SMAF-1 overlay across the Pukekohekohe Gateway Precinct area (noting that the SMAF-1 Overlay already applies to Sub-Precinct C through Plan Change 30).



Plan Change – SMAF-1 Overlay

B&A
Urban & Environmental

The Plan Change includes a Standard requiring stormwater runoff from all directly connected impervious surfaces, excluding roofs, to be treated with specified stormwater management device(s);

New buildings, and additions to buildings must be constructed using inert cladding, roofing, spouting and building materials that avoid the use of high contaminant yielding building products; and

Roof runoff must be directed to a tank sized for the minimum of 5mm retention volume for non-potable reuse within the property.

The purpose of this Standard is to contribute to improvement to water quality and stream health.

Stormwater Quality – within Sub-Precinct A and Sub-Precinct B

B&A
Urban & Environmental

The Plan Change includes the following Objective:

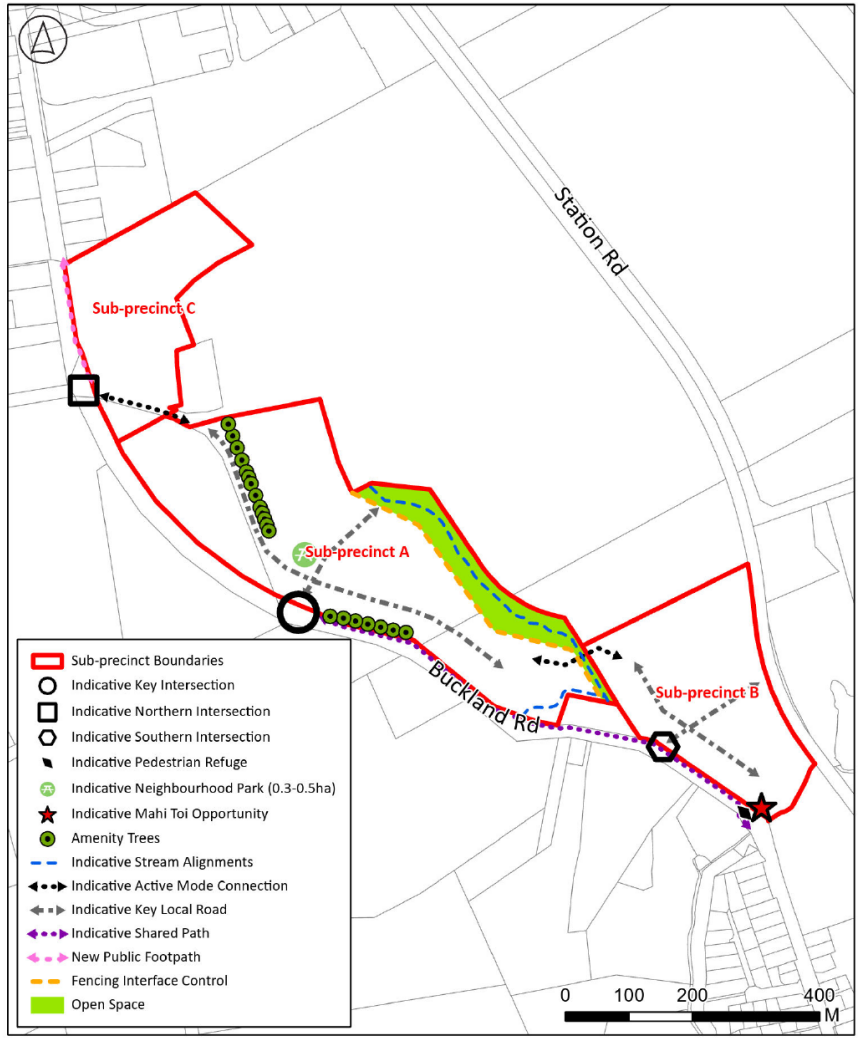
Ecological values within stream habitats are protected, restored, maintained and enhanced

and the following Policy:

Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.

The Plan Change includes a Standard requiring riparian planting to a **minimum width of 10m either side**, from all permanent and intermittent streams.

The Riparian Planting Plan Special Information Requirement states that plant species should be **predominantly native and resilient to the potential adverse effects of flood risk**.



Riparian Margins – within Sub-Precinct A and Sub-Precinct B

B&A
Urban & Environmental

- The Precinct provisions have been drafted with input from the Pukekohe Plan Change Specialist Team and the involved mana whenua: *Ngāti Tamaoho and Ngaati Te Ata Waiohua.*
- Some minor refinements are still being made to the Precinct provisions, however none that affect the key stormwater provisions that speak to the SMP approach.
- The Plan Change will be lodged with Auckland Council in **April 2025**.
- The Plan Change request will be supported by the following technical reports; Stormwater, Engineering, Geotechnical, Ecology, Arboriculture, Landscape and Visual Effects, Urban Design, Transport, Archaeological, Contamination, Acoustic, Economics, Ngāti Tamaoho and Ngaati Te Ata Waiohua CVAs, along with the consultation summary report, the s32 assessment and the Plan Change request and Precinct provisions.

Other Matters and Next Steps

Questions?

Barker & Associates

Kerikeri | Whangārei | | Auckland | Hamilton | Napier | Wellington | Christchurch | Queenstown

B&A
Urban & Environmental

Appendix 3

Auckland Transport: Meeting Minutes and Presentation Slides

B&A

Urban & Environmental

Minutes

Project: Pukekohe Park Plan Change – Introduction Meeting with Auckland Transport

Date: 29 July 2024

Time: 2.00pm

Location: B&A Offices / Teams

Attendees: Adam Sadgrove (ATR), Nick Roberts (B&A), Cassandra Rippon (B&A), Daryl Hughes (CKL), Paarth Rajpal (CKL), Marguerite Pearson (AT), Chris Freke (AT), Simon Andrew (AT), Nesh de la Ray (AT)

Apologies: Cosette Pearson(B&A)

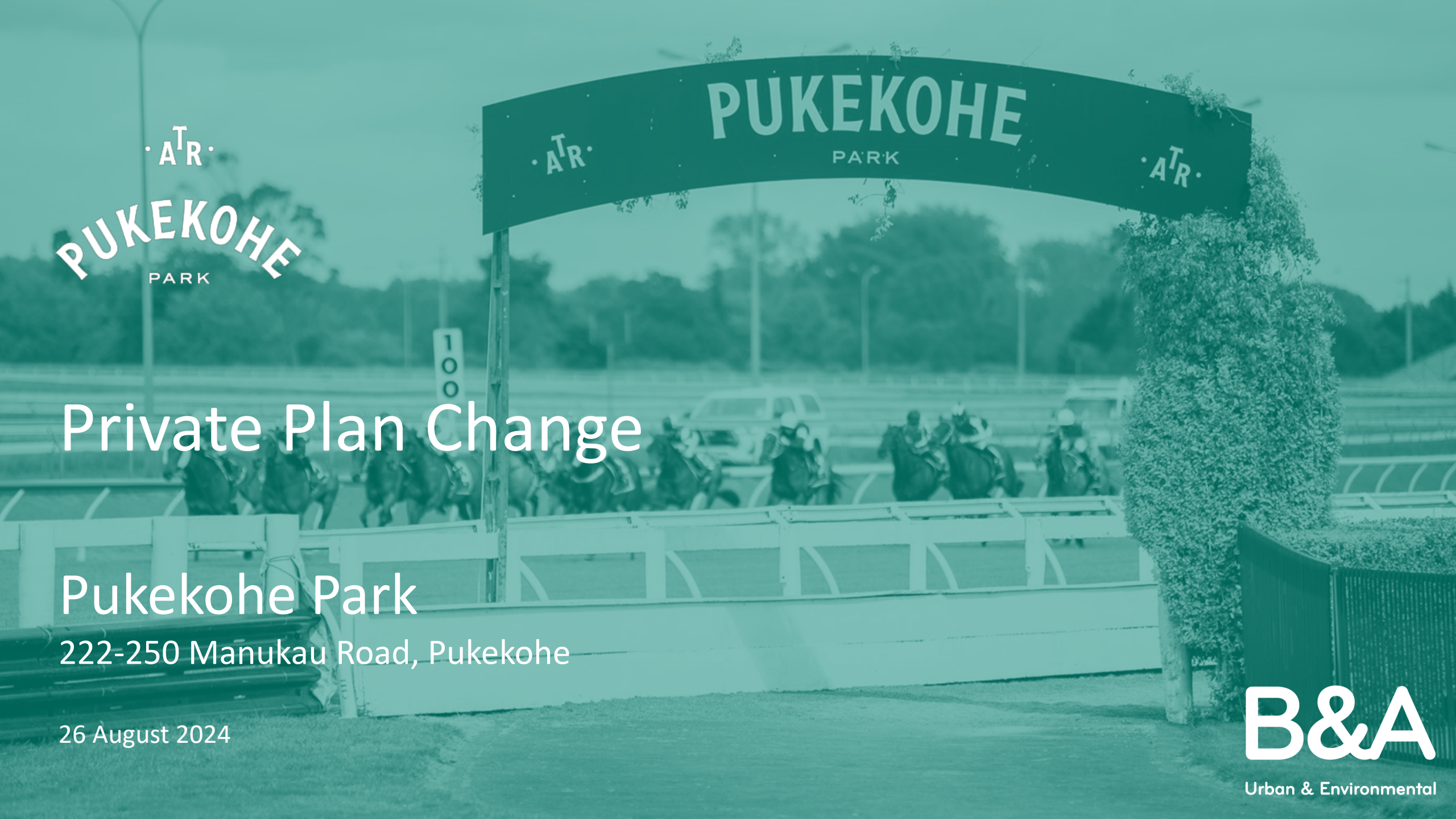
Item	Detail	Action
1	Round of introductions • Chris Freke – Principal Planner, AT • Marguerite Pearson – Principal Planner, AT (AT's lead for this PPC) • Nesh de la Rey - Strategic Development Programmes Manager, AT • Simon Andrew – Senior Planner, AT • Nick Roberts – Director, B&A • Cassandra Rippon – Planner, B&A • Adam Sadgrove – Development Manager, ATR • Daryl Hughes – Traffic Engineer, CKL • Paarth Rajpal – Traffic Engineer, CKL	-
2	Introduction – NR provided an introduction to the site, project and Auckland Thoroughbred Racing ('ATR') • Pukekohe Park is located at 222-250 Manukau Road, Pukekohe • The subject site (72ha) has hosted thoroughbred horse stabling, training, trialling and racing since the 1920's and Motor Racing since the 1960's. • Auckland Thoroughbred Racing (ATR) would like to enable residential development of a portion (~24.84ha) of Pukekohe Park. • The intention is the existing thoroughbred operation on the balance land remains. We would like to see the proposed residential land developed in a manner which supports the equine operation. Motor Racing ceased in April 2023. • Counties Racing and Auckland Racing amalgamated in 2020 to form Auckland Thoroughbred Racing. The organisation owns land Ellerslie Race Course and Pukekohe Park. • ATR seeking to rezone ~24.84ha to residential to enable residential development and consolidate its land, and remove motorsport activities from the precinct	-

	• Either modify existing Pukekohe Precinct, add new sub-precinct or a precinct	
3	Overview of the site context by NR • Pukekohe – high demand rural village with high demand for housing, becoming closer to employment opportunities (e.g. Drury Metro Centre, F&PH campus, Stevensons) • Plan Change Area - ~24.84ha excess land, proximate to Pukekohe town centre, surrounded by LIZ/GBZ and FUZ, three existing access points on Buckland Road • Golding Precinct adjacent/to the east of the site – includes LIZ buffer due to reverse sensitivity with motor racing activities at the site • A lot of master planning work has been undertaken and continues to build on current work to date to assist with understanding density/yield • Stormwater channel and ecological enhancement – significant natural feature of PC area - CF queried if there were any flooding/stormwater issues? - Confirmed that there is flooding at the site. Woods have undertaken flood modelling over the last 18 months and engaging with Healthy Waters currently on the flood model. • Structure Plan – identifies Pukekohe has a major growth area. Project is on live zoned land, does not contravene the structure plan. • Rural Strategy – Pukekohe identified as rural node.	-
4	NR provided an overview of the PPC scope • Rezone 24.84ha Major Rec Facility zone to Med Density Residential • Either apply a bespoke precinct or sub-precinct, or amend existing • Remove motorsport activities • Notable trees – amend schedule - CF queried the likely yield? - Master planning still underway, anticipated 300-500 dwellings. - DH confirmed ITA currently working to yield of 500 dwellings.	
5	DH provided an overview of the transport strategy (Buckland Road) • Existing speed limit 80km/hr – expect to drop to 50km/hr as area urbanises - CF noted may need to go through formal process to drop the speed limit • PC30 frontage – 1.8m wide footpath in accordance with covenant requirement • PC Area – 3m shared path along that side • PC87 – 3m shared path on PC87 side, with crossing at roundabout/key intersection	-

	- CF noted expectation to upgrade roads to urban standard without active facilities requiring crossing at a major road, to be addressed in detail as PC progresses. - NR noted the long site frontage and distances before cross overs occur, as well as ability for pedestrians/cyclists to travel internally through the site to connect to footpath outside PC30 area without need to cross Buckland Road. - CF noted all key transport evidence for PC87 available online. • Secondary PC area access on southern end of Buckland Road - proposed away from creek, provides good visibility on this stretch, and future ability to connect to site on opposite side of the road - CF queried if this required a flush right turn bay? DH to look into • Pedestrian refuge closer to Buckland Village – footpath as road crosses the creek, provides connection to closest school in Buckland Village	
6	General discussion/questions from AT • MP queried the truck business shown on Buckland Road? - This is a sub-tenant of ATR, will be removed before site is developed. - DH noted this location is not the best for access to the site due to visibility (poor to the right) and opposite the creek. • MP queried distance to nearest school (in Buckland Village) and whether pedestrian refuge is sufficient - DH confirmed 700-800m to the south of PC area. - Road speed will drop from 80km/hr to 50km/hr as site urbanised, will review appropriate pedestrian crossing methods in ITA. • CF noted bus routes from Tuakau and advised good permeability from the development to Buckland Road • CF queried timeframes for PC30 development? - AS confirmed no timeframes. Currently no market, likely to be constructed post-residential development. Land is soft and needs to be raised ≥2m due to flooding. - CF recommended looking into whether the roundabout at PC30 will work efficiently with the proposed PPC. - DH testing intersection, will be covered in the ITA. • MP queried number of horse racing events and access - AS confirmed approx. 25 events per year, larger events are managed by a traffic management plan - Horse racing events will use the existing access at Kitcher/Buckland/Manukau - CF recommended reviewing that this access will continue to work well during events noting increased traffic to be generated by proposed residential zoning/development	

	• CF queried if the Kitchener Road / Buckland Road intersection could continue to function as a priority give way intersection once the proposed development is in place but without the roundabout required there as part of PC30 development.
	  - DH to assess as part of the ITA.
	• MP queried if draft ITA will be shared with AT before lodgement?
	  - Yes this will be shared prior to lodgement and expectation that there will be further meetings with AT
	• MP to be the main point of contact for AT moving forward	

7	NR covered next steps/timeframes • Project team are currently preparing PC application • Stakeholder engagement is underway and on-going • PPC lodgement ETA – December	



Private Plan Change

Pukekohe Park

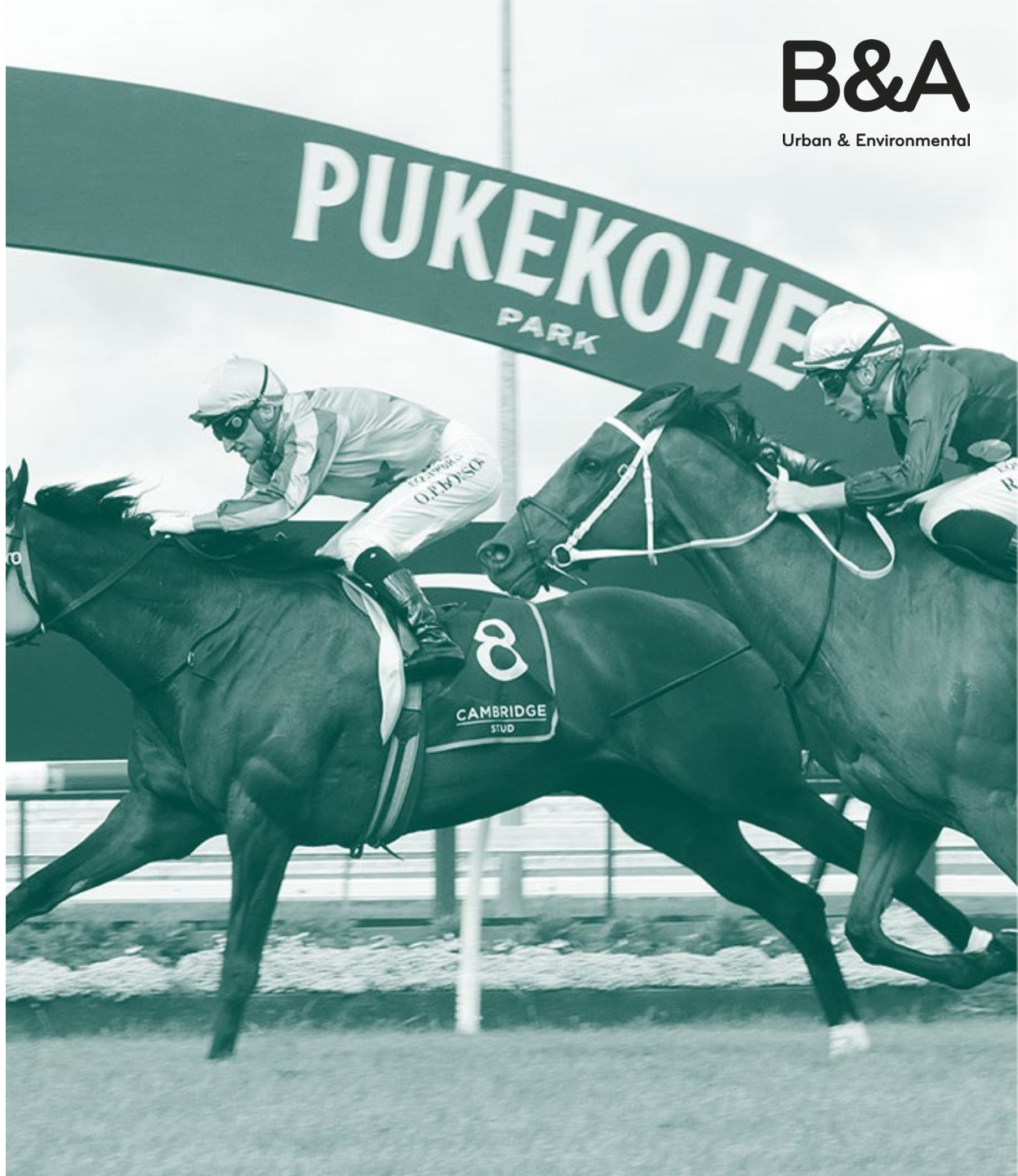
222-250 Manukau Road, Pukekohe

26 August 2024

B&A
Urban & Environmental

Introduction

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30 and PC87
- Plan Change Scope
- Next Steps

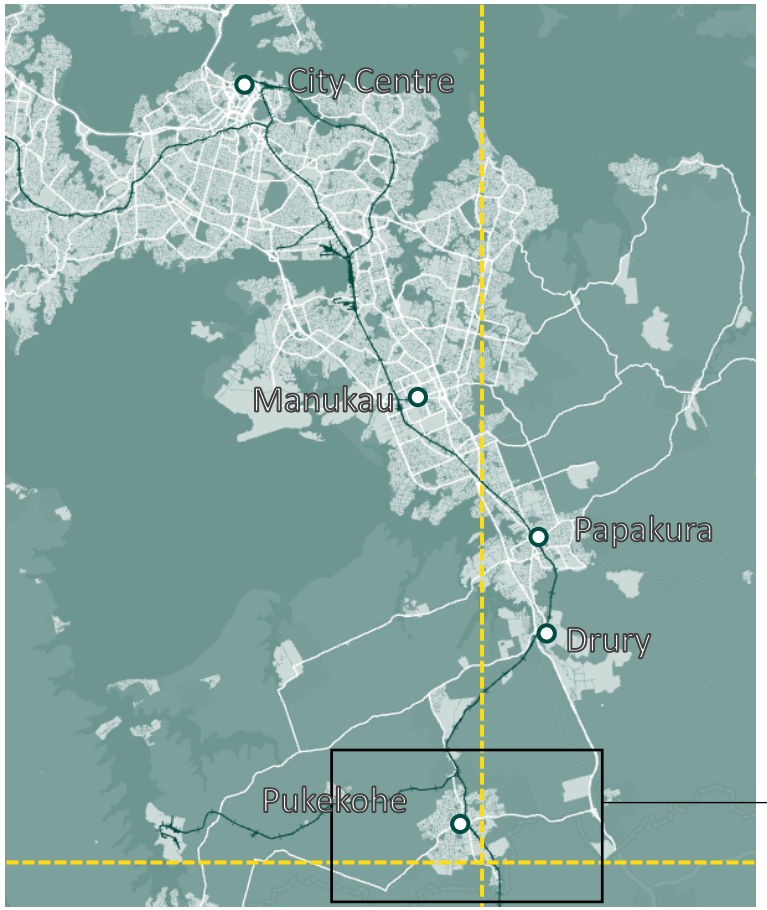


Background & Purpose

- 222-250 Manukau Road, Pukekohe
- Auckland Thoroughbred Racing - 1874
- Motorsport activities - ceased 2023
- ATR future plans for upgrades to horse racing and training facilities
- Purpose:
  - Rezone ~24.84ha of residual land to enable residential development.
  - Remove provisions relating to motor racing from the Pukekohe Park Precinct (I434)

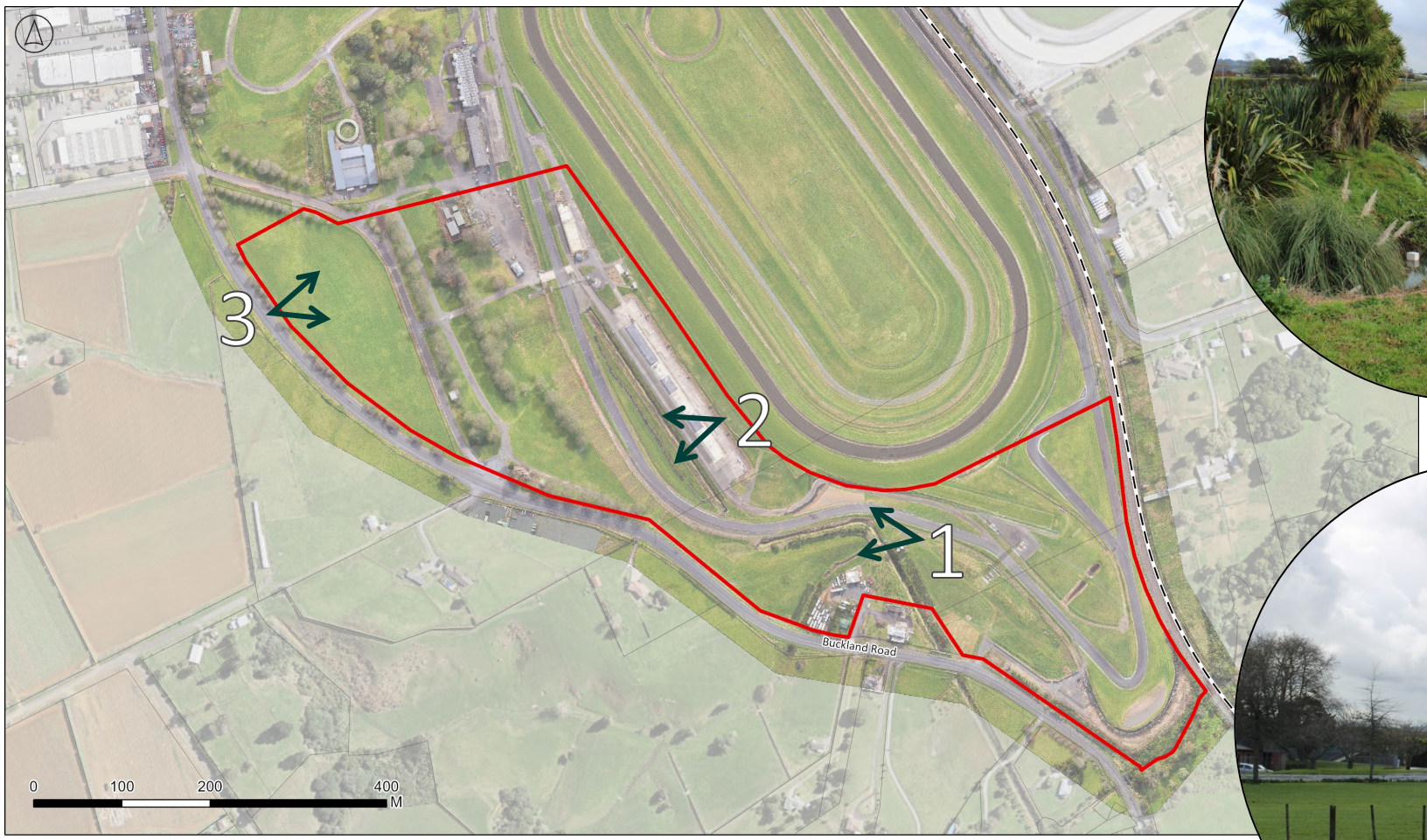


Site Location





Plan Change Area





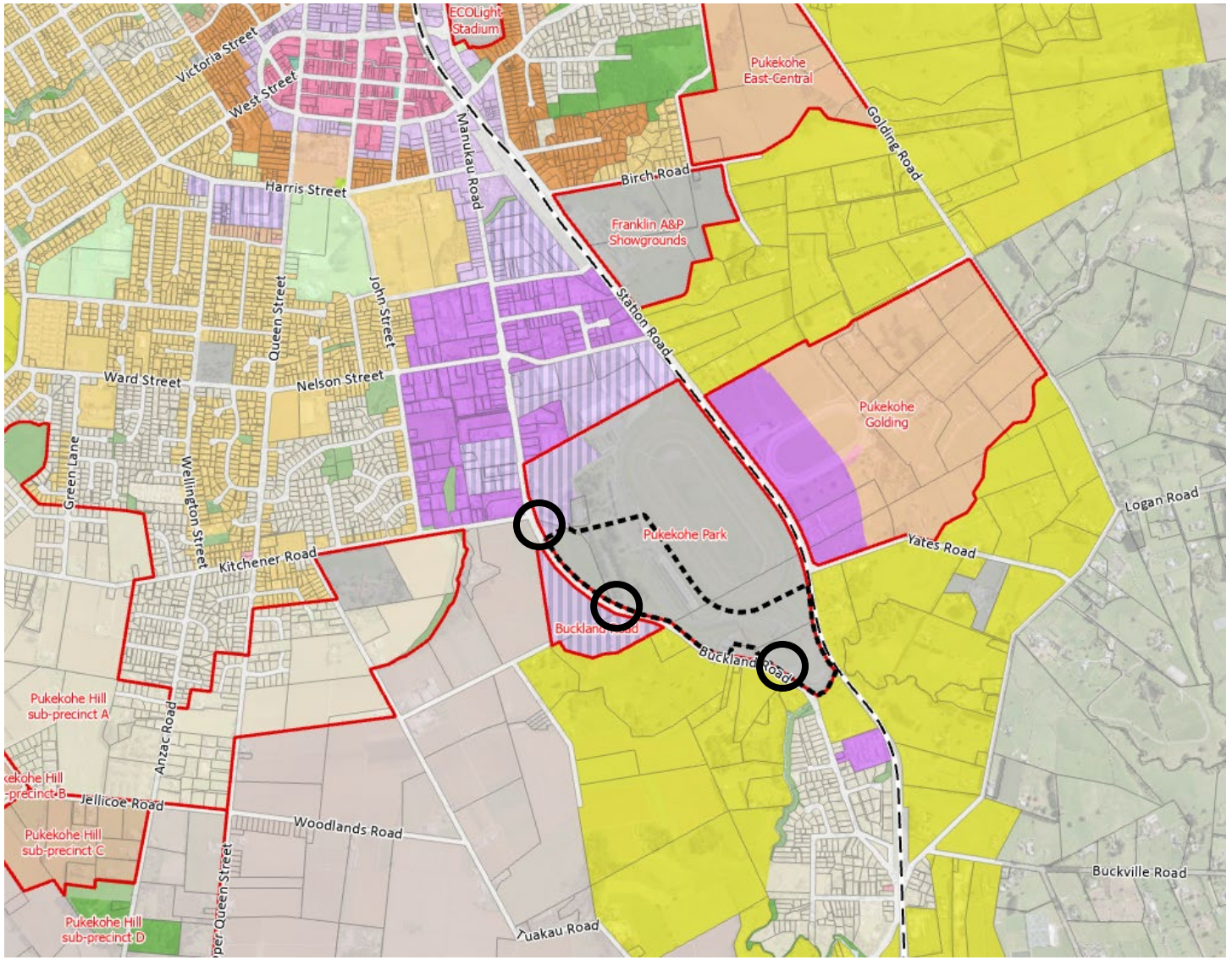





B&A
Urban & Environmental
ATR

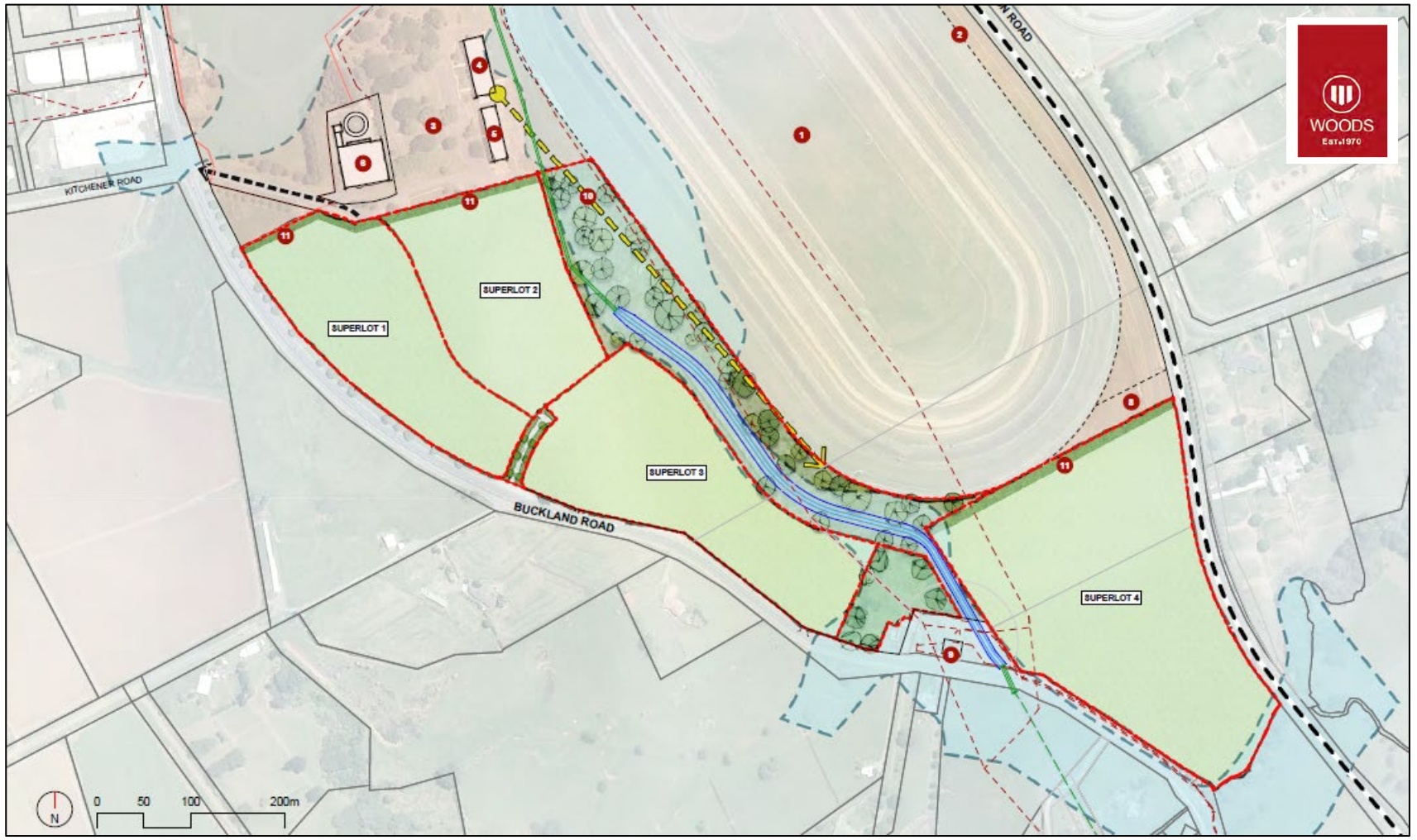
Site Context

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south
- Three existing access points from Buckland Road



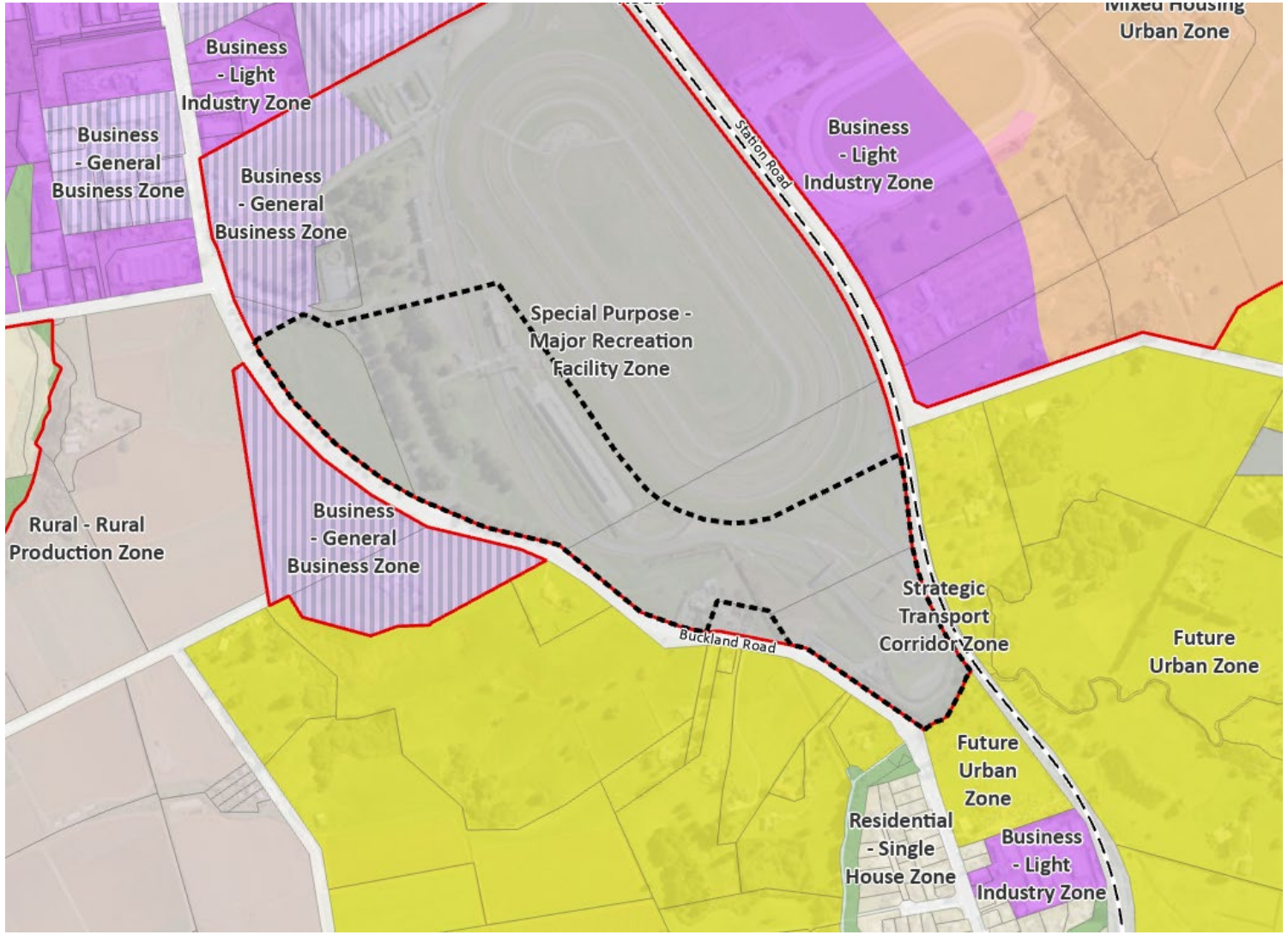
Working Masterplan

- Masterplanning process to help understand density / yield underway.



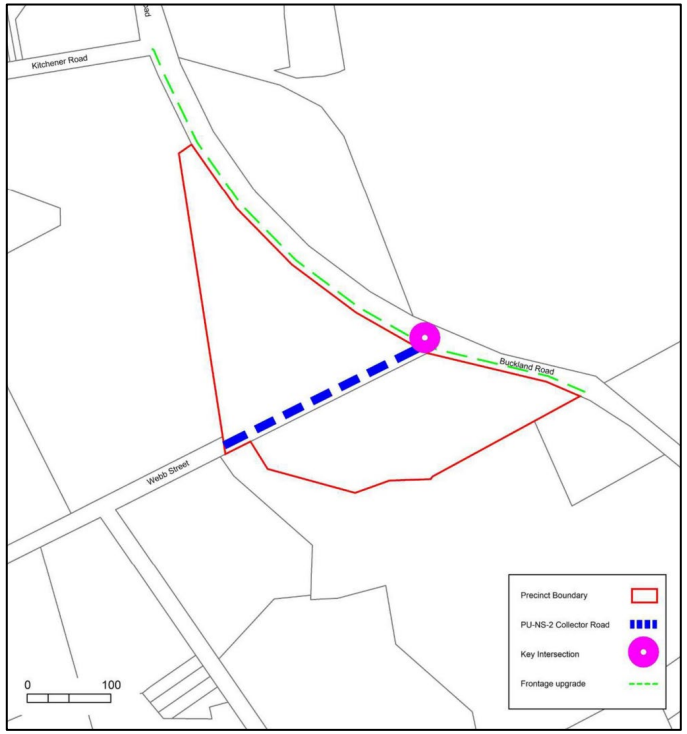
Existing AUP Zoning

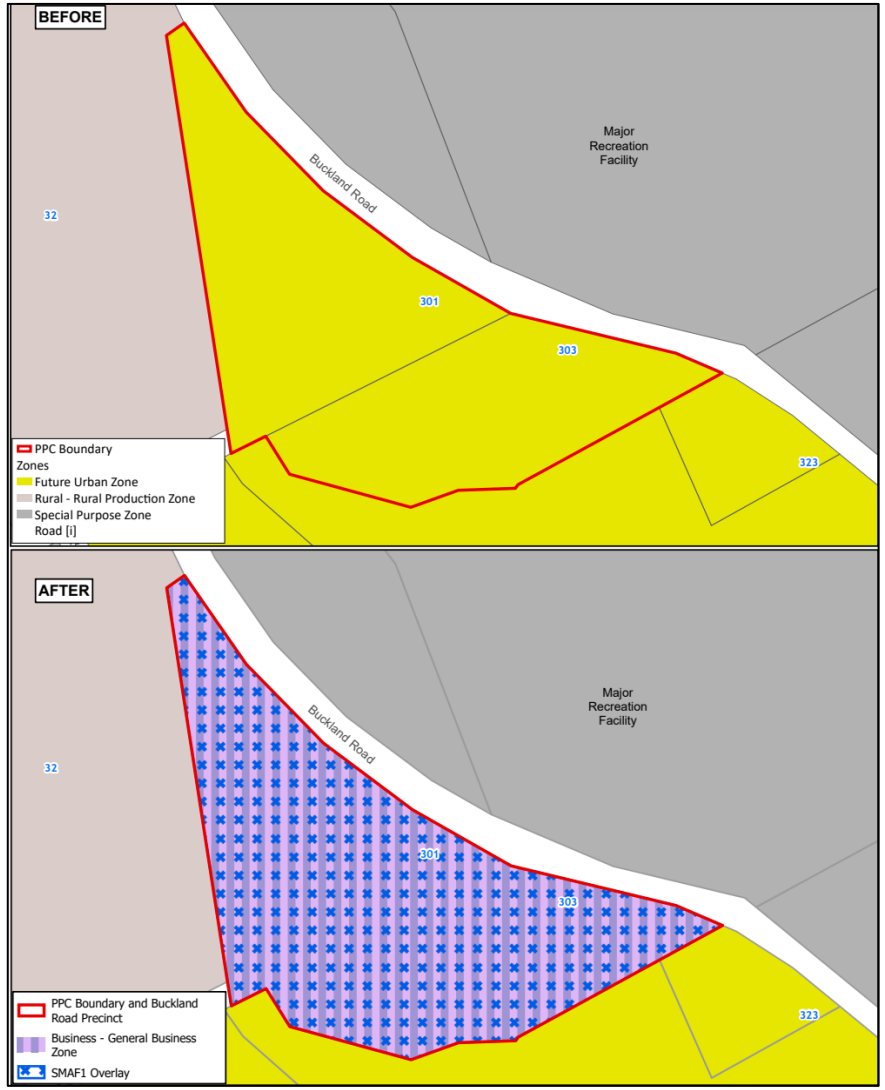
- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones



Plan Change 87 Context

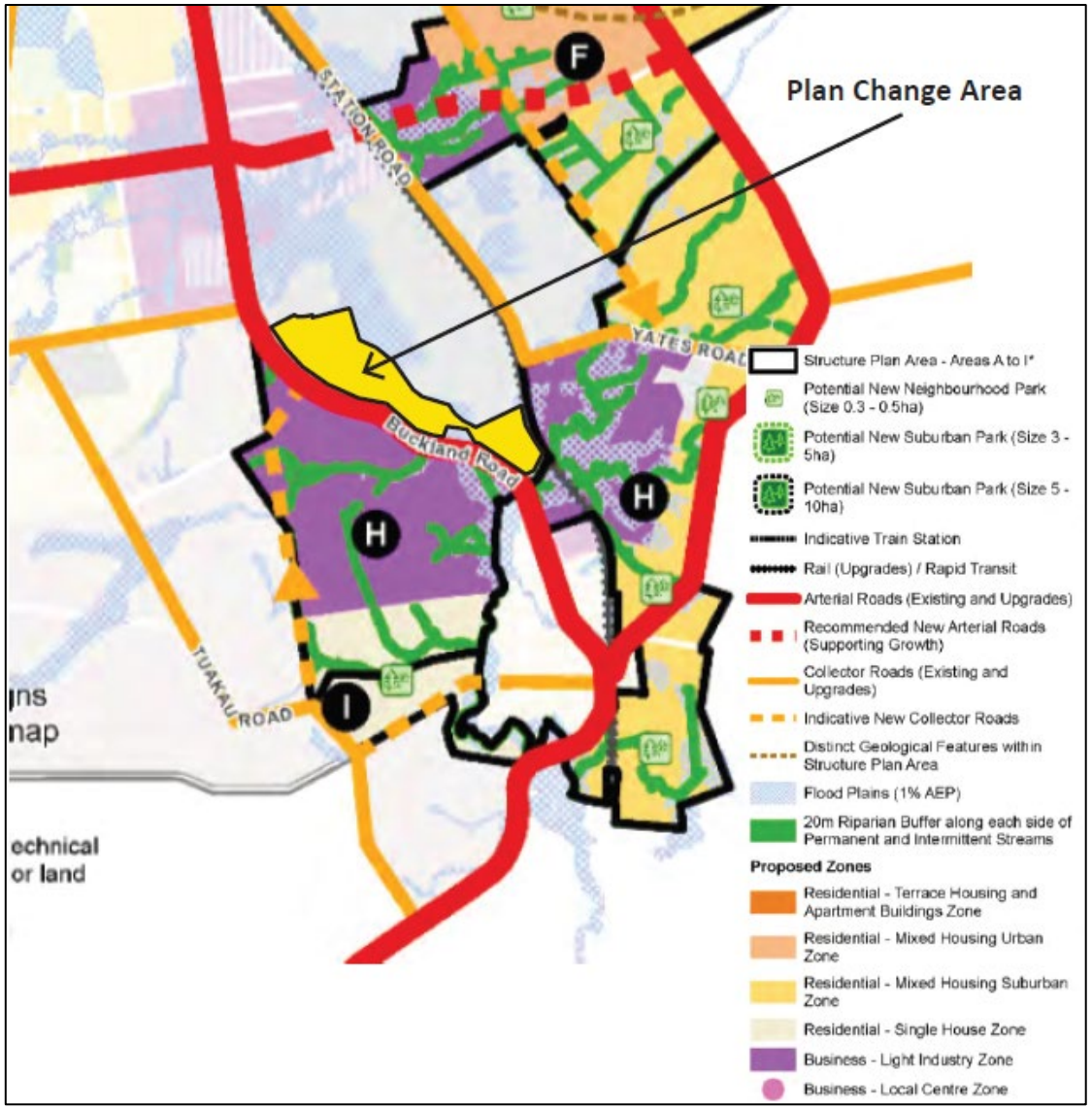
- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”





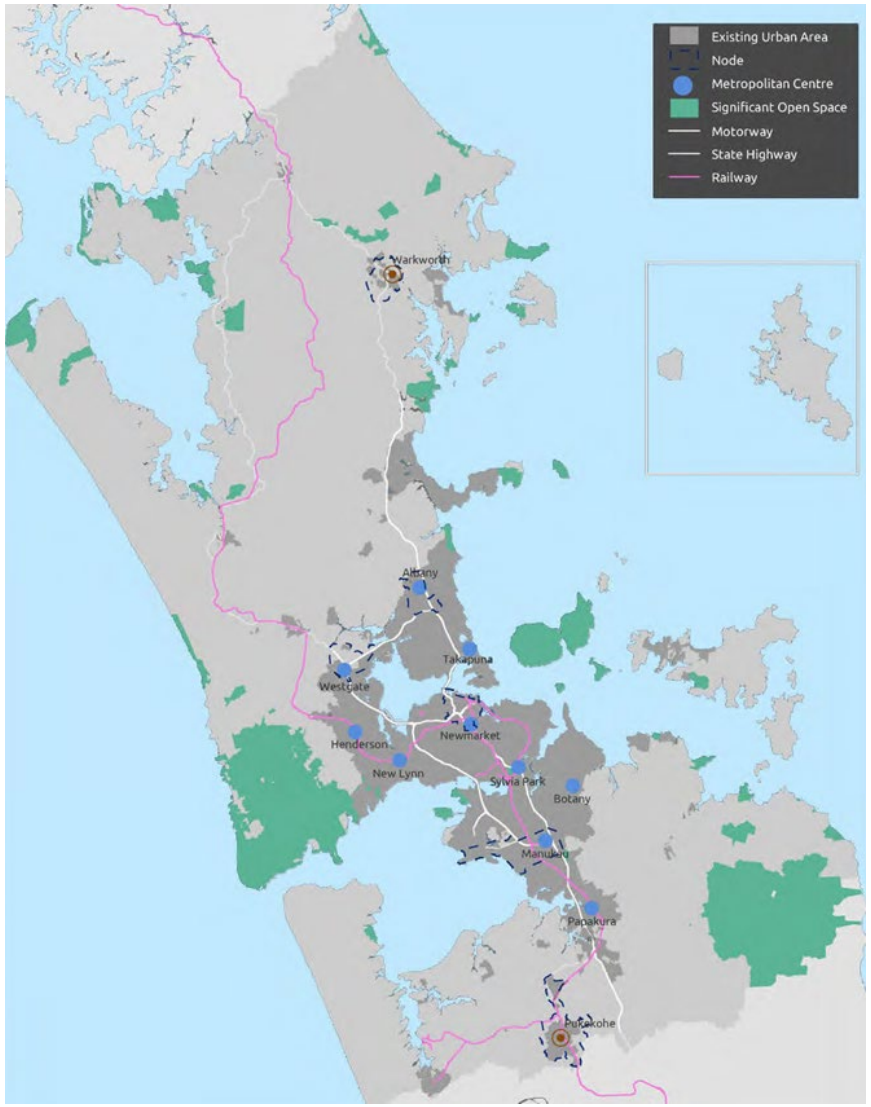
Pukekohe-Paerata Structure Plan

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- FUZ land signalled for a mixture of Light Industrial and Residential uses.



Strategic Context (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

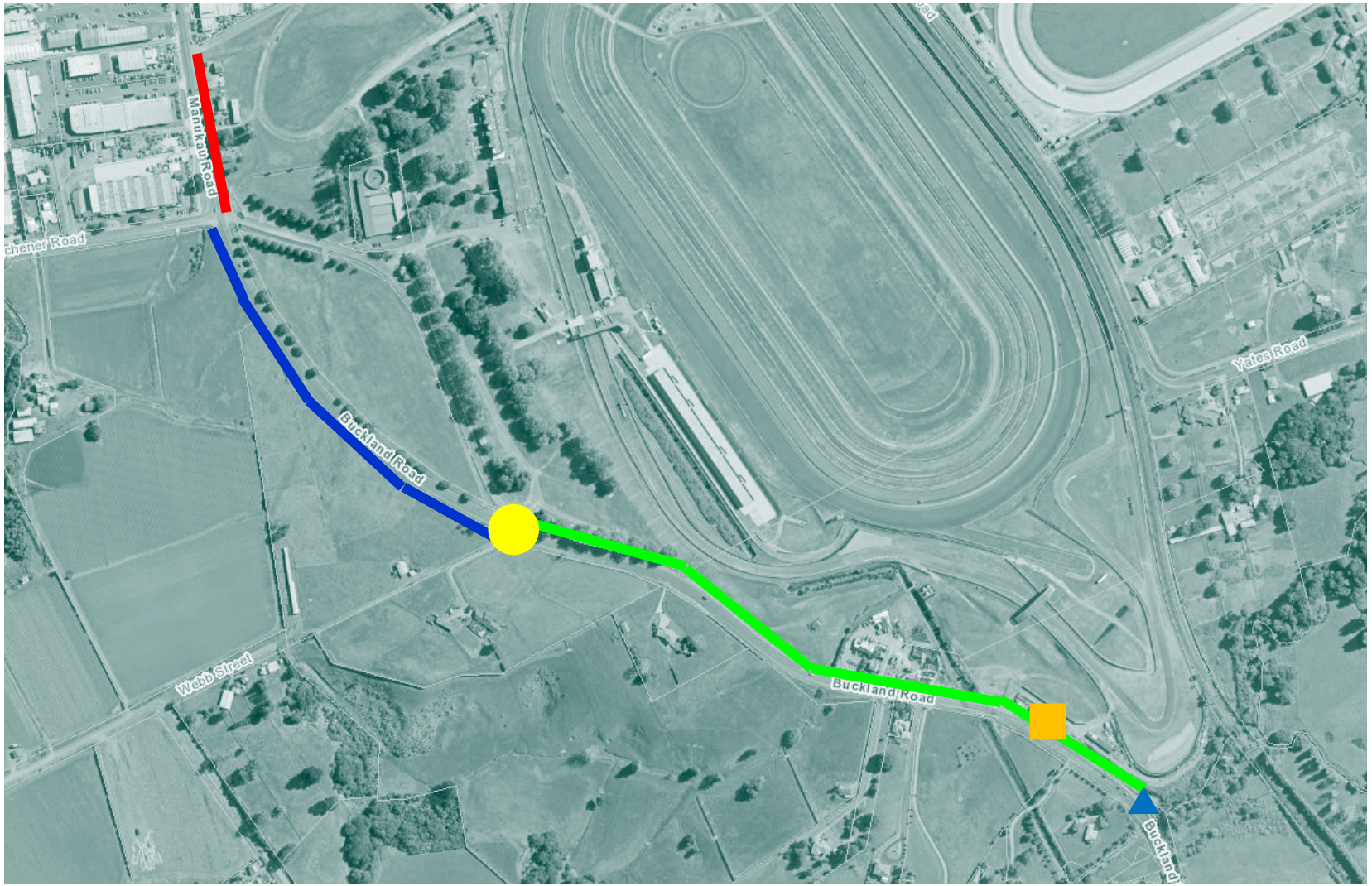


Plan Change Scope

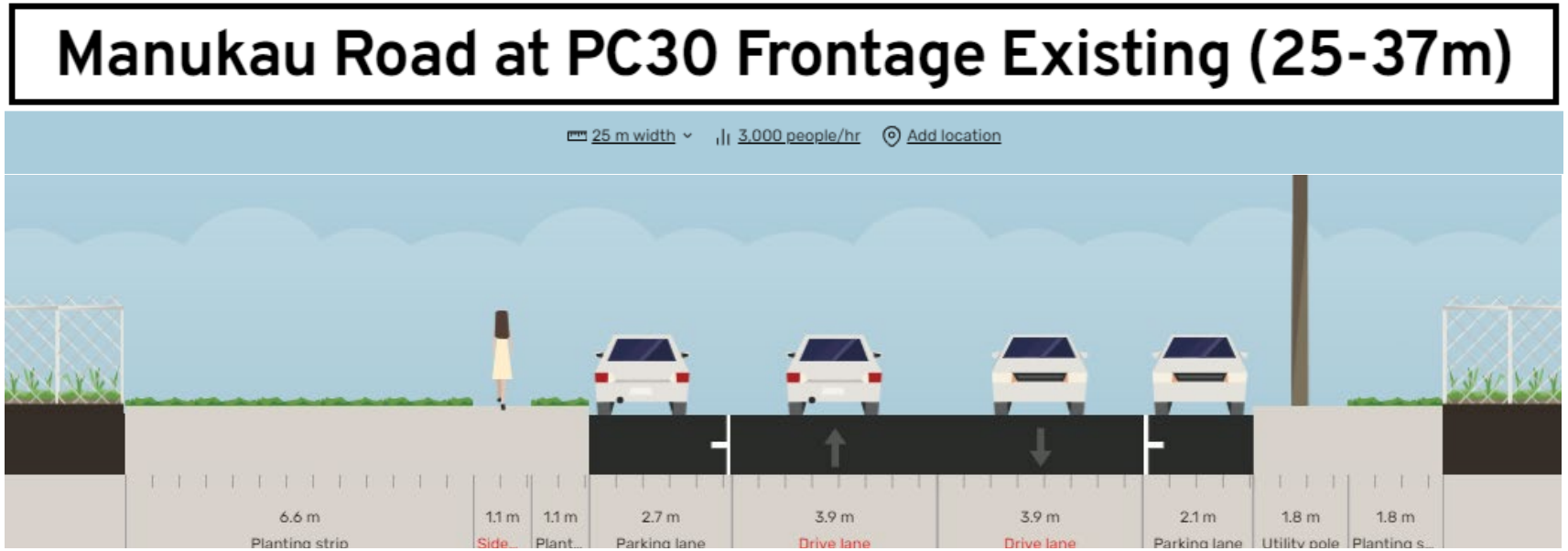
- Rezone ~24.84ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential
- Either apply a bespoke Precinct to the PC area or amend the existing precinct
- Remove or modify motorsport activities from the Pukekohe Park Precinct (incl. consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct)
- Amend the Notable Tree schedule

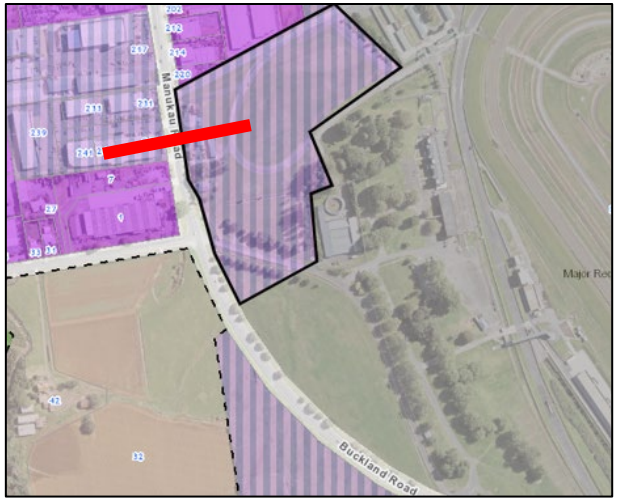
Buckland Rd Frontage Strategy

- 1.8m Proposed Footpath (PC30)
- 3m Proposed Shared path (PC87)
- 3m Proposed Shared path (PP)
- Roundabout (PP & PC87)
- Likely Secondary PP Access
- Potential Pedestrian Refuge

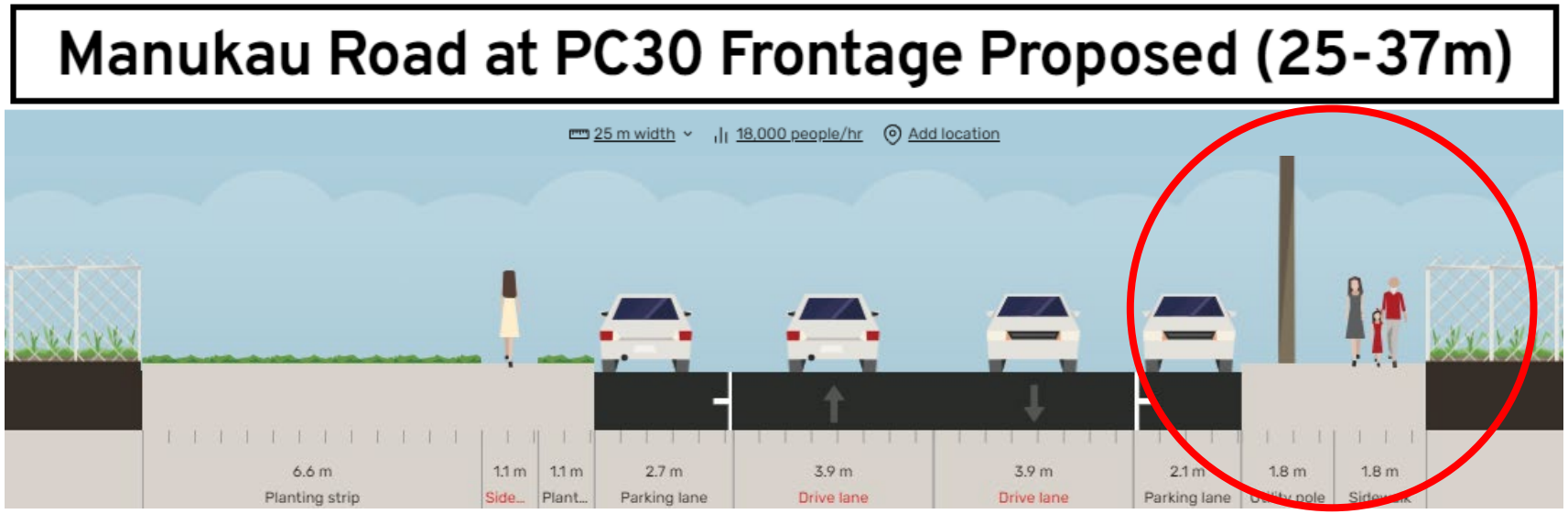


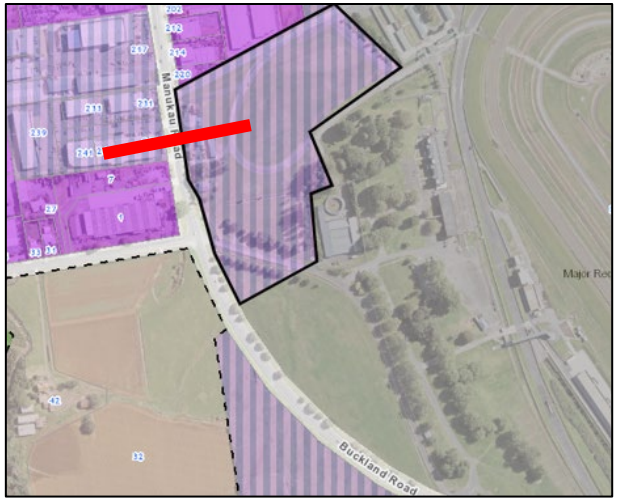
Manukau Road Frontage



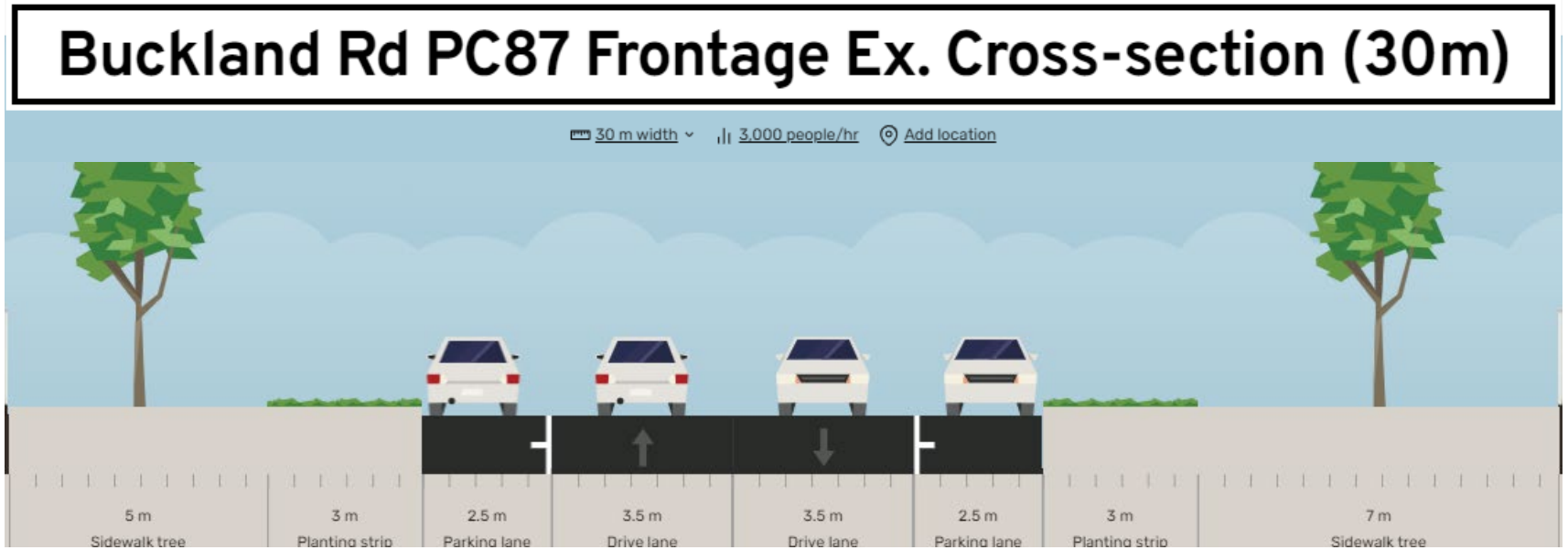


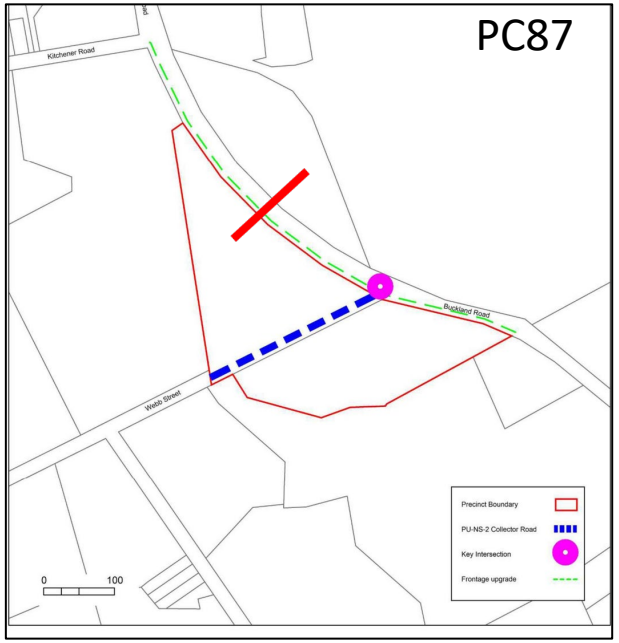
Manukau Road Frontage



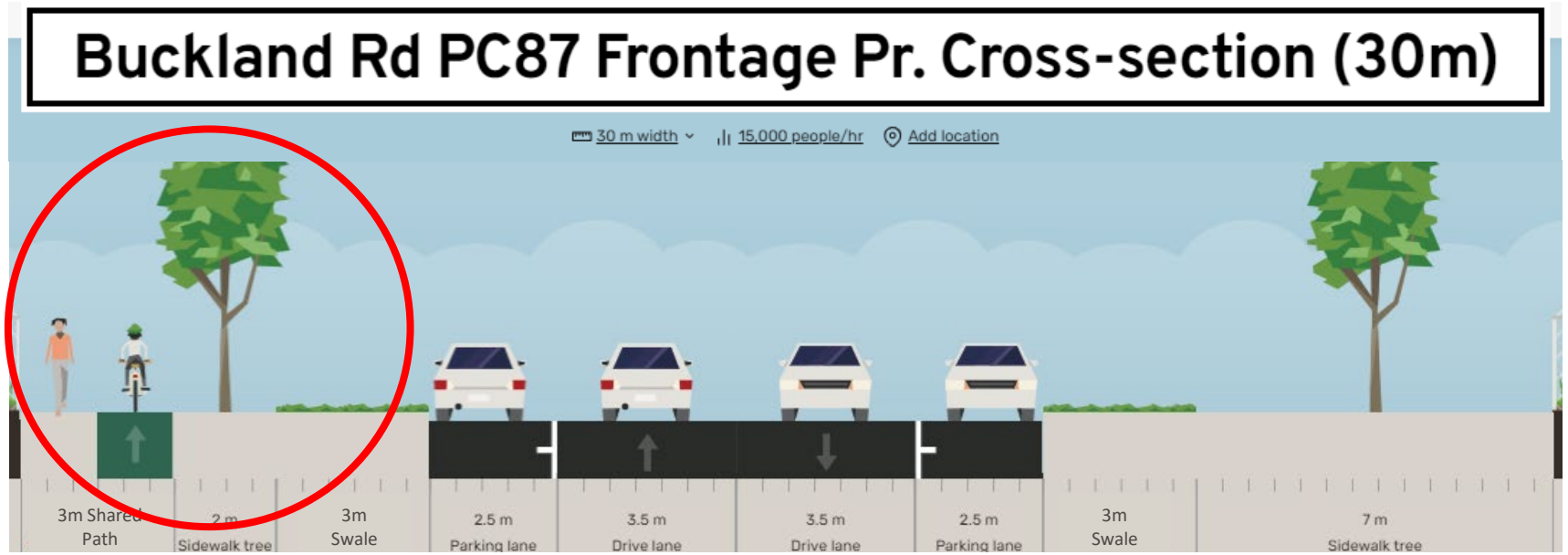


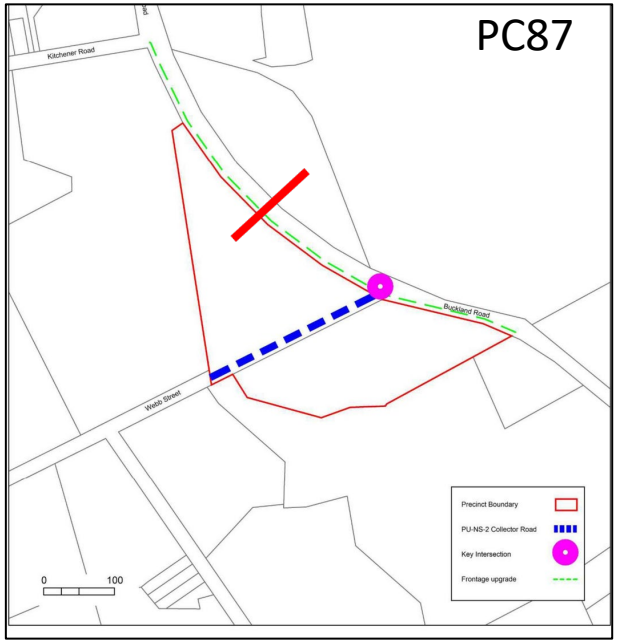
Buckland Road PC87 Frontage



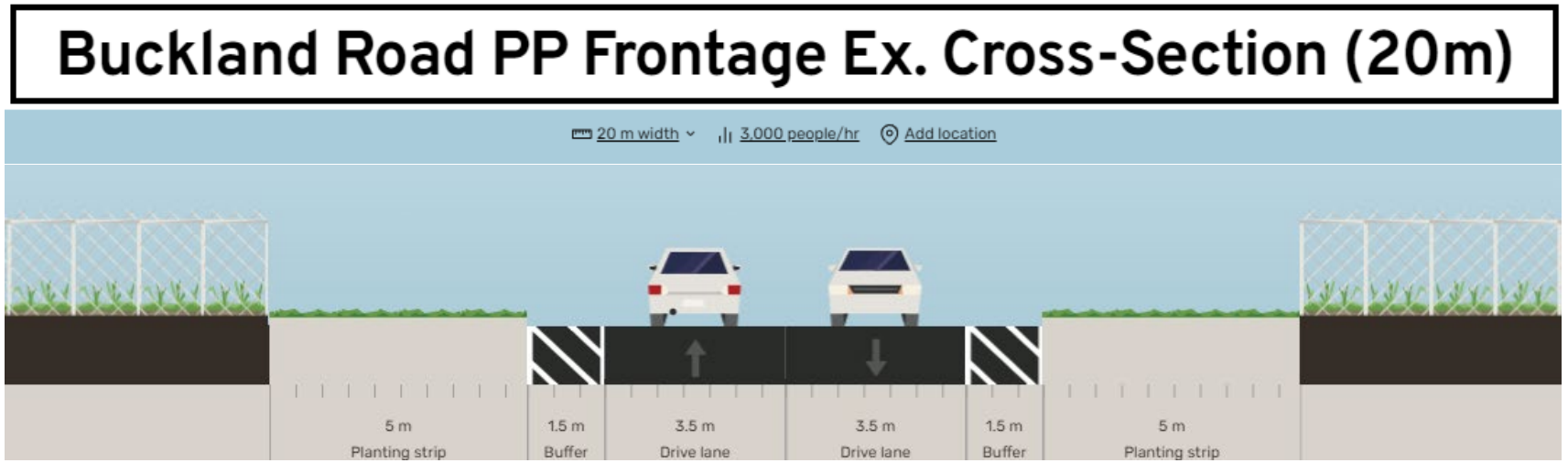


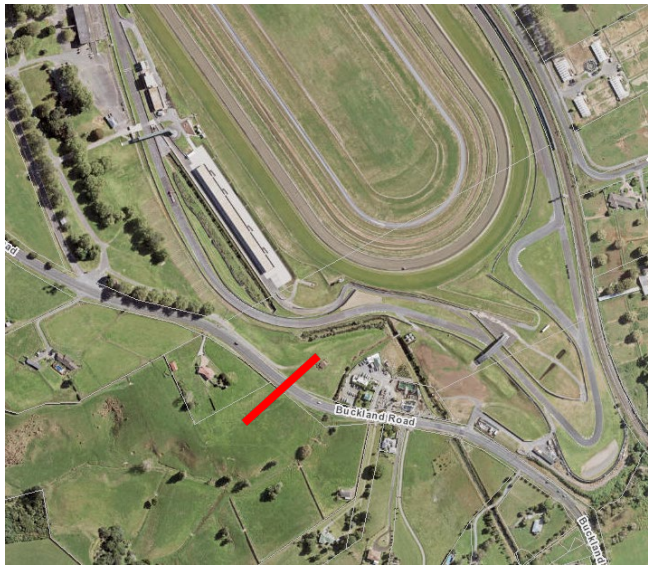
Buckland Road PC87 Frontage



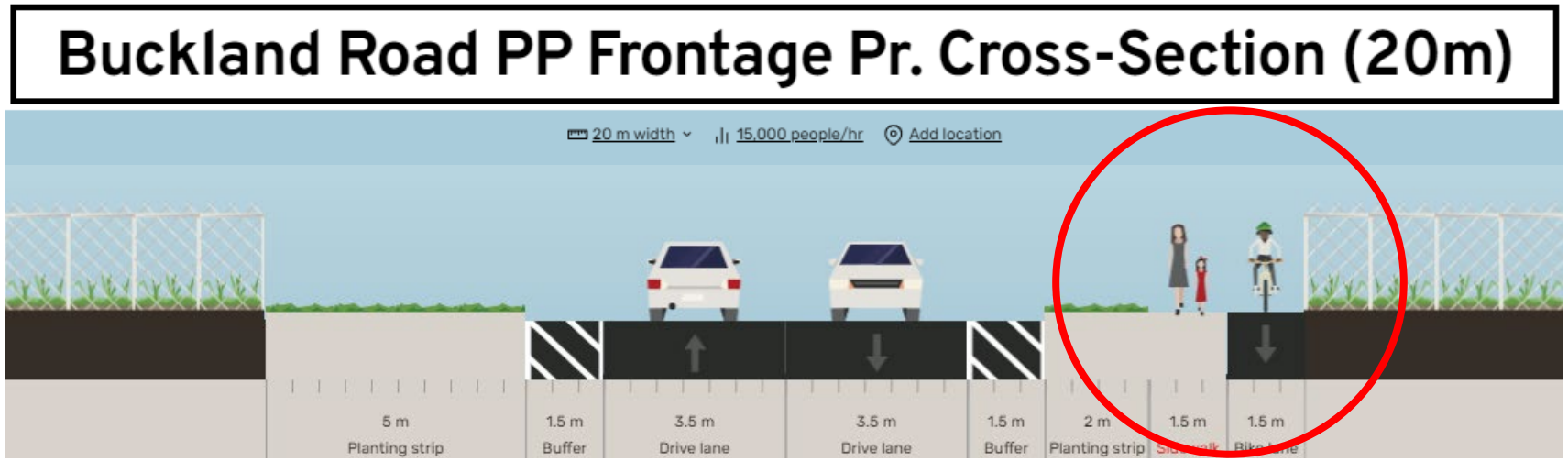


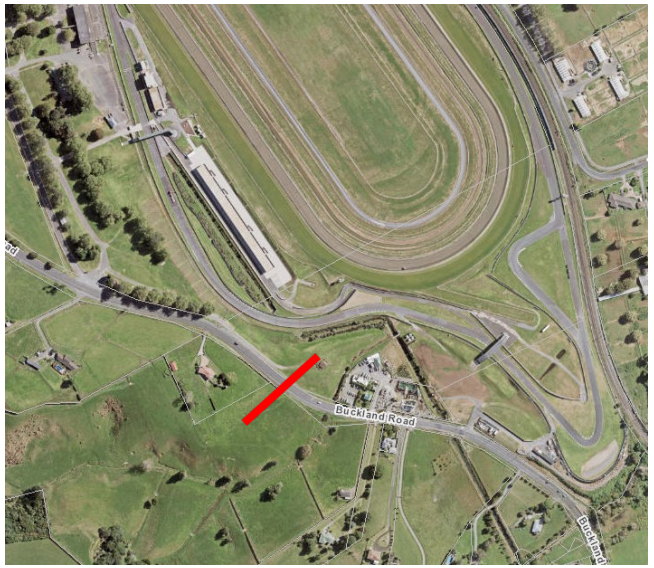
Buckland Road PPC Frontage





Buckland Road PPC Frontage





Next Steps

- Plan change preparation and reporting: underway
- Stakeholder engagement and pre-apps: underway
- Plan Change lodgement: December 2024





Questions?

B&A
Urban & Environmental

Kerikeri | Whangārei | Warkworth| Auckland | Hamilton | Cambridge | Napier | Wellington | Christchurch | Wanaka

Minutes

Project: Pukekohe Park Plan Change – 2nd Meeting with Auckland Transport

Date: 9 December 2024

Time: 2.00pm

Location: MS Teams

Attendees: Adam Sadgrove (ATR), Nick Roberts (B&A), Cassandra Rippon (B&A), Daryl Hughes (CKL), Marguerite Pearson (AT), Simon Andrew (AT)

Apologies: Cosette Pearson (B&A)

Item	Detail	Action
1	High-level recap and introduction on progress made since July meeting, the applicant has since: • Refined the masterplan and precinct plan • Completed traffic modelling • Prepared draft/WIP transport trigger standard	-
2	Overview of updates by DH • Proposed Sub-precinct A and B – required as different infrastructure is required for development within each sub-precinct • Recap of Buckland Road frontage strategy (which remains unchanged) – provides consistent road and active mode provision along Buckland Road • Requirement to provide active mode connection between Sub-precincts A and B • Overview of draft/WIP transport triggers (see as Attachment 1) o Assessment criteria 1 – required in the event that PC87 frontage is not provided, necessary to ensure active mode connection is provided to the north to connect to Pukekohe township o Assessment criteria 1 – required in the event that roundabout (with active mode crossing) at Kitchener/Buckland Rd is not provided, provides a safe pedestrian crossing/refuge	-
3	Discussion • MP o What is the speed limit on Buckland Road? DH – will be dropped to 50km/hr once rezoned. Modelling assumes 50km/hr. This will be undertaken via a separate process once land is rezoned. o Is wording in column 1 of transport trigger table consistent with other precincts? NR – consistent with PC48-50 and also recent Wellsford Plan Change. **B&A to send examples of wording. See examples at Attachment 3.** o Site layout is good as avoids cul-de-sacs – takes on board AT's advice.	B&A

	○ What is the total number of dwellings? AS – 450 dwellings. DH modelling 500 dwellings to be conservative. ○ Does traffic modelling rely on any NZTA/AT upgrades? DH – no. ○ Vehicular connection from northern part of Sub-precinct A to existing internal racecourse access/road – will there be a connection? CR – no, treatment to be confirmed, but this will be closed off with a gate or similar, allowing active modes only. AS confirmed likely only to be open on busy race days (e.g. Counties Cup) to assist with temporary event traffic management. ○ AT SMEs will want to see cross sections/detail for internal roads. ○ **Draft precinct plan and wording – ATR/B&A to share with AT and organise one pre-lodgement meeting in 2025.** ○ Queried whether any lots would have direct access onto Buckland Road? - NR confirmed no lots would have direct access off Buckland Road. Noting that this is also an arterial road (where vehicle access restrictions apply under E27). • SA ○ Is there enough space to provide a bus stop on applicant's side of Buckland Road? Note that PC87 includes space for bus stop. **AT to send info on PC87 and provision of bus stop to ATR.**	B&A AT

Attachments:

Attachment 1 - Draft Transportation Trigger Table and Provisions

Attachment 2 – Presentation Shared

Attachment 3 – PC92 and Drury East Precinct examples

Attachment 1 – Draft Transportation Trigger Table and Provisions

COLUMN 1 Activities, development or subdivision, enabled by Transport Infrastructure in column 2		COLUMN 2 Transport infrastructure required to enable activities, development or subdivision in column 1
a)	Prior to the occupancy of any subdivision and/or development within Sub-Precinct A	Provision of a roundabout with a formal pedestrian crossing facility across Buckland Road generally in the location shown in IX.10.1 Precinct Plan 1.
b)	Prior to the occupancy of any subdivision and/or development within Sub-Precinct B	Provision of a priority-controlled intersection with a right-turn bay from Buckland Road, generally in the location shown in IX.10.1 Precinct Plan 1.
c)	Prior to the occupancy of any subdivision and/or development within Sub-Precinct A or Sub-Precinct B	Provision of a shared (walking and cycling) path along the eastern side of Buckland Road between the roundabout required in (a) and the southern boundary of the Precinct, as shown in IX.10.1 Precinct Plan 1; and Provision of the southern refuge island crossing generally in the location shown in IX.10.1 Precinct Plan 1.
d)	Prior to the occupancy of any subdivision and/or development within Sub-Precinct A and Sub-Precinct B	Provision of the active mode connection between Precinct A and Precinct B, generally in the location shown in IX.10.1 Precinct Plan 1.

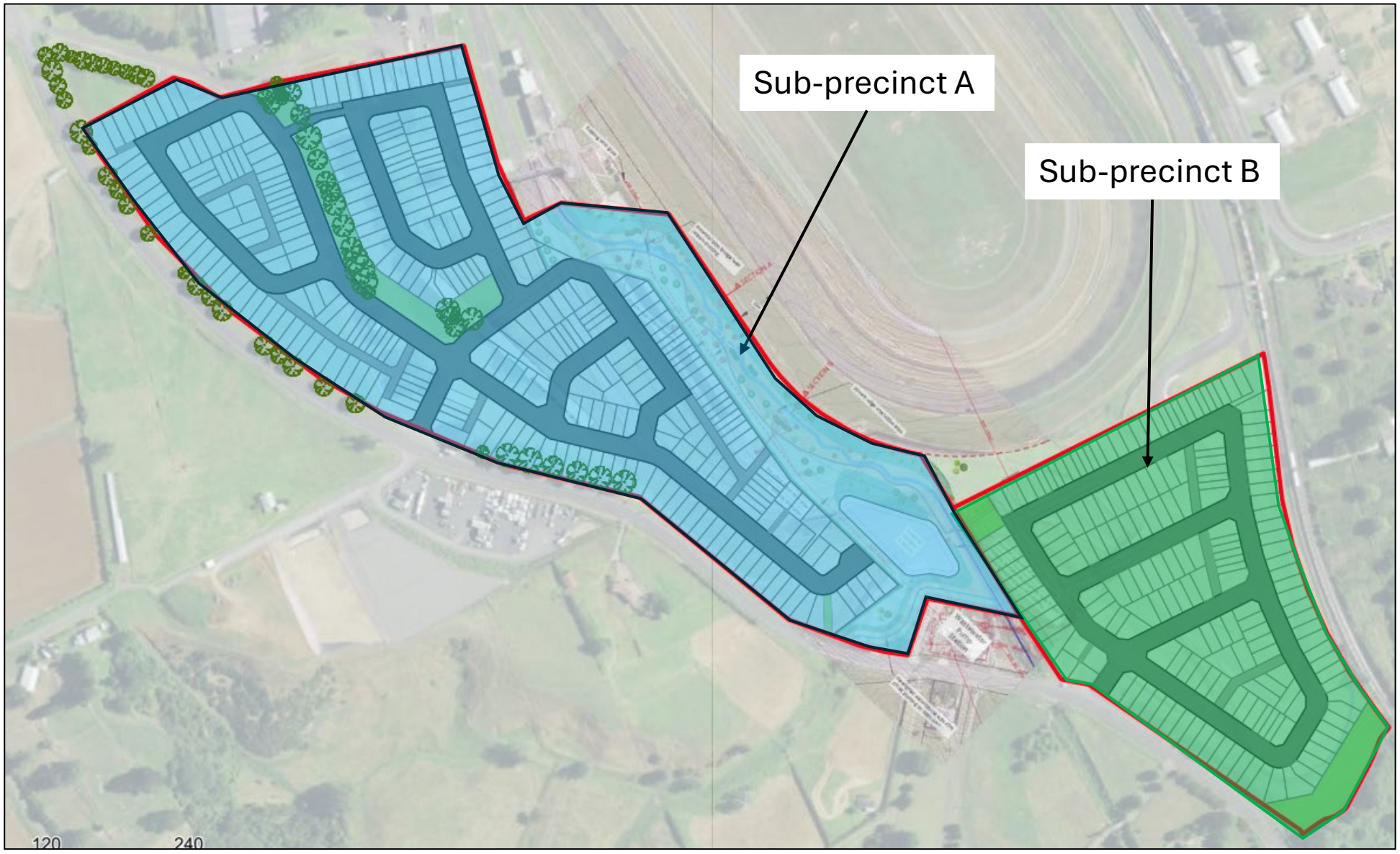
Matter of Discretion for New buildings and development prior to subdivision, including private roads:

- Provision of cycling and pedestrian networks

Assessment Criteria for New buildings and development prior to subdivision, including private roads:

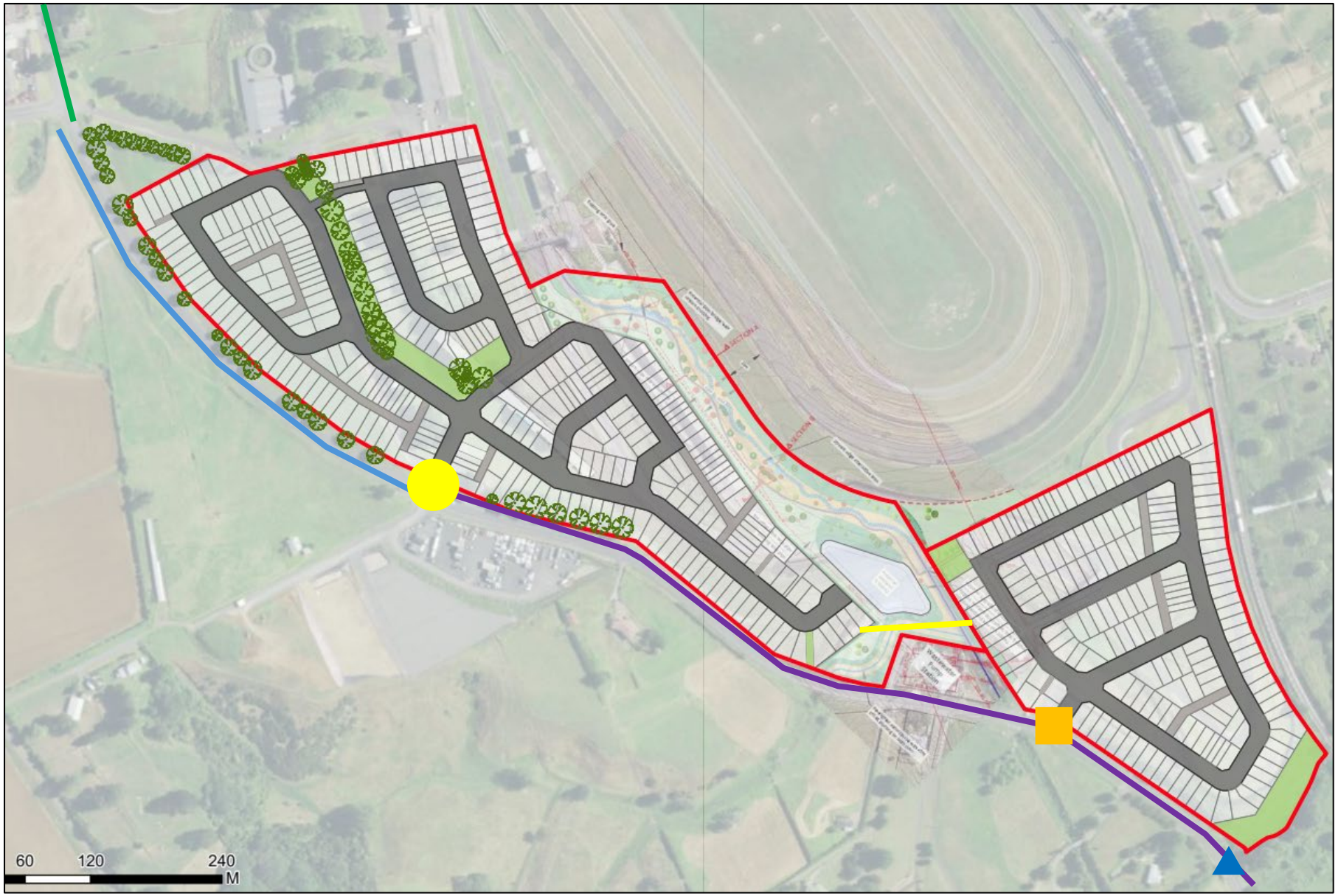
- *Sequencing of upgrades to the existing road network*
- Where the active modes on the western side of Buckland Road are not constructed and operational, whether temporary unsealed active modes connections are provided to connect to the existing footpath on the eastern side of Manukau Road.
- Where the footpath on the eastern side of Manukau Road is not constructed and operational, whether a pedestrian refuge crossing is provided close to the Manukau Road/Kitchener Road/Buckland Road intersection.

Attachment 2 – Presentation Shared



Proposed Masterplan

CKL
Planning | Surveying | Engineering | Environmental



1.8m Proposed Footpath (PC30)

3m Proposed Shared path (PC87)

3m Proposed Shared path (PP)

Active mode link between sub-precinct A and B

Roundabout with formal pedestrian crossing facility

Priority controlled intersection with a right-turn bay

Southern Refuge Island Crossing

Developing Buckland Road Frontage Strategy

CKL

Planning | Surveying | Engineering | Environmental

COLUMN 1 Activities, development or subdivision, enabled by Transport Infrastructure in column 2		COLUMN 2 Transport infrastructure required to enable activities, development or subdivision in column 1
a)	Prior to the occupancy of any subdivision and/or development within Sub-Precinct A	Provision of a roundabout with a formal pedestrian crossing facility across Buckland Road generally in the location shown in IX.10.1 Precinct Plan 1.
b)	Prior to the occupancy of any subdivision and/or development within Sub-Precinct B	Provision of a priority-controlled intersection with a right-turn bay from Buckland Road, generally in the location shown in IX.10.1 Precinct Plan 1.
c)	Prior to the occupancy of any subdivision and/or development within Sub-Precinct A or Sub-Precinct B	Provision of a shared (walking and cycling) path along the eastern side of Buckland Road between the roundabout required in (a) and the southern boundary of the Precinct, as shown in IX.10.1 Precinct Plan 1; and Provision of the southern refuge island crossing generally in the location shown in IX.10.1 Precinct Plan 1.
d)	Prior to the occupancy of any subdivision and/or development within Sub-Precinct A and Sub-Precinct B	Provision of the active mode connection between Precinct A and Precinct B, generally in the location shown in IX.10.1 Precinct Plan 1.

DRAFT Transportation Trigger Table

Matter of Discretion for New buildings and development prior to subdivision, including private roads:

- Provision of cycling and pedestrian networks

Assessment Criteria for New buildings and development prior to subdivision, including private roads:

- *Sequencing of upgrades to the existing road network*
- Where the active modes on the western side of Buckland Road are not constructed and operational, whether temporary unsealed active modes connections are provided to connect to the existing footpath on the eastern side of Manukau Road.
- Where the footpath on the eastern side of Manukau Road is not constructed and operational, whether a pedestrian refuge crossing is provided close to the Manukau Road/Kitchener Road/Buckland Road intersection.

Minutes

Project: Pukekohekohe Gateway Plan Change – PC30 Land and Covenant

Date: 7 April 2025

Time: 2:00-3:00pm

Location: B&A Offices / Online via MS Teams

Attendees:

Name	Role/Organisation
Chris Freke (CF)	Auckland Transport
Marguerite Pearson (MP)	Auckland Transport
Adam Sadgrove (AS)	Auckland Thoroughbred Racing
Daryl Hughes (DH)	CKL
Daniel Minhinnick (DM)	Russell McVeagh
Nick Roberts (NR)	Barker & Associates
Kasey Zhai (KZ)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	**AT Comments on proposed inclusion of PC30 Covenant in Plan Change as a Standard** CF queried whether the proposed provisions for the temporary active mode connection along Sub-Precinct C frontage are strong enough, when Sub-Precinct A or B are developed prior to Sub-Precinct C. NR noted that the proposed Assessment Criteria wording can be amended to be more consistent with other recently approved PC wording to read: Whether a safe interim ~~temporary unsealed~~ connection for active modes is provided. Please refer to proposed amendments to Precinct Provisions at **Attachment 1**. CF also queried how the 75-vph right turn exiting traffic movements, which triggers the requirement for a roundabout to be constructed at the intersection of Kitchener / Buckland and Manukau Roads, will be monitored and how future resource consents processing planners will track and assess this? MP requested the inclusion of a Special Information Requirement. A new Special Information Requirement for any development	

	within Sub-Precinct C is now proposed and marked-up in Attachment 1. CF queried where the 75vmph trigger arose from, and while it was not evident in the PC30 transport assessment, all agreed, the proposed approach to covert like for like with the covenant requirements is the best approach, as it is a direct reflection of the covenant.	
2	**Conversion of Covenant Upgrade Requirements to Sub-Precinct C Trigger Standard** CF noted that the Standard IX.6.2 as drafted is considered fine from an AT perspective for converting the transport upgrades required under the covenant to a more workable standard in the Precinct. CF confirmed that are Auckland Transport are generally happy with the conversion of the covenant into the precinct provisions as drafted. CF and MP confirmed that the covenant will be uplifted once the Plan Change becomes operative with the transport upgrades required in the covenant are included as a trigger rule. DM queried whether an Agreement between ATR and AT confirming the agreed approach could be prepared. CF confirmed AT's preference is for some wording to be included in the Boundary Adjustment exemption letter being prepared currently that if the PC is made operative and continues in the trajectory as per drafted at Attachment 1, the covenant will be uplifted by AT.	
3	**Other Matters** Regarding the imminent Plan Change application, CF noted that AT would also expect to see a safe footpath along the eastern side of Buckland Road, for the extent of the Plan Change boundary. NR noted that the provisions require an active modes connection through the Local Road network through the Precinct, where the western side of Buckland Road hasn't been upgraded to the extent required by PC87. DH confirmed that there will be a safe active modes crossing point between the PC87 AMC frontage and the proposed Pukekohekohe Gateway Precinct frontage at the proposed roundabout. Nonetheless there will also be a safe and convenient connection via the local road network through the proposed plan change area. MP requested a copy of the Draft ITA to circulate AT SME team prior to feedback. MP compiling general comments on the Plan Change from AT SME's.	B&A team to circulate draft ITA by end of week.

Appendix 4

Watercare Services Limited: Meeting Minutes and Presentation Slides

B&A

Urban & Environmental

Minutes

Project: Pukekohe Park Plan Change – Introduction Meeting with Watercare Services Limited

Date: 7 November 2024

Time: 10-11am

Location: Watercare Offices

Attendees: Adam Sadgrove (ATR), Nick Roberts (B&A), Cosette Pearson (B&A), Thomas McClory (Woods), Brian Flood (Woods), Katja Huls (WSL), Oliver MacKinnon (WSL)

Apologies: Cassandra Rippon (B&A)

Item	Detail	Action
1	Round of introductions • Adam Sadgrove – Development Manager, ATR • Nick Roberts – Director, B&A • Cosette Pearson – Planner, B&A • Thomas McClory – Civil Engineer, Woods • Brian Flood – GM Infrastructure, Woods • Katja Huls – Planner - Watercare • Oliver MacKinnon – Programme Lead Major Development South Auckland - Watercare	
2	Introduction to the site and overview of the site context by NR By way of background, Auckland Racing Club Amalgamated with Counties Racing in 2021 to form Auckland Thoroughbred Racing (ATR). Pukekohe Park has accommodated horse training and racing for over 100 years, and currently contains 7 training tracks with on average 100 horses training on the course each morning between 4am and 10am. ATR's goal is to provide a training facility that can accommodate between 300 and 400 horses training on site each morning. There is existing stabling for 46 horses on site, and a concept master plan has been prepared to accommodate an additional 206 horses. In terms of events, there are 16 racing and trial events planned at Pukekohe Park next calendar year (with more likely to occur), where each of these events will involve in the order of 150-230 horses. These events draw a public audience of between 500-3000 people, along with an international television audience, showcasing the Pukekohe Community and NZ Equine industry. Pukekohe Park is also the backup venue if there are any issues with Ellerslie Racecourse. Part of the Pukekohe Park site which is currently unutilised proposed to be subject to a Plan Change request to enable residential development.	

	Key feature of the site is the stormwater conveyance channel which runs through the site. Opportunity through this Plan Change for the restoration of the awa (including naturalising it) and improving ecological values of the stream and making it a high amenity feature – mana whenua are involved in this restoration and enhancement opportunity. NR noted the Watercare pump station adjacent to PC area. NR clarified that the current zoning is urban (live-zoned) under the AUP (OP) as Special Purpose zone, and this is not a Plan Change to rezone land zoned Future Urban. There are existing connections to wastewater and water supply available for the Plan Change area. Five access points along Manukau Road/Buckland Road frontage, this number of access points will be reduced as part of PC proposal.	
3	NR provided an overview of the PPC scope • Plan Change application to enable residential housing over portion of the site which isn't well utilised. • PC area is ~25ha, to be rezoned to a medium density residential zone, and likely to include a bespoke precinct. Consequential amendments will be included to remove Motorpsort activities from the existing Pukekohe Park Precinct and amendments to the notable tree schedule. • Masterplanning work currently in progress, Plan Change to rezone part of the site to enable 400-600 dwellings on the site.	
4	BF provided an overview of the wastewater servicing of the site • BF confirmed that the existing wastewater / sewer network is appropriate for development of the site to be enabled by the PC. Intention will be to connect into the existing wastewater pumpstation. • Capacity assessment provided by WSL in April 2024. OM queried whether this Capacity Assessment looked at bulk capacity requirements, BF confirmed that it did. • WSL to provide plans and programme for new pump stations including upgrading of pipe.	WSL to look into the capacity assessment advice and provide plans and details on pump station / pipe upgrades.
5	BF provided an overview of the water supply servicing of the site • BF provided an overview of the existing network. BF confirmed that the pressure and flows in the existing network look good to support Plan Change area as well as capacity. • OM noted that the existing water main that runs down Manukau Road may need to be upgraded from 150 to 250 for ~1km extent down Manukau Road. • NR queried whether there would be a contribution to this water main upgrade from development within the Buckland Precinct (PC87) – WSL to investigate and look into.	

	• WSL to share the plans for any future infrastructure upgrade to the existing network.	
6	Next steps • Plan change preparation and stakeholder engagement is underway • WSL to provide update on plans to upgrade pipes and new pump station. • Plan change lodgement – March 2025	
7	General discussion/questions • KH queried the anticipated timing for connections –residential development may commence within be 2-3 years from PC being approved. ATR intention is to remain on the property and to continue to stable, train, trial and race thoroughbred horses at Pukekohe Park • Buckland Rd pump station – design capacity for 600L/sec – under 2029 model, expecting capacity to be exhausted by 2029 (with all growth in Pukekohe / Paerata) • WSL noted that in order to cater for the growth planned for Pukekohe, an upgrade of the existing trunk sewers passing through the site can be expected. WSL to investigate and share plans and programme with ATR as this information becomes available. • NR requested further information on Pukekohe North Pumpstation timing / expected completion. OM advised detailed design completed and starting construction towards end of 2025. Rising main and gravity main associated with project (to take flows from north). AS queried whether any new lines are proposed through Pukekohe Park site? AS noted that the line run previously through the track has caused significant disruption and ongoing issues where there is a dip in the track. • WSL / B&A to meet once draft precinct provisions have been prepared. • All agreed there is likely an opportunity to coordinate the necessary infrastructure upgrades between WSL and ATR and ongoing discussions will be beneficial. Will re-connect before Christmas.	WSL to provide plans and timings. B&A to coordinate meeting.



OCTOBER 2024

PRIVATE PLAN CHANGE
PUKEKOHE PARK

222-250 MANUKAU ROAD, PUKEKHOHE

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

INTRODUCTION

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30, PC74 and PC87
- Plan Change Scope
- Next Steps

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



BACKGROUND & PURPOSE

- Pukekohe Park – 222-250 Manukau Road, Pukekohe
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- ATR would like to enable residential housing on ~24.84h

THE PURPOSE OF THE PRIVATE PLAN CHANGE IS TO:

- Rezone: ~24.84ha to enable residential development
- Remove: provisions relating to motor racing from the Pukekohe Park Precinct (I434)

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LANDSCAPE OF MANY MEMORIES

Before we review our aspirations for Pukehoke Park, it's important to remember what this landscape means to our wider community.

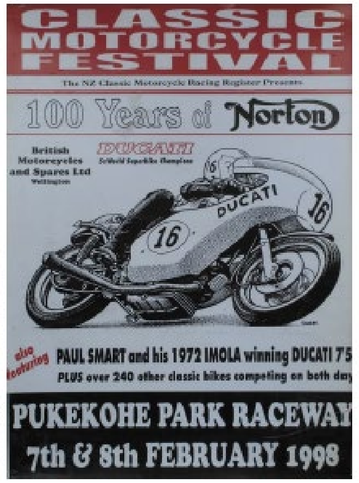
- This is a landscape of many memories. Different people hold Pukekohe Park close to their hearts for many reasons, but almost all are tied to friends' family and memorable occasions.
- From Horse, Grand Prix, trotting and superbike racing to country AMP shows, we should always remember this landscape has strong roots in people's connections to Pukekohe.



Figure 130. Panoramic view of the new Pukekohe showgrounds. Spectators watch the riding competition, 1901. Sir George Grey Special Collections, Auckland Libraries, AWNS-19010315-5







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LANDSCAPE OF PLENTY

Pukekohe Park is a focus for many traditions across Southern Auckland and the Northern Waikato regions.

- Many of our founders, previous chairman and current members have strong connections with the productive heritage of the Pukekohe landscape. Event attendees used to receive bags of produce at the gates and there were even plans for buildings shaped like onions.
- This landscape has provided kai, work, recreation and meaning for generations of locals from all communities across this region – and this heritage is still a reason for local pride today.











AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A CULTURAL LANDSCAPE

At a deeper cultural level, Pukekohe Park and the whenua that surrounds it is part of a much longer cultural tradition as well.

- In counterpoint to some of the darker periods in our history Pukekohe Park has always been, and will always remain, a place where all in our community are welcome.
- From atop Pukekohekohe maunga it is clear how Pukekohe Park fits into a network of stories written in the whenua. From travel, trade and kai gathering, this is a living breathing place where we have the opportunity to restore its mana and mauri through our actions.







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LIVING COMMUNITY OF INTEREST

Today, as it was for previous generations, this is a place defined by a love of horses and the rich rural culture and lifestyle that they create.

- Today, as it was for previous generations, this is a place defined by a love of horses and the rich rural culture and lifestyle that they create.
- Pukehohe Park is still bringing this community, and its wider community of interest, together – to celebrate our shared passion for horses.
- This is living, breathing, working landscape, a place or many fond memories and somewhere many future ones will be created.
- These layers of shared meaning are what we need to remember – so we can make plans for to move forwards – with a confidence that comes from an awareness of our past.





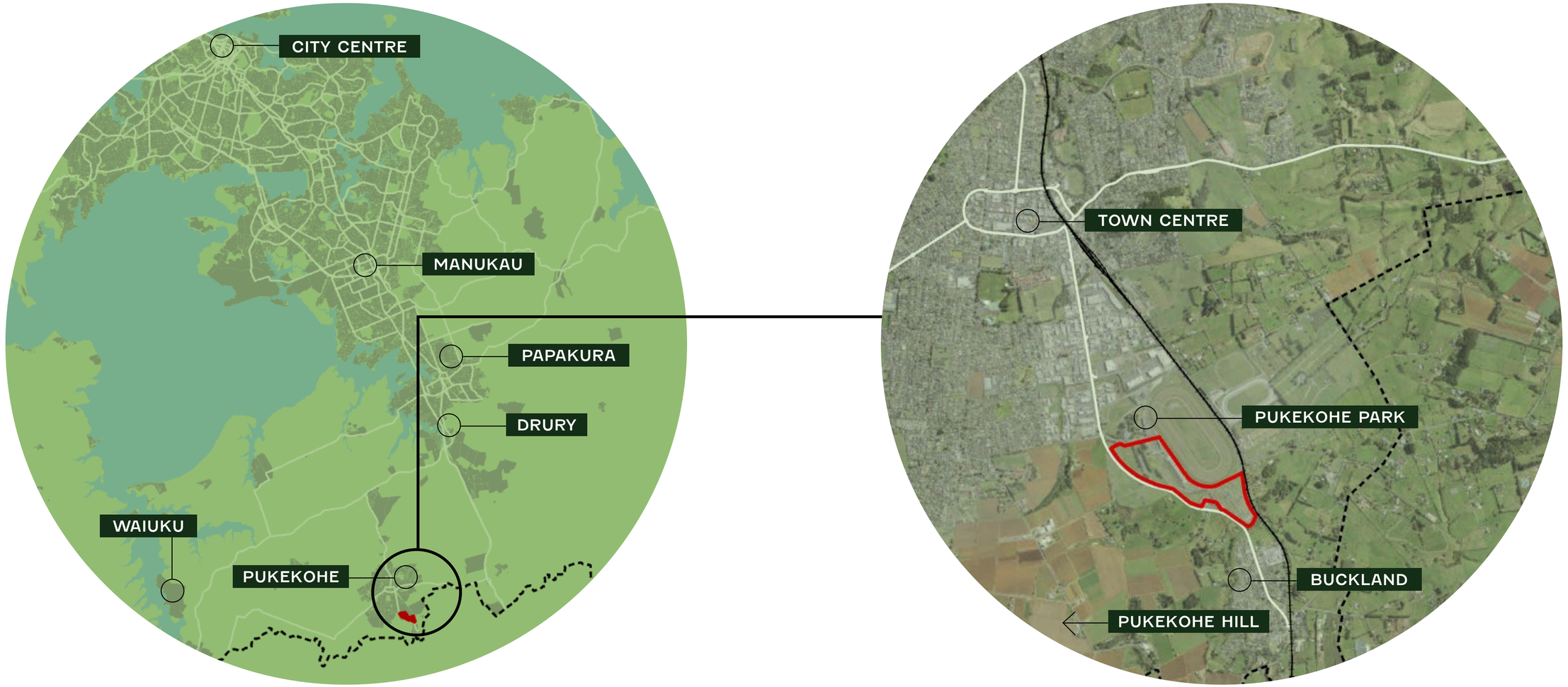




AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

SITE LOCATION



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PLAN CHANGE AREA











AUCKLAND THOROUGHBRED RACING SINCE 1874

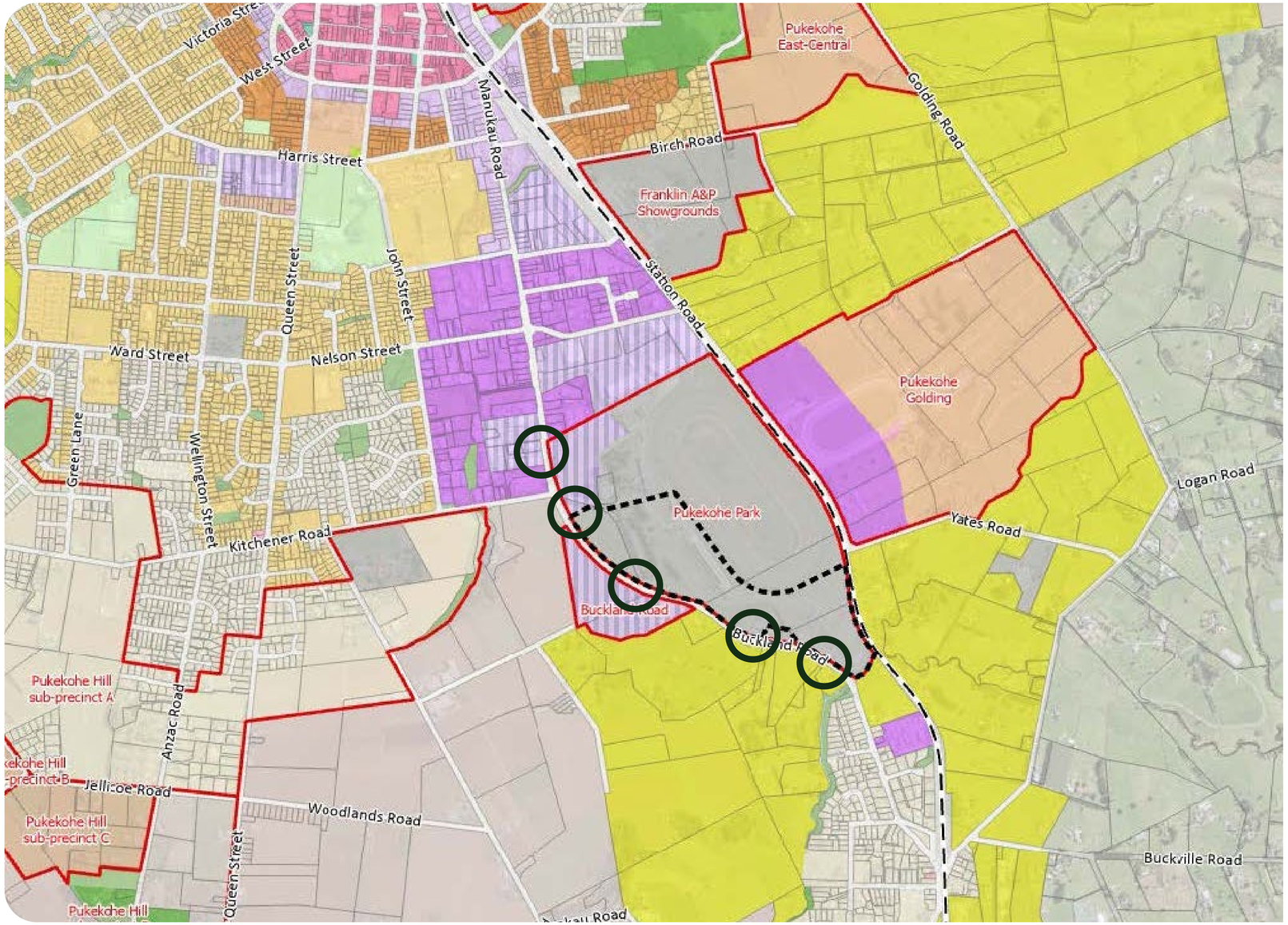
B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



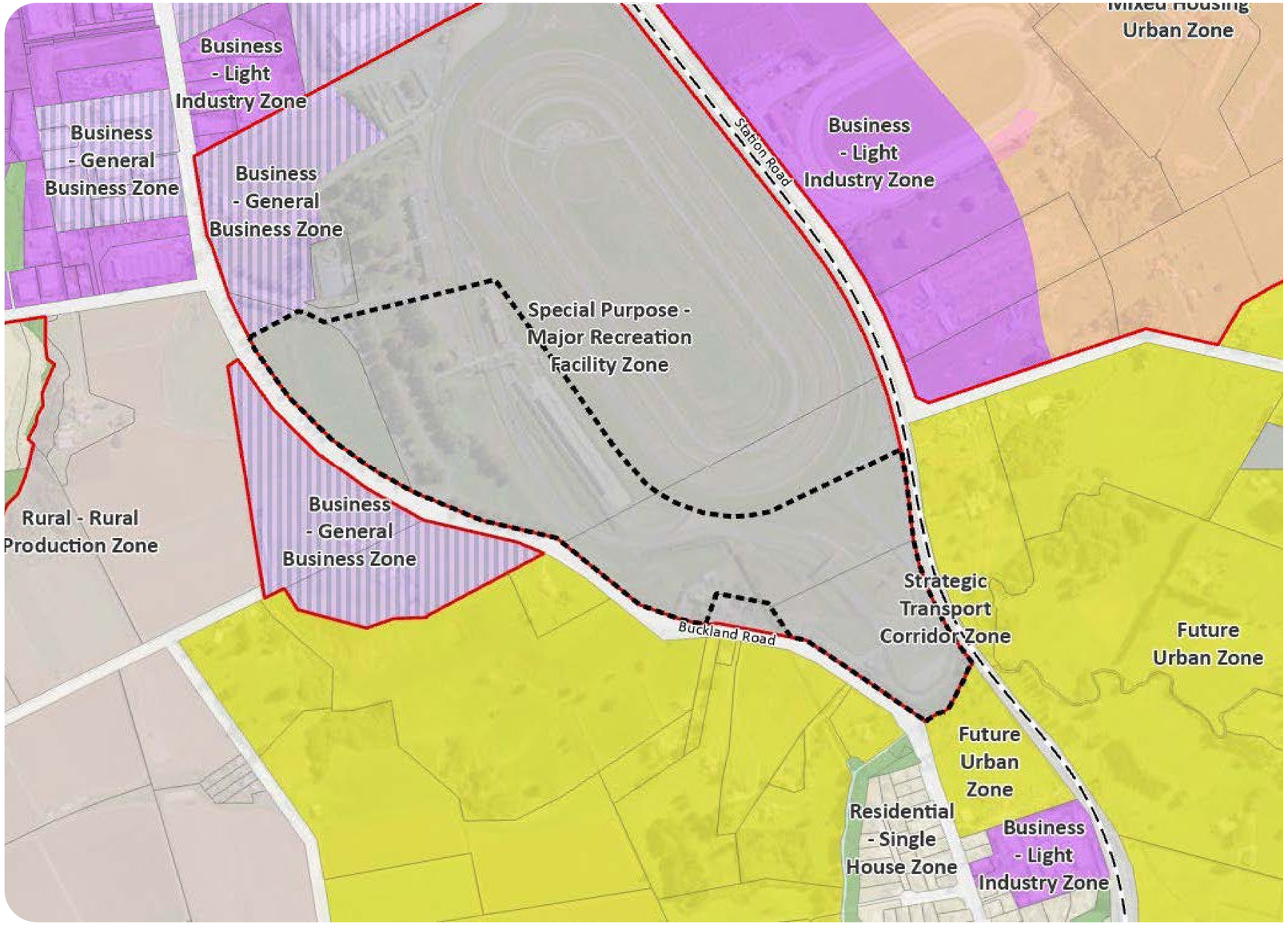
SITE CONTEXT

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south

Five existing access points from Manukau / Buckland Roads

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



EXISTING AUP ZONING

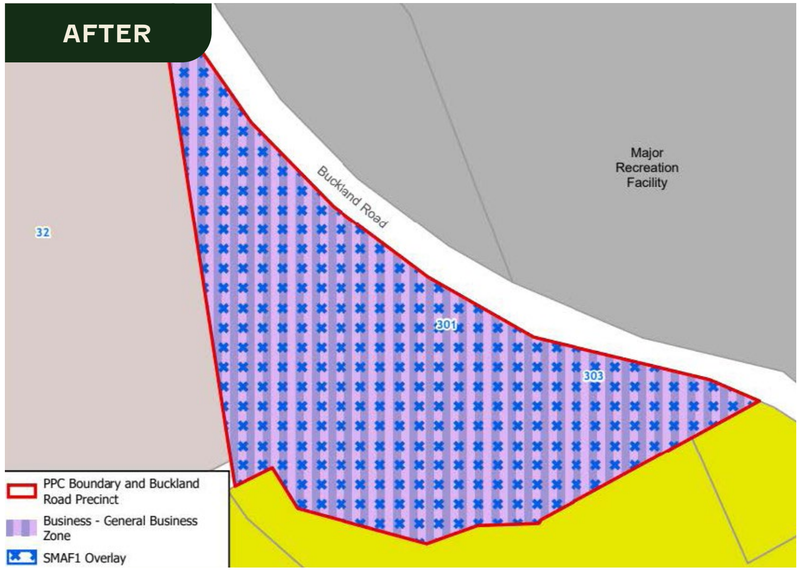
- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental





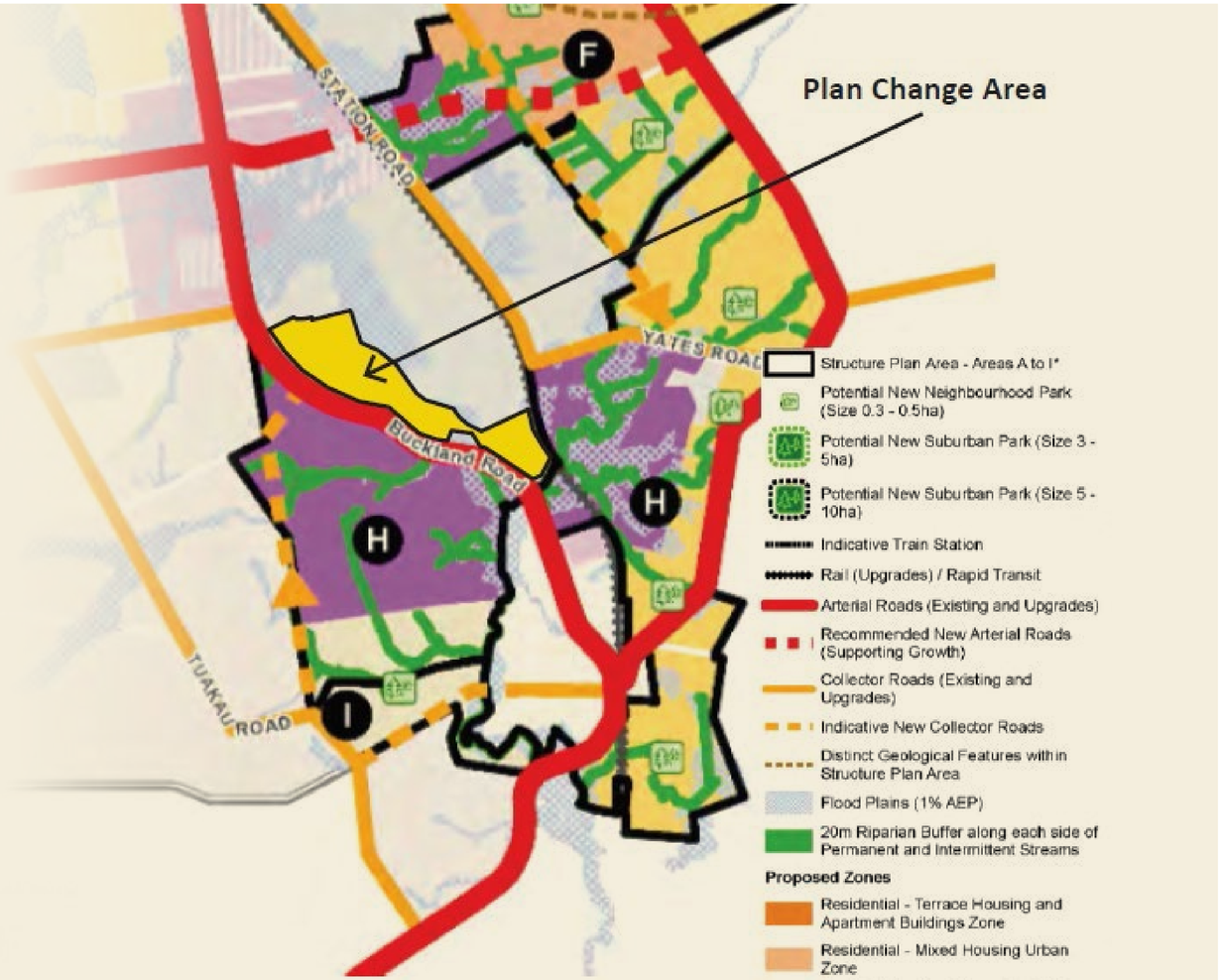


PLAN CHANGE 87 CONTEXT

- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

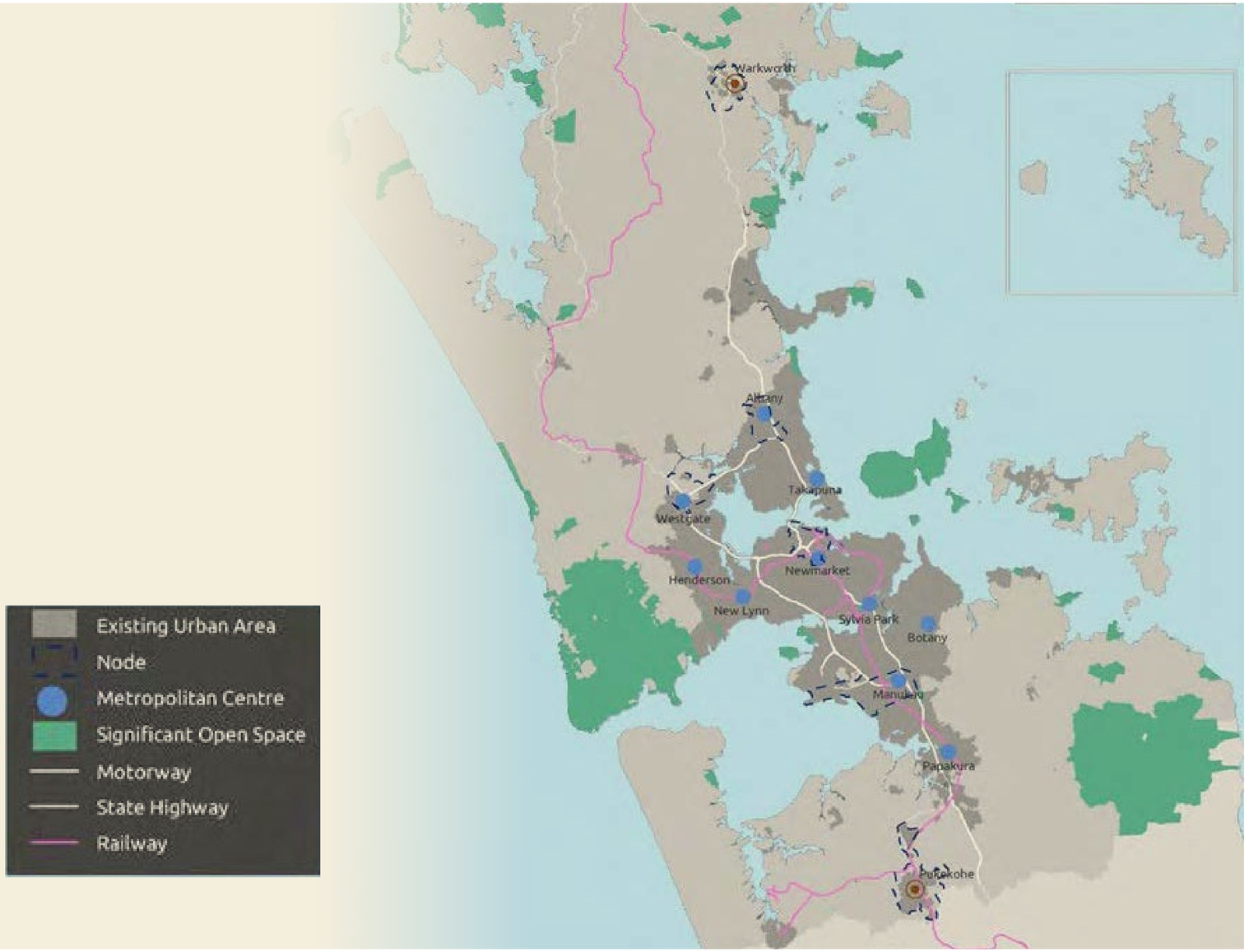


PUKEKOHE-PAERATA STRUCTURE PLAN

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



STRATEGIC CONTEXT (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

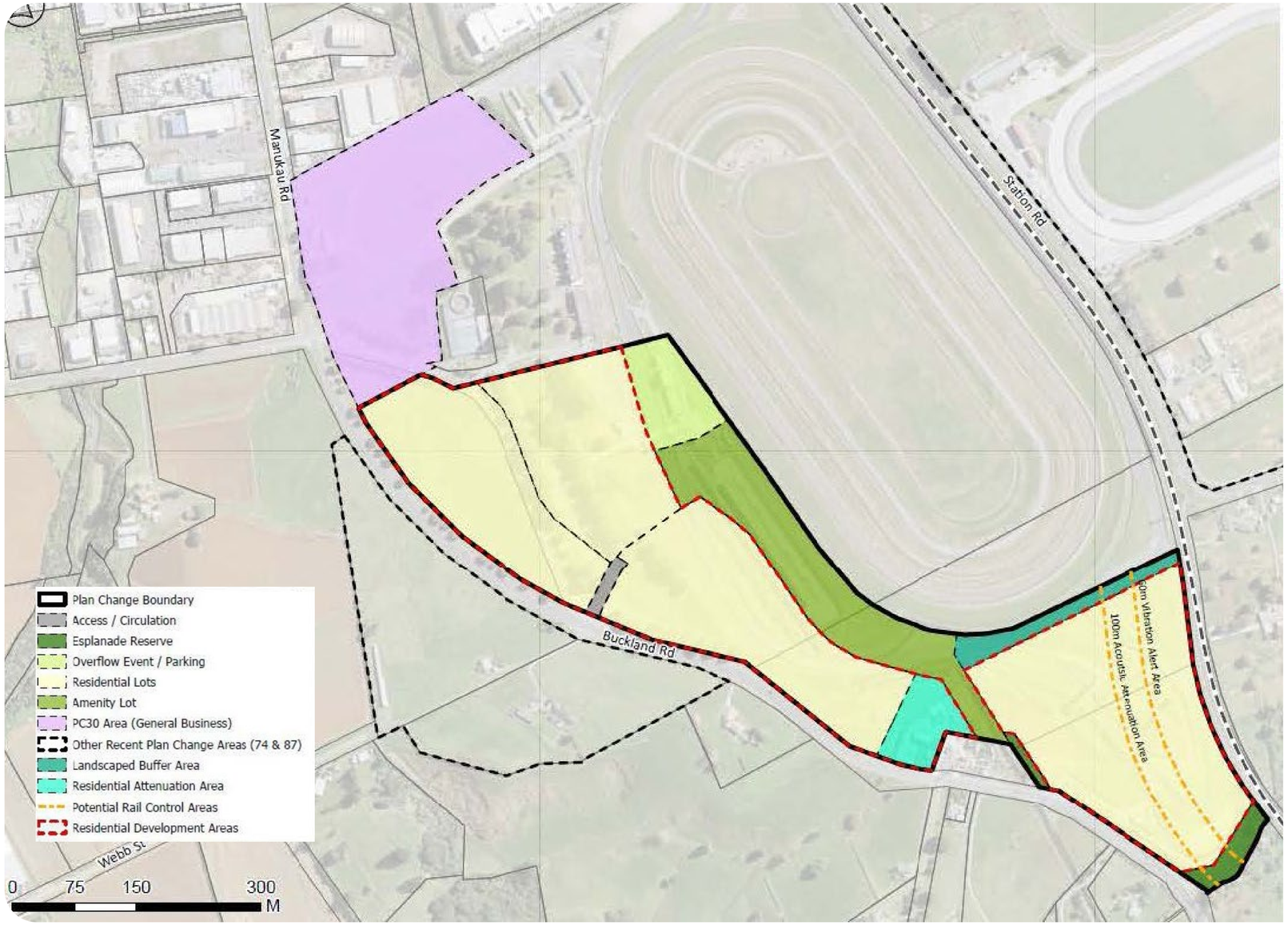


PLAN CHANGE SCOPE

- Rezone ~24.84ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential
- Either apply a bespoke Precinct to the PC area or amend the existing precinct
- Remove or modify motorsport activities from the Pukekohe Park Precinct (incl. consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct)
- Amend the Notable Tree schedule

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

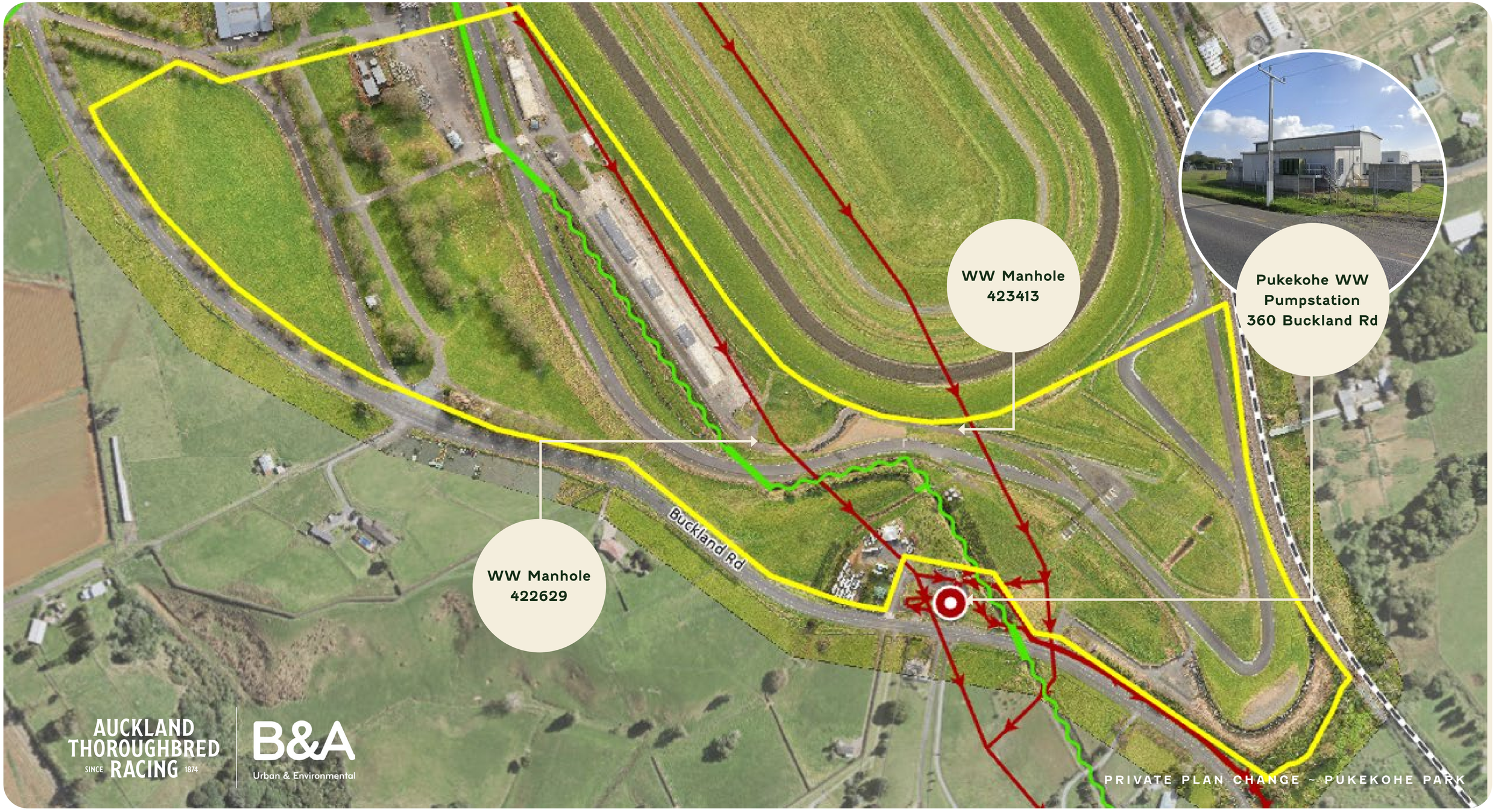


WORKING MASTERPLAN

- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 400-600 dwellings.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental


WW Manhole
423413
Pukekohe WW
Pumpstation
360 Buckland Rd
WW Manhole
422629
Buckland Rd
AUCKLAND
THOROUGHBRED
SINCE RACING 1874
B&A
Urban & Environmental
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK

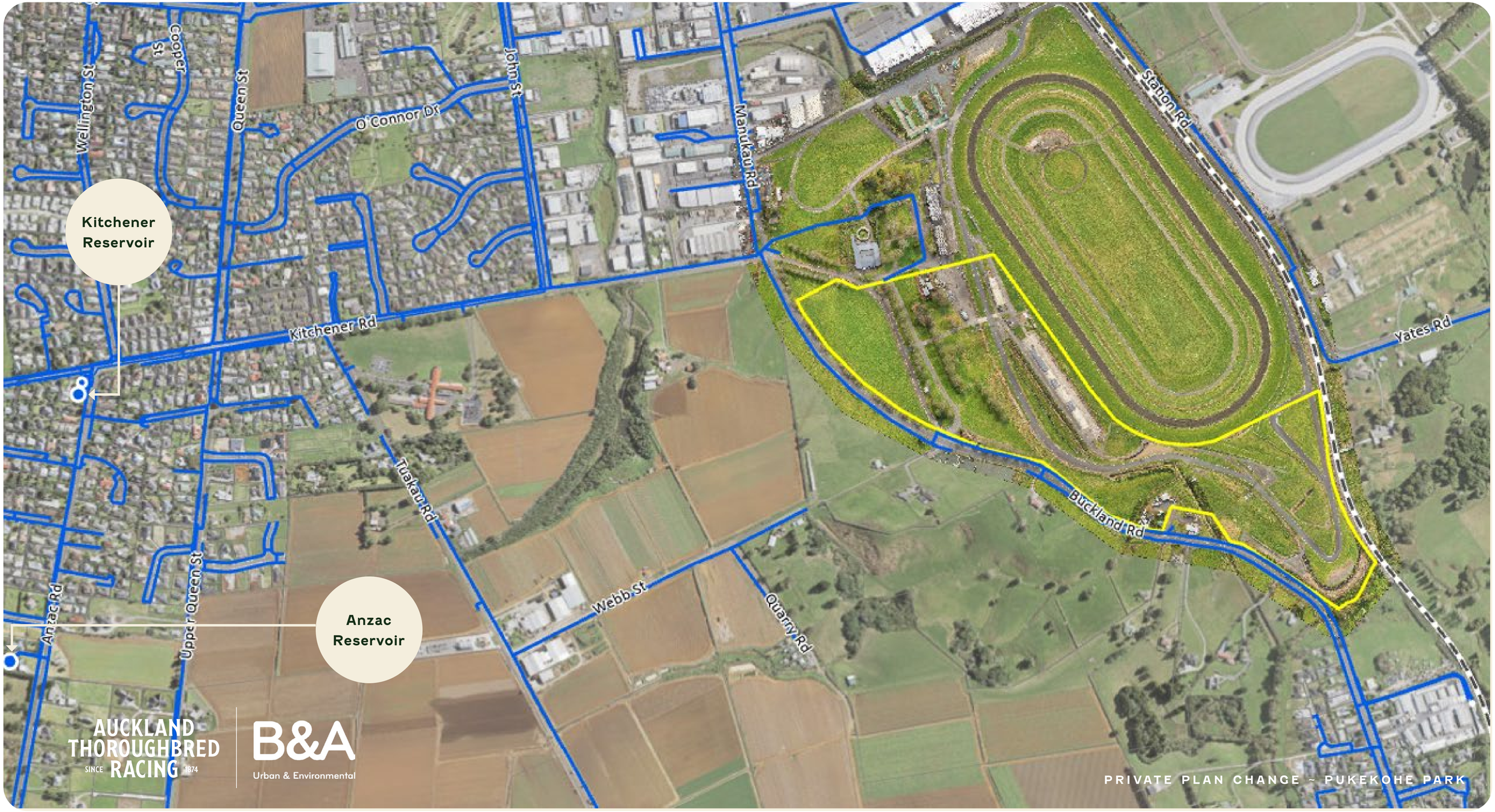
WASTEWATER CALCULATIONS

- Two future catchments assumed
- A total of 500 new residential dwellings assumed
- Total PDWF of 9.38L/s

	No. of dwellings	No. of People per dwelling	Litres per person per day (L/p/d)	Peaking Factor: Self Cleans. Design Flow (PDWF)	Peaking Factor: Peak Design Flow (PWWF)	ADWF (L/s)	PDWF (Self Cleansing Design Flow) (L/s)	PWWF (L/s)
Proposed Development								
Catchment 1: Manhole GIS ID 422629	300	3	180	3.0	6.7	1.88	5.63	12.56
Catchment 2: Manhole GIS ID 423413	200	3	180	3.0	6.7	1.25	3.75	8.38
						Total ADWF (L/s)	**Total Self- Cleansing Design Flow (L/s)**	**Total Peak Design Flow (L/s)**
						3.13	9.38	20.94

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental


Kitchener Reservoir
Anzac Reservoir
Wellington St
Cooper St
Queen St
O'Connor Dr
John St
Manukau Rd
Stanton Rd
Kitchener Rd
Yates Rd
Tuakau Rd
Buckland Rd
Webb St
Quarry Rd
Anzac Rd
Upper Queen St
AUCKLAND THOROUGHBRED RACING SINCE 1874
B&A
Urban & Environmental
PRIVATE PLAN CHANGE - PUKEKOHE PARK

WATER SUPPLY CALCULATIONS

- Two future catchments assumed
- A total of 500 new residential dwellings assumed
- Total Peak Daily Demand of 7.64L/s

	No. of dwellings	No. People per dwelling	Litres per person per day (L/p/d)	Average Daily Demand (L/s)	Peaking Factor: Peak Day Demand	Peak Daily Demand (L/s)	Peaking Factor: Peak Hourly Demand	Peak Hourly Demand (L/s)
Proposed Development								
Catchment 1	300	3	220	2.29	2.0	4.58	2.5	11.46
Catchment 2	200	3	220	1.53	2.0	3.06	2.5	7.64
				Total Avg. Daily Demand (L/s)		**Total Peak Daily Demand (L/s)**		**Total Peak Hourly Demand (L/s)**
				3.82		7.64		19.10

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

SPECIALIST TEAM

- Planning (B&A)
- Urban Design (B&A)
- Landscape (B&A)
- Transport (CKL)
- Stormwater (Woods)
- Infrastructure (Woods)
- Economics (Urban Economics)
- Geotech (ENGEO)
- Contamination (ENGEO)
- Ecology (Viridis)
- Arboriculture (Greenscene)
- Acoustic (Styles Group)
- Archaeology (Archaeology Solutions)
- Legal (Russell McVeagh)
- QS (Cuesko)



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



NEXT STEPS

- Plan change preparation and reporting: underway
- Stakeholder engagement and pre-apps: underway
- Plan Change lodgement: March 2024

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

QUESTIONS?

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

KERIKERI | WHANGĀREI | WARKWORTH| AUCKLAND | HAMILTON | CAMBRIDGE

NAPIER | WELLINGTON | CHRISTCHURCH | WANAKA

Minutes

Project: Pukekohekohe Park Plan Change – Follow Up Meeting with WSL

Date: **19 December 2024**

Time: 9:30-10:30am

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Katja Huls (KH)	Watercare Services Limited
Oliver MacKinnon (OM)	Watercare Services Limited
Etienne Venter (EV)	Watercare Services Limited
Adam Sadgrove (AS)	Auckland Thoroughbred Racing
Brian Flood (BF)	Woods
Thomas McClory (TM)	Woods
Nick Roberts (NR)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates

Item	Detail	Action
1	**Introductions and Project Update / Overview** NR provided a general overview and update of progress made on the Pukekohekohe Park PC since last meeting with WSL (refer to presentation at **Attachment 1**).	
2	**Proposed Rezoning of Pumpstation Site** NR noted that as part of this Plan Change, ATR would look to tidy up the zone of the WSL Pumpstation site (refer slide 21 of **Attachment 1**). As the pumpstation site is surrounded by the area proposed to be rezoned from Special Purpose – Major Recreation Facility zone to either Residential – Mixed Husing Urban zone or Open Space – Informal Recreation zone, the current zone would sit as a spot zone of "Special Purpose – Major Recreation Facility zone". NR also noted that the pumpstation site is subject to the Watercare Designation (Designation 9569) which provides for everything WSL need to do on the site. KH noted that this will need to be checked past the WSL consenting team. KH noted that she will provide WSL feedback on the proposed rezoning of the pumpstation site from SP – MRFZ to OS-IRZ.	KH to provide WSL feedback on proposed rezoning of the WSL Pumpstation site from Special Purpose to Open Space zone.
3	**Wastewater Capacity Assessment**	

	KH requested that Woods team undertake a comparison assessment of wastewater demand between **plan enabled permitted activities** (under the existing Pukekohe Park Precinct – that being development including workers accommodation and buildings up to 16.5m as permitted activities) with the capacity enabled under the proposed Plan Change. All understand the demand from big events can be really big but WSL keen to understand what plan enabled development could also occur in addition to the large events. TM / BF to update the capacity assessment comparison memo between plan enabled development and enabled capacity under the proposed Plan Change.	TM/BF to update memo and recalculate peak flows and circulate to WSL team early 2025.
4	**Wastewater Infrastructure Discussion** BF spoke to the Wastewater Infrastructure Plan from the Auckland Council Pukekohe-Paerata Structure Plan and expressed interest in understanding more from WSL on the planned infrastructure in line with the Structure Plan. OM noted that there are no planned upgrades to the two wastewater pipes which run through the ATR site currently. OM noted that two pumpstations nearby will be upgraded with construction commencing in 2025. OM confirmed that constraints are in the pipes as opposed to the pumpstation itself. OM confirmed that there is capacity for development enabled by the proposed Plan Change at the existing pumpstation and there is capacity within the bulk infrastructure (noting that connections from live zoned land are prioritised over FUZ land). NR questioned whether there was an opportunity to bypass the existing pipes which are constrained and connect future development directly with the pumpstation (which has confirmed capacity)? – WSL team confirmed this would be an appropriate solution. EV undertaking more work on the existing infrastructure capacity and will circulate information on this in the New Year. EV agreed with the preliminary calculation of 25L/s Peak Wet Weather Flow for the proposed 600 DUE development, however questioned the calculation of the existing potential peak flow of 46L/s under the current zoning. He noted that it seems very high. He also noted that the plan change area does not include the main pavilion of the racetrack which would be the main connection where flow would be generated during major events. Major events would also make use of temporary portable toilets which wouldn't add flow to the wastewater system. A more detailed calculation	EV to circulate information on existing wastewater infrastructure.

	may be required to accurately evaluate the current potential peak flows emanating from the plan change area.	
5	**Water Supply Discussion** WSL noted that the water planner could not attend the meeting so the testing will be provided to them and feedback from WSL water planner to be provided. WSL noted that the local main just north of the site is needing to be upgraded, however as it will service PC87 site as well there is an opportunity for a cost share agreement for this local infrastructure upgrade. BF to provide fire hydrant testing results to WSL and WSL to provide feedback on loop ring main water supply network.	BF to provide testing results so WSL water planner can check and provide feedback in the New Year. WSL to provide comment on ring main loop water supply network.
6	**WSL Capacity Assessments** EV noted that there have been two capacity assessments prepared by WSL for this site. The first being prepared in April which was based on an earlier model of the whole network, and the second which has been prepared and kept internal at WSL is based upon a new assessment from an updated model which includes details including actual flows modelled. KH confirmed that this second assessment has not been issued yet as WSL are confirming the accuracy of the model used, however confirmed that the Plan Change area falls within the area allocation for this area and there are no major changes.	WSL team to check accuracy of model and issue revised WSL capacity assessment.
7	**General Discussion** • WSL team confirmed that they prioritise connecting live zoned land over FUZ to the bulk infrastructure and confirmed that the Pukekohe Park Plan Change area is "live zoned" already, and awaiting further analysis of plan enabled capacity. • WSL confirmed that given there is capacity within the existing bulk infrastructure and only local upgrades and connections are required to service the development enabled by the Plan Change, WSL would be neutral on this Plan Change application. • All agreed that the wastewater pipes are the constraint as opposed to the pumpstation, so future development enabled by the Plan Change could connect directly to the pumpstation as opposed to via the pipe network. All agreed this could be the most appropriate solution. • OM / WSL confirmed that there are no concerns here on bulk supply, rather local network upgrades may be required, and WSL have no reason to oppose this Plan Change on the bulk supply of the development site.	
8	**Next Steps**	

	• All agreed WSL / ATR are keen to keep working together, sharing information and having open collaborative discussions throughout the process. • All agreed there would be benefit in meeting again prior to the Plan Change being lodged.	Meeting invite circulated 29 January 2025.



NOVEMBER 2024

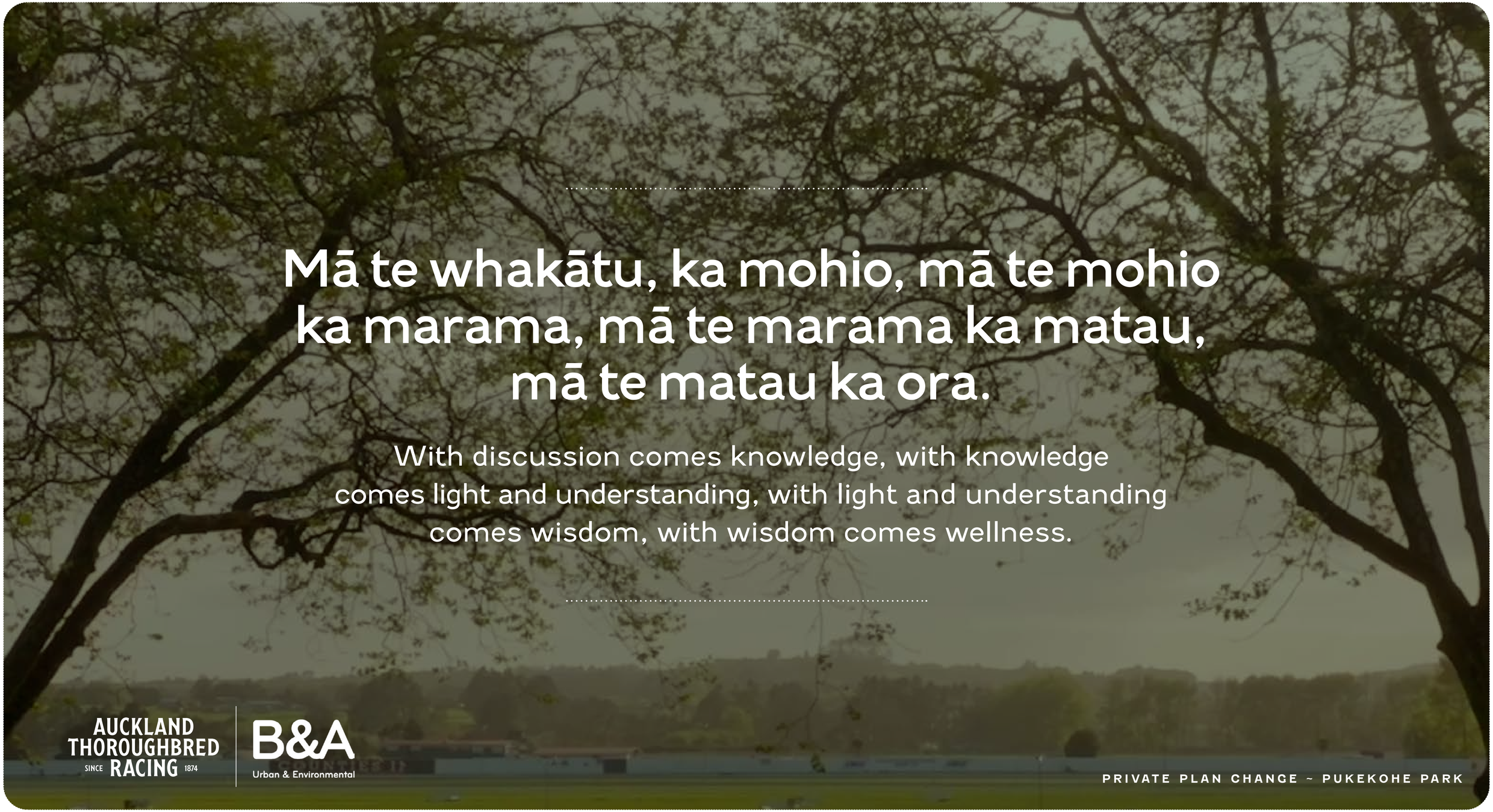
PRIVATE PLAN CHANGE

PUKEKOHE PARK

222-250 MANUKAU ROAD, PUKEKOHE

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental


Mā te whakātu, ka mohio, mā te mohio
ka marama, mā te marama ka matau,
mā te matau ka ora.
With discussion comes knowledge, with knowledge
comes light and understanding, with light and understanding
comes wisdom, with wisdom comes wellness.
AUCKLAND
THOROUGHBRED
SINCE RACING 1874
B&A
Urban & Environmental
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK



INTRODUCTION

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30, PC74 and PC87
- Plan Change Scope
- Next Steps

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



BACKGROUND & PURPOSE

- Pukekohe Park – 222-250 Manukau Road
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- ATR would like to enable residential housing on ~24.84h

THE PURPOSE OF THE PRIVATE PLAN CHANGE IS TO:

- Rezone: ~24.84ha to enable residential development
- Remove: provisions relating to motor racing from the Pukekohe Park Precinct (I434)
- The project reflects the next stage in ATR delivering part of the wider strategy for the racing industry. The economic benefits will pass down to trainers, breeders and other parts of this community.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LANDSCAPE OF MANY MEMORIES

Pukekohe Park is a landscape with deep meaning for the wider community.

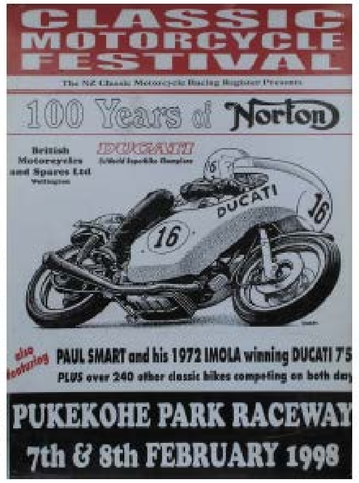
- Different people hold Pukekohe Park close to their hearts for many reasons, almost all are tied to friends' family and memorable occasions.
- From thoroughbred racing, Grand Prix, trotting, Superbikes and country AMP shows, this landscape has strong roots in people's connections to Pukekohe Park.



Figure 130. Panoramic view of the new Pukekohe showgrounds. Spectators watch the riding competition, 1901. Sir George Grey Special Collections, Auckland Libraries, AWNS-19010315-5







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LANDSCAPE OF PLENTY

Pukekohe Park is a focus for many traditions across Southern Auckland and Northern Waikato.

- Founders, previous Chairman and current members have strong connections to the productive heritage of this landscape.
- The whenua provided kai, work, recreation and meaning for generations of locals from all communities – a source of local pride today.











AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A CULTURAL LANDSCAPE

Pukekohe Park and the whenua surrounding it is part of a much longer cultural tradition.

- Pukekohekohe Park has been, and will remain, a place where everyone in our community are welcome.
- From atop Pukekohekohe maunga this location fits into living breathing whenua where we have the opportunity to enhance its mana and mauri through our actions.
- Streams (including the Tutaenui Stream, connecting to the Waikato River) were used as transport routes for communication and trade with hapu/iwi to the south







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LIVING COMMUNITY OF INTEREST

This is a place defined by a love of horses and the rich rural culture and lifestyle that they create.

- Pukekohekohe Park brings its wider communities of interest together – to celebrate our shared passion for horses.
- This is living, breathing, working landscape, a place or many fond memories and somewhere many future ones will be created.









AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

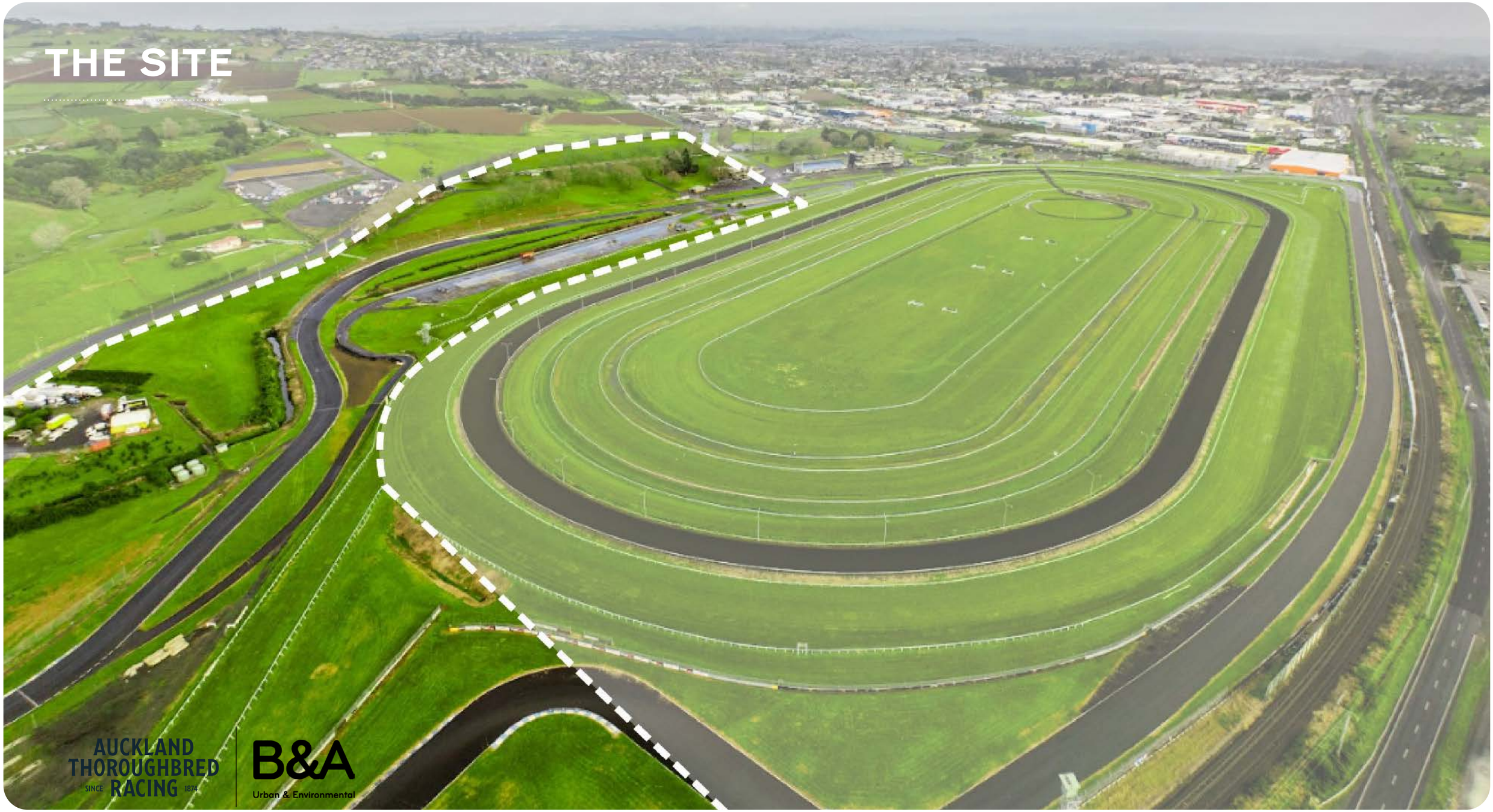
THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

SITE LOCATION



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PLAN CHANGE AREA





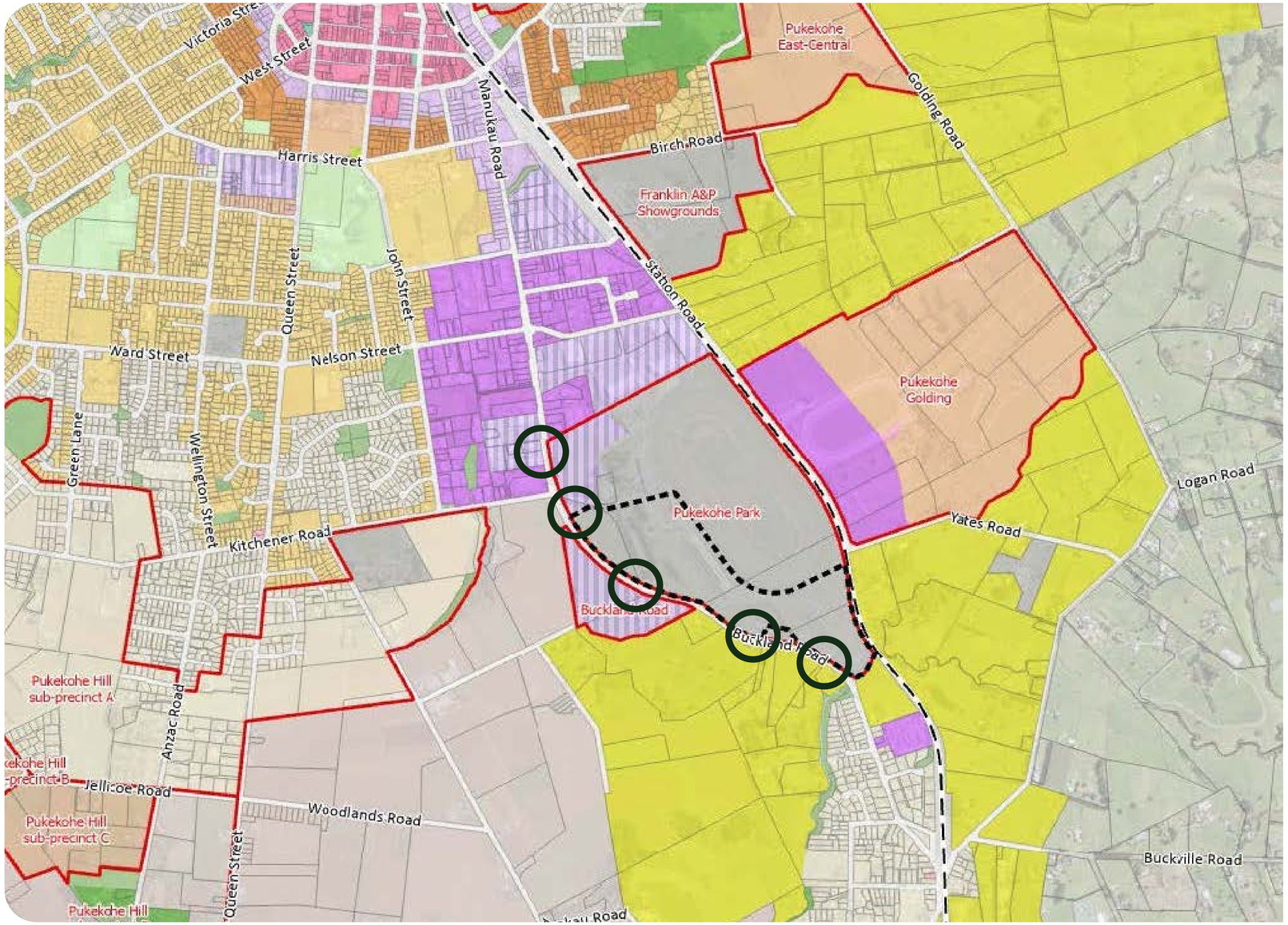






AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



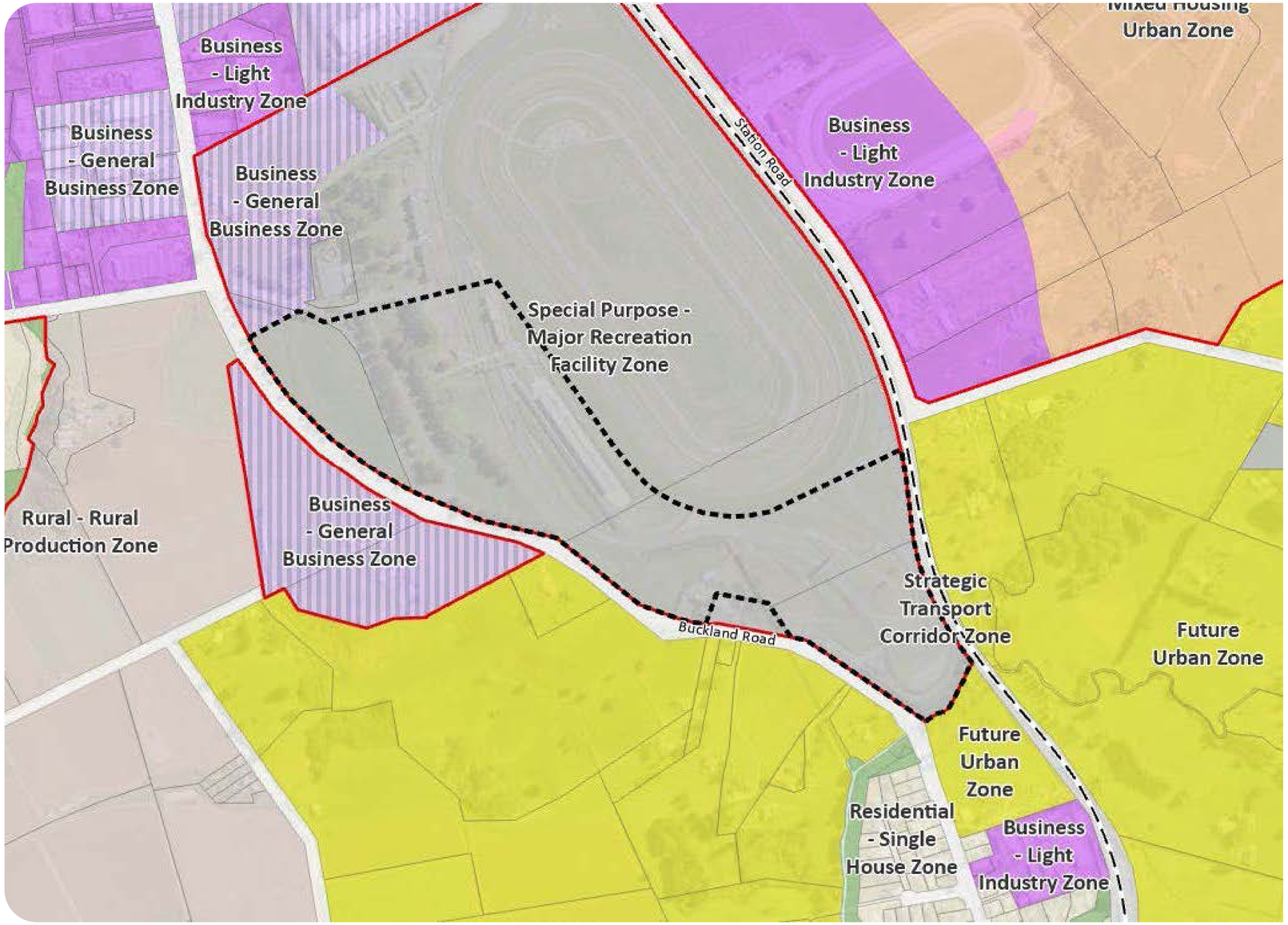
SITE CONTEXT

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south

Five existing access points from Manukau / Buckland Roads

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

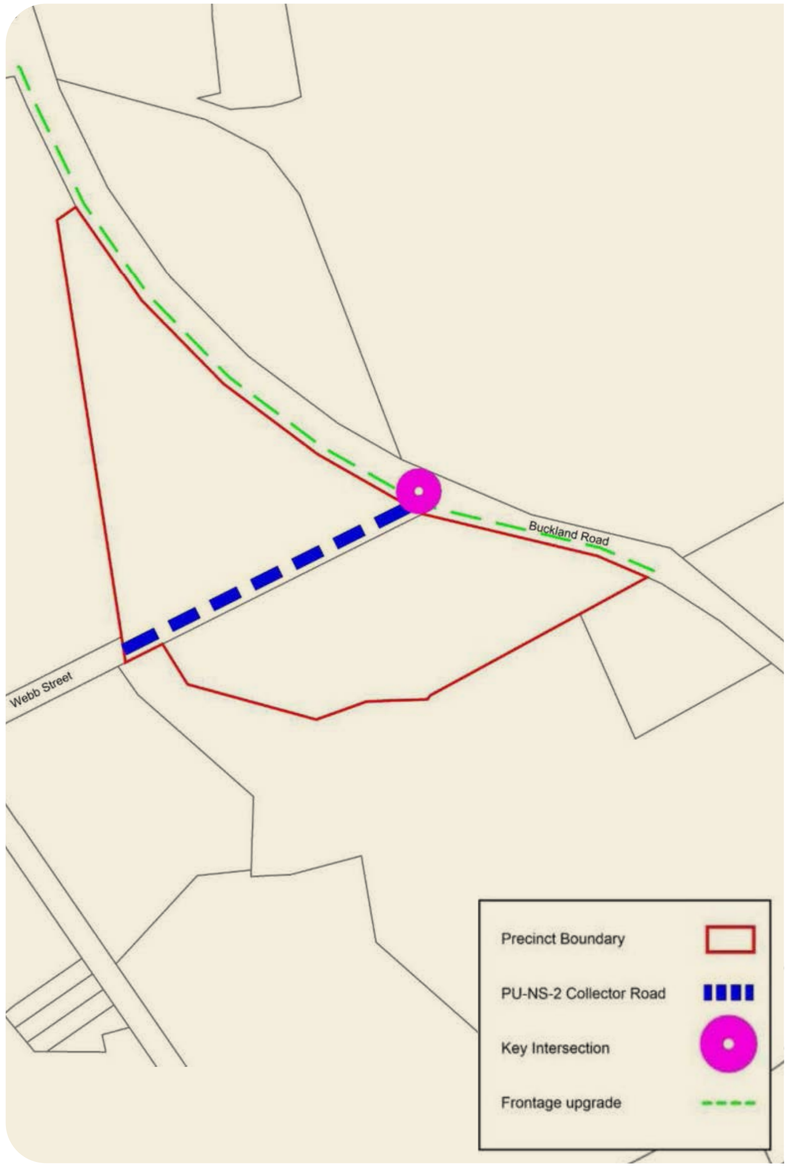


EXISTING AUP ZONING

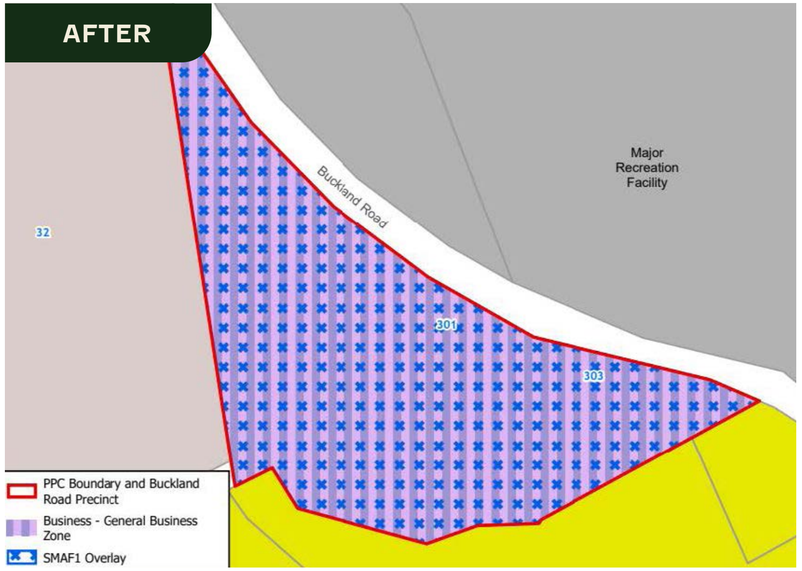
- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental





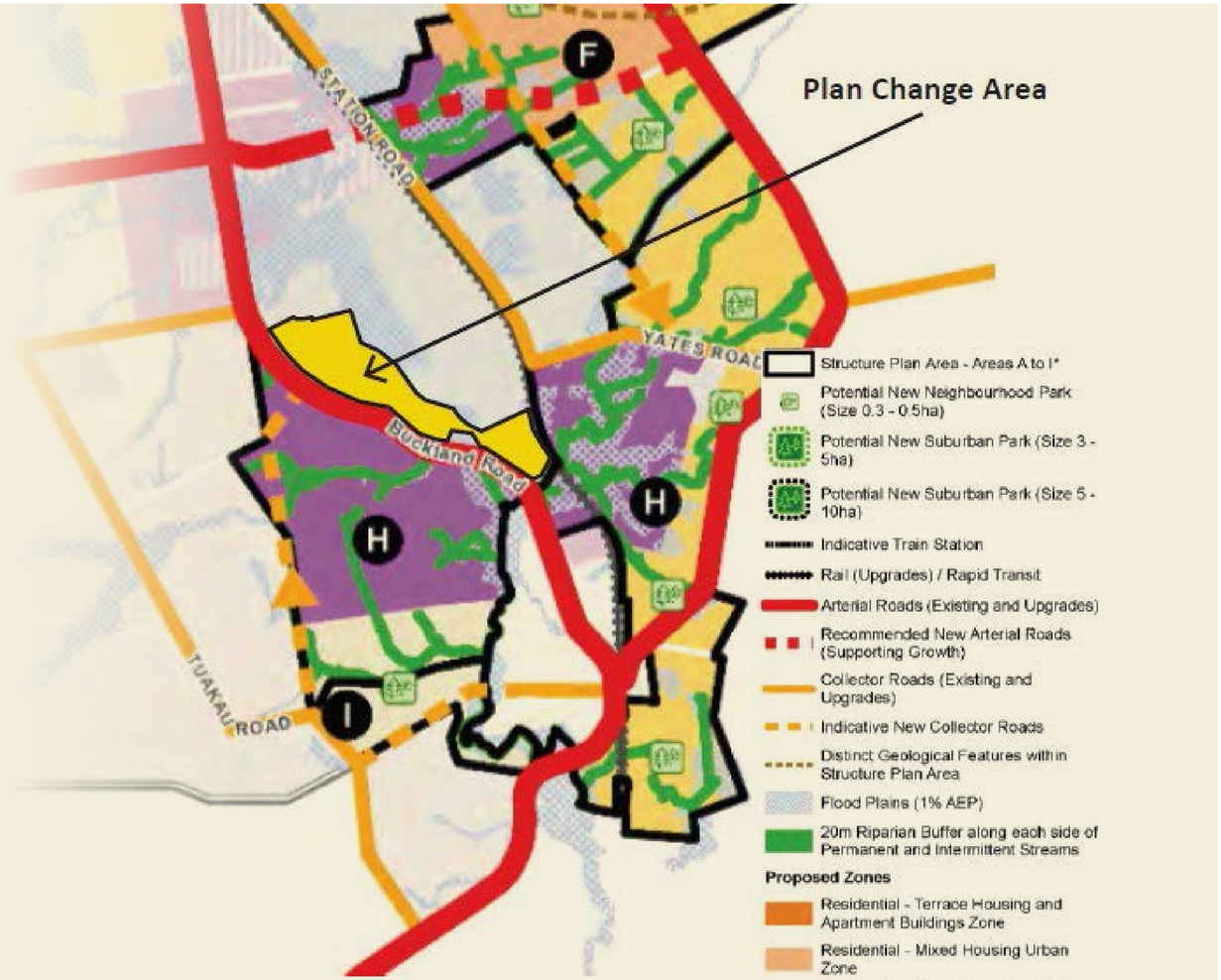


PLAN CHANGE 87 CONTEXT

- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

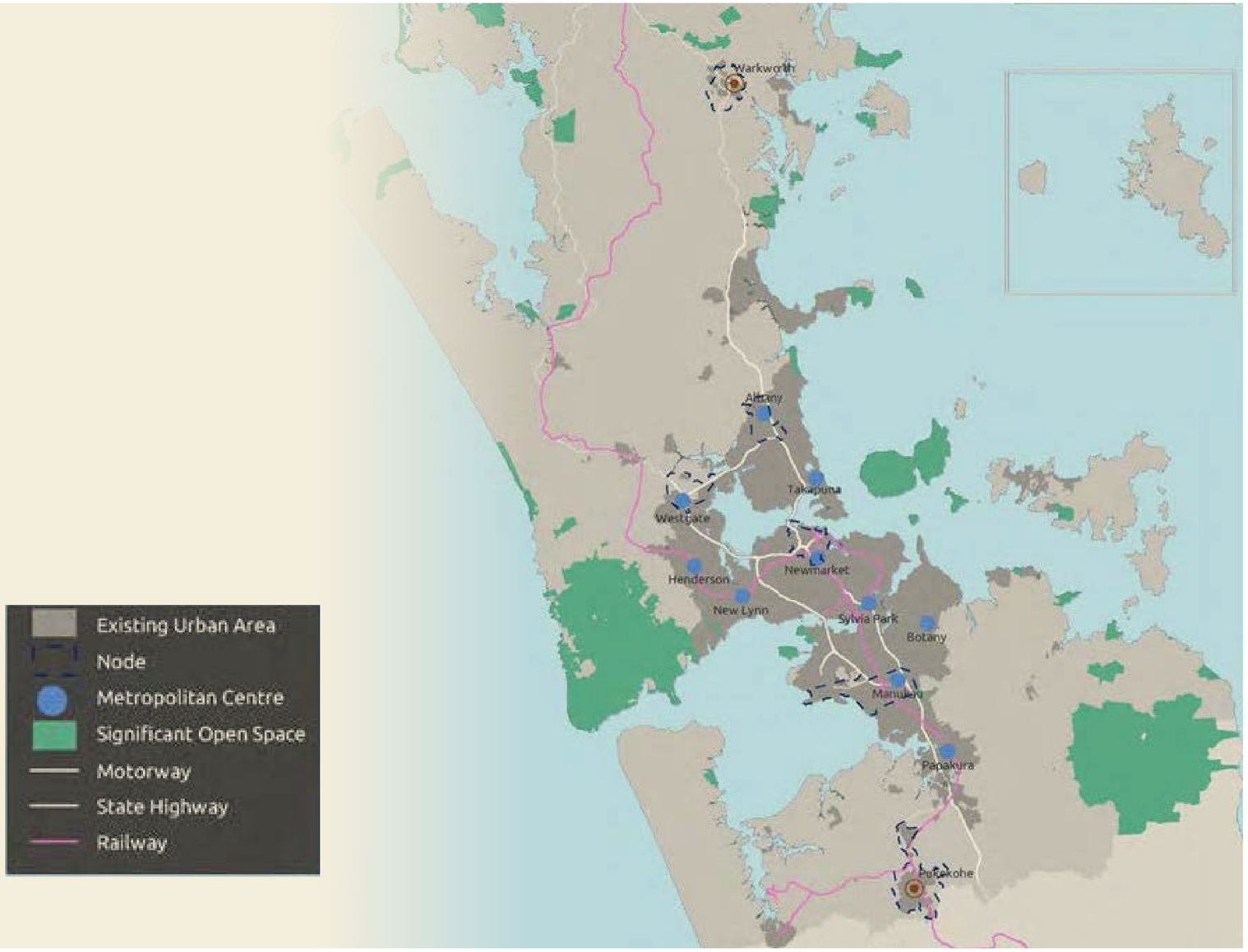


PUKEKOHE-PAERATA STRUCTURE PLAN

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

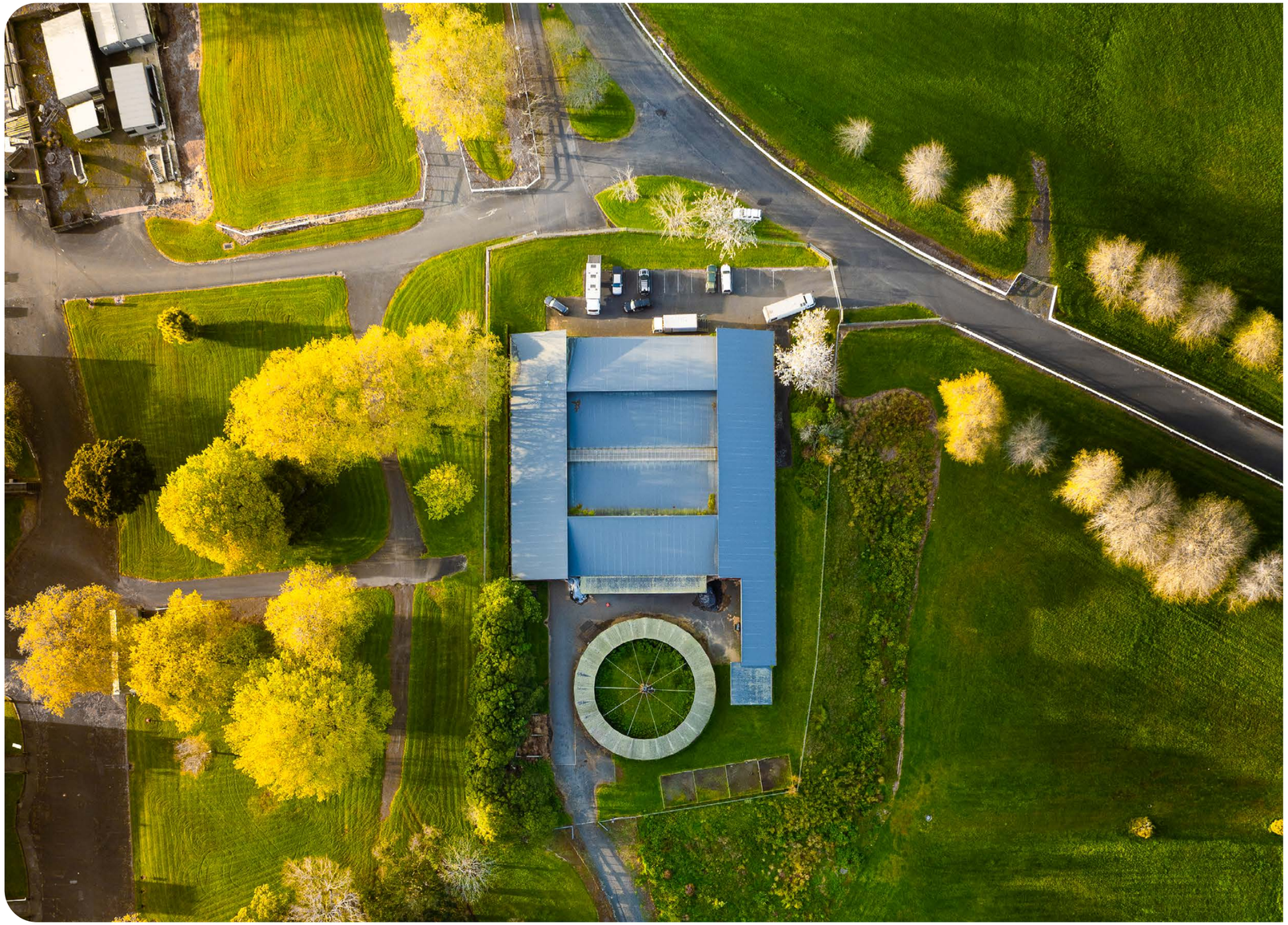


STRATEGIC CONTEXT (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

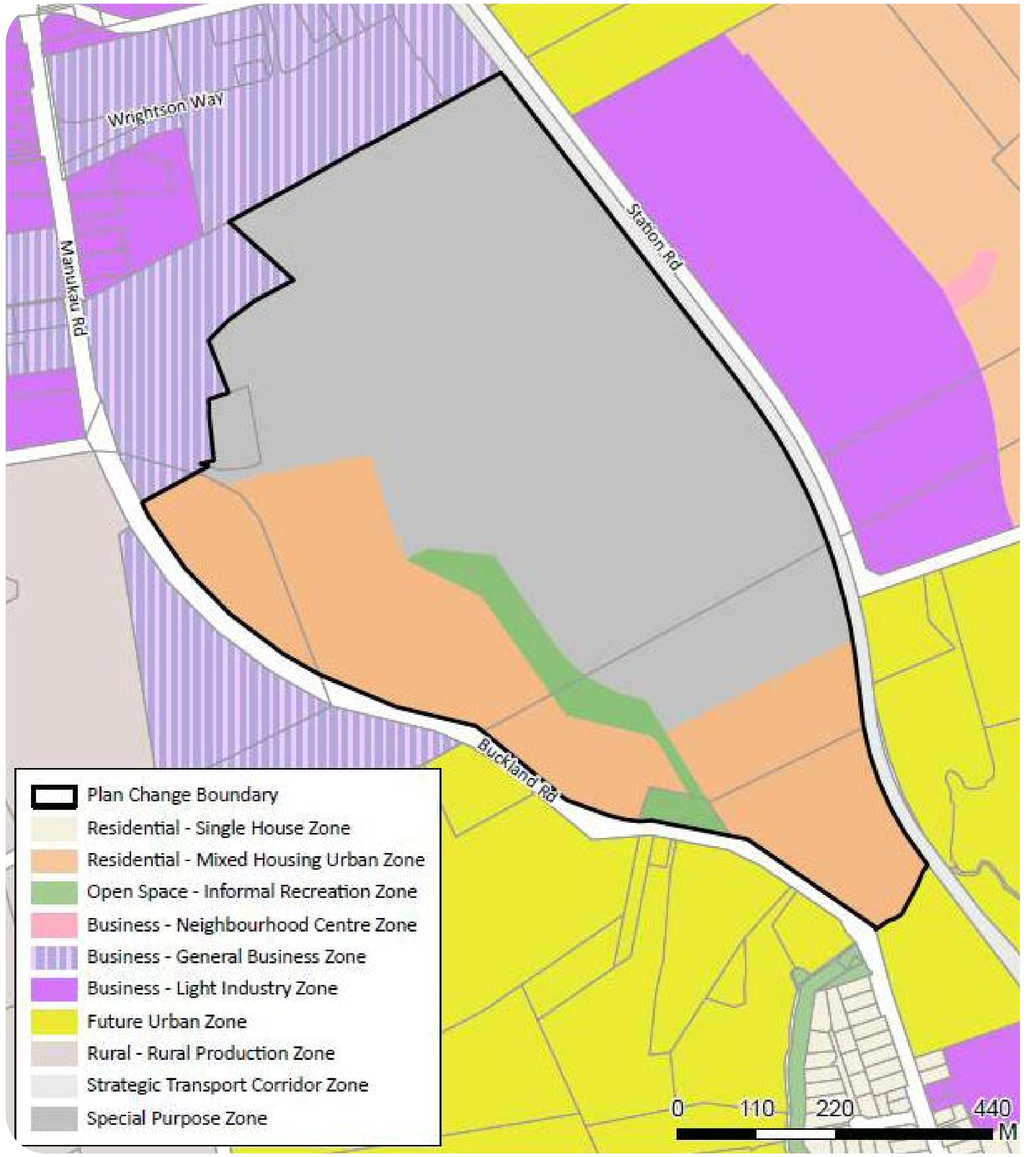


PLAN CHANGE SCOPE

- Rezone ~24.84ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential
- Either apply a bespoke Precinct to the PC area or amend the existing precinct
- Remove or modify motorsport activities from the Pukekohe Park Precinct (incl. consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct)
- Amend the Notable Tree schedule

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



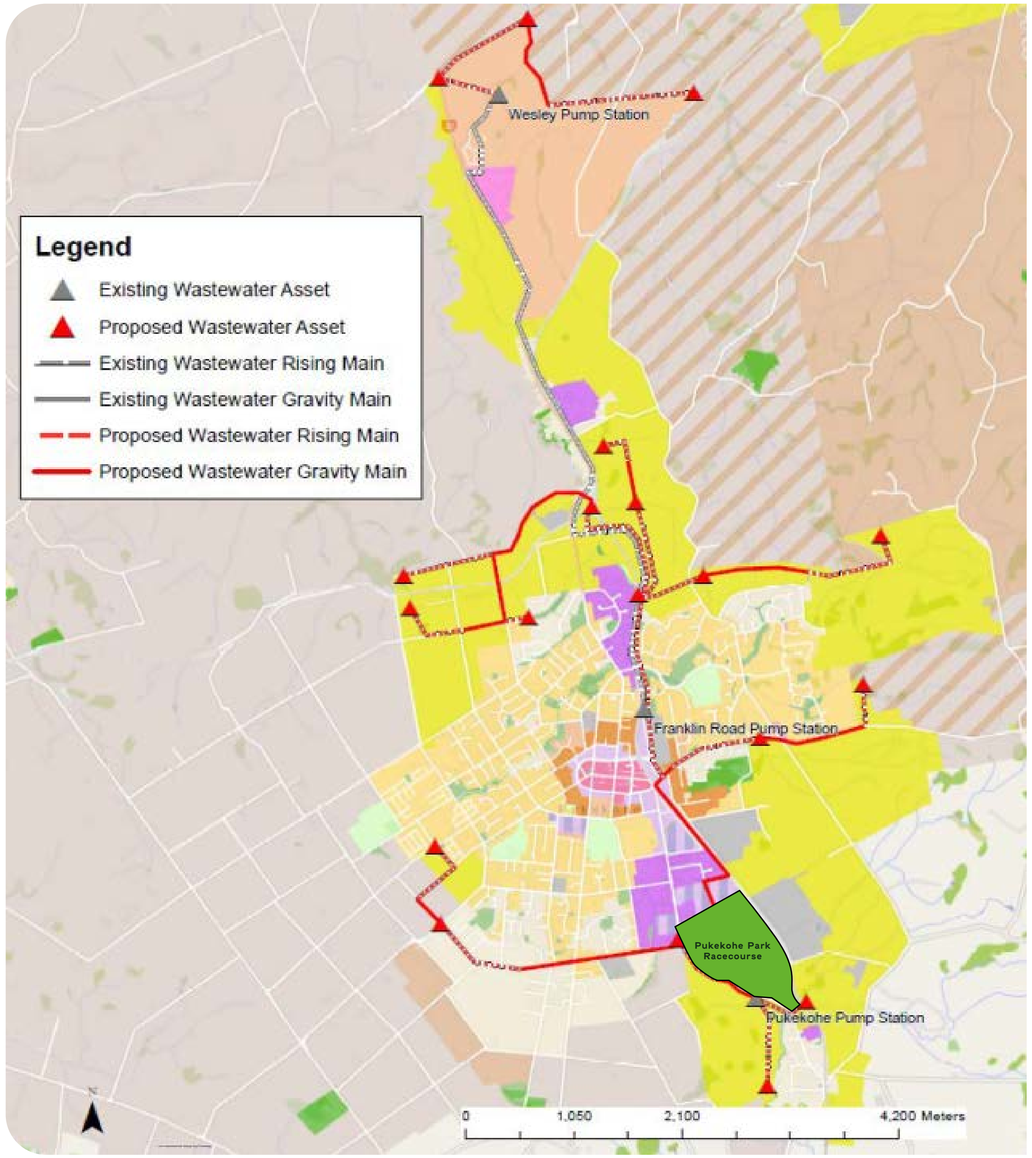
PROPOSED ZONING PLAN

- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 400-600 dwellings.

AUCKLAND THOROUGHBRED RACING SINCE 1874

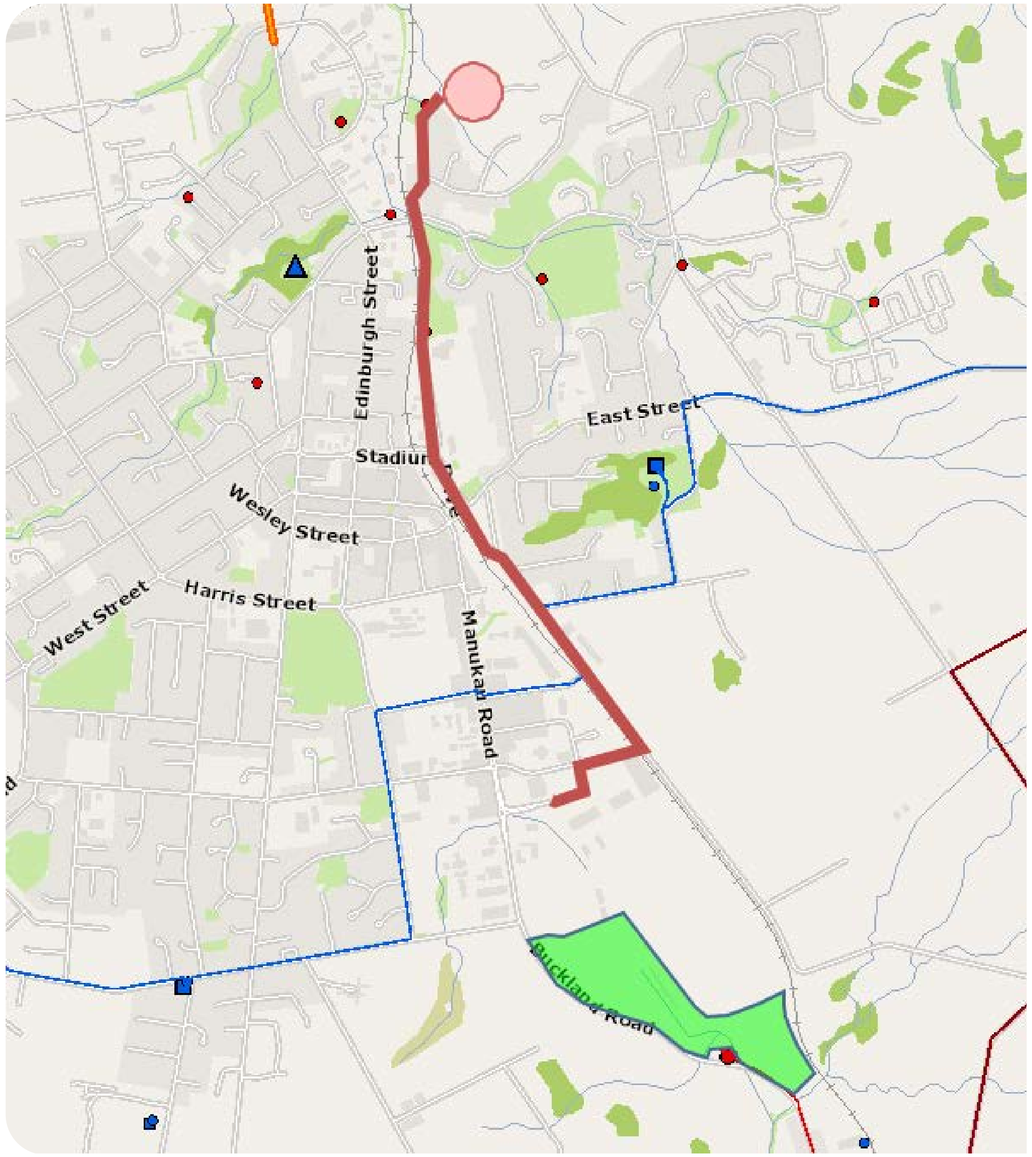
B&A Urban & Environmental

PUKEKOHE WASTEWATER INFRASTRUCTURE UPGRADES



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



PUKEKOHE WASTEWATER INFRASTRUCTURE UPGRADES

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

WASTEWATER INFRASTRUCTURE



Pukekohe WW Pumpstation
360 Buckland Rd

WW Manhole
423413

WW Manhole
422629

O'Connor Dr
John St
Manukau Rd
Wrightson Way
Station Rd
Kitchener Rd
Yates Rd
Tuakau Rd
Buckland Rd
Webb St
Quarry Rd

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PROPOSED WASTEWATER STRATEGY

- Wastewater is proposed to be discharged directly to the Buckland Road Pump Station, or to the upstream trunk mains via satellite manholes
- The network will be designed to the standards outlined in the Watercare Wastewater Code of Practice
- Preliminary drainage networks have been modelled and confirm that the site can discharge to the existing trunk networks via gravity mains

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE WASTEWATER INFRASTRUCTURE UPGRADES

- **Pukekohe North Pump Station (Isabella Drive Pump Station) and 800mm Station Road trunk main:**
  - Construction to begin mid-2025 and to be completed early 2028
- **PC 98 and PC 76 (north of Pukekohe Park) seek to utilise a new pump station proposed under PC 76. This will then discharge via the new 800mm main through Station Road**
- **Watercare have indicated that upgrades of the existing wastewater trunk mains within Pukekohe Park may be required**
  - Identified as an opportunity for coordination between WSL and ATR
- **The Buckland Road Pump Station was constructed in 2017 and Watercare have advised that it was recently upgraded to have additional storage**
- **The Paerate Pukekohe Structure Plan states that:**
  - The population of Pukekohe in 2019 was 33,000, and is expected to grow to 64,000 within 30 years
  - The Structure Plan will provide for 30 years of growth
  - The Buckland Road Pump Station has been sized to have capacity for the ultimate future flows and lived zoned undeveloped land
- **In the previous meeting (November 7th), Watercare advised that the Buckland Road Pump Station's capacity is expected to be exhausted by 2029**

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental



PAST EVENTS AT PUKEKOHE PARK RACECOURSE

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



PAST EVENTS AT PUKEKOHE PARK RACECOURSE

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

WASTEWATER CAPACITIES

- An assessment was undertaken by Watercare in April 2024 to assess the capacity of the Buckland Road Pump Station to cater for 1,000 residential dwellings on the Pukekohe Park site
    - Following this review WSL confirmed that the pump station can accommodate the additional residential dwellings
- At the request of WSL, Woods have undertaken an assessment of the design flows expected following the development 600 dwellings. This information has been passed to WSL.
    - Peak Wet Weather Flow of 25L/s
- Woods have undertaken an assessment of the potential wastewater discharges that could be generated under the current zoning
    - Previous events permitted under the current zoning have attracted 100,000 attendees over three days delivering a potential Peak Flow of 46L/s
- We seek re-confirmation from WSL that the existing public wastewater infrastructure, namely the Buckland Road Pump Station, can cater for the additional 25L/s

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

WASTEWATER CALCULATIONS

- Two future catchments assumed
- A total of 600 new residential dwellings assumed
- Total PDWF of 11L/s

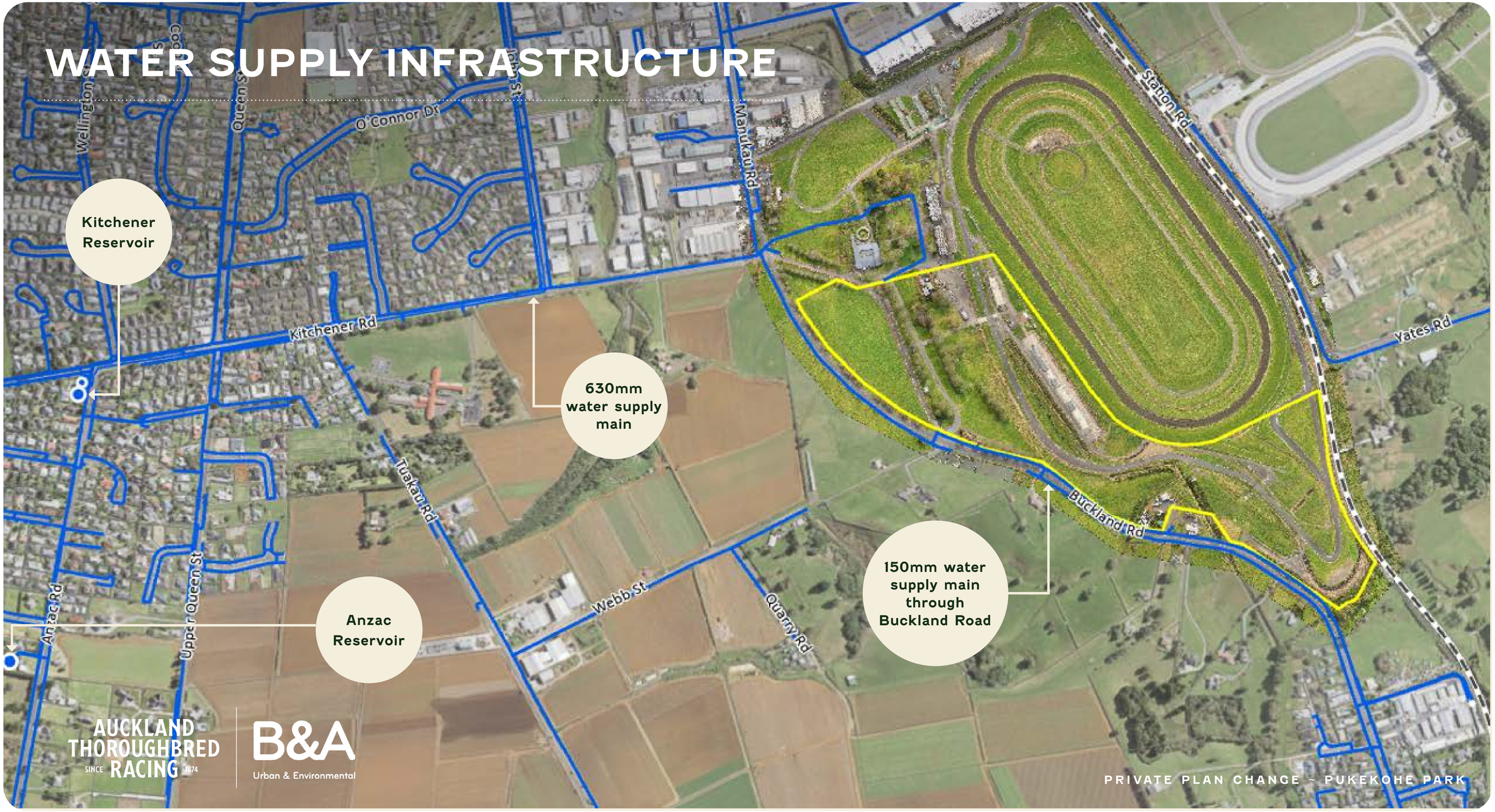
WATERCARE DRY AND WET WEATHER FLOW CALCULATIONS

	No. of dwellings	No. of People per dwelling	Litres per person per day (L/p/d)	Peaking Factor: Self Cleans. Design Flow (PDWF)	Peaking Factor: Peak Design Flow (PWWF)	ADWF (L/s)	PDWF (Self Cleansing Design Flow) (L/s)	PWWF (L/s)
Proposed Development								
Catchment 1: Manhole GIS ID 422629	400	3	180	3.0	6.7	2.50	7.50	16.75
Catchment 2: Manhole GIS ID 423413	200	3	180	3.0	6.7	1.25	3.75	8.38
						Total ADWF (L/s)	**Total Self- Cleansing Design Flow (L/s)**	**Total Peak Design Flow (L/s)**
						3.75	11.25	25.13

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

WATER SUPPLY INFRASTRUCTURE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PRIVATE PLAN CHANGE - PUKEKOHE PARK

WATER SUPPLY STRATEGY

- Three hydrants adjacent the site have been tested and recorded flows of 74.2L/s at 220kPA. This meets PAS 4509:2008 minimum requirements for FW3.
- An assessment was undertaken by Watercare in April 2024 to assess the capacity of water supply network to cater for 1,000 residential dwellings on the Pukekohe Park site
    - Following this assessment Watercare confirmed that the subject site will have a new bulk supply and transmission/distribution upgrade or servicing plan in that area with agreements in place
- In the previous meeting (November 7th), Watercare indicated that an upgrade of the 150mm main through Manukau Road may be required for ~1km
- We seek re-confirmation from WSL that public water supply infrastructure upgrades can cater for an additional 9L/s

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

WATER SUPPLY CALCULATIONS

- Two future catchments assumed
- A total of 600 new residential dwellings assumed
- Total Peak Daily Demand of 9L/s

	No. of dwellings	No. People per dwelling	Litres per person per day (L/p/d)	Average Daily Demand (L/s)	Peaking Factor: Peak Day Demand	Peak Daily Demand (L/s)	Peaking Factor: Peak Hourly Demand	Peak Hourly Demand (L/s)
Proposed Development								
Catchment 1	400	3	220	3.06	2.0	6.11	2.5	15.28
Catchment 2	200	3	220	1.53	2.0	3.06	2.5	7.64
				Total Avg. Daily Demand (L/s)		**Total Peak Daily Demand (L/s)**		**Total Peak Hourly Demand (L/s)**
				4.58		9.17		22.92

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

SPECIALIST TEAM

- Planning (B&A)
- Urban Design (B&A)
- Landscape (B&A)
- Transport (CKL)
- Stormwater (Woods)
- Infrastructure (Woods)
- Economics (Urban Economics)
- Geotech (ENGEO)
- Contamination (ENGEO)
- Ecology (Viridis)
- Arboriculture (Greenscene)
- Acoustic (Styles Group)
- Archaeology (Archaeology Solutions)
- Legal (Russell McVeagh)
- QS (Cuesko)



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



NEXT STEPS

- Plan change preparation and reporting: underway
- Stakeholder engagement and pre-apps: underway
- Plan Change lodgement: March 2024

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

QUESTIONS?

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

KERIKERI | WHANGĀREI | WARKWORTH | AUCKLAND | HAMILTON | CAMBRIDGE

NAPIER | WELLINGTON | CHRISTCHURCH | WANAKA

Appendix 5

Correspondence with Watercare Services Limited

B&A

Urban & Environmental

Watercare Services Limited
Private Bag 94010
Auckland 2241
www.watercare.co.nz
Customer service line
Mon to Fri 7.30 to 6pm
09 442 2222
info@water.co.nz

Fault line
24 hours
09 442 2222
Free text 3130
faults@water.co.nz

29th April 2024

Adam Sadgrove
Auckland Thoroughbred Racing Club
100 Ascot Avenue
Remuera
1050 Auckland

Dear Michael,

Re: Initial High-Level Assessment.
Watercare application number **CON-215678**

Request for information on reviews of the development assessment and confirm existing capacity of the Pump Station at 360 Buckland RD, Pukekohe and the Water Supply Network to serve a potential 1000 residential dwellings at 222-250 Manukau RD Pukekohe 2120**.**

Here-below is the response;

Thank you for your application. As a result of the above request, the following initial high-level assessment was made for the proposed development.

Please refer to our comment(s) below:

Wastewater:

- **Based on the information available, it is considered the downstream network has sufficient capacity for expected flows from this development.**

Water Supply:

- **The area on where the proposed development is, will have a new bulk supply and a transmission/distribution upgrade or a wider servicing plan in the area and an agreement on the upgrades were already in place.**

The assessment is at the *time of this letter and is just for your information.* The timing of development is critical and future upgrade requirements will be assessed by Watercare in more detail under the Resource Consent (RC) stage and / or engineering plan approval process.

This review does not constitute resource consent or engineering plan approval. You will need to apply to Auckland Council and submit these documents with your consent application.

If you have any questions, please contact the Connections Team via connections@water.co.nz or the Contact Centre on 09 442 2222 and select option 4.

Yours faithfully,



Nick Odhiambo
Development Engineer | Developer Services

Watercare
An Auckland Council Organisation

From: Oliver MacKinnon
To: Cosette Pearson
Cc: Adam Sadgrove; Nick Roberts; Kasey Zhai; Amber Taylor
Subject: RE: Pukekohekohe Park Plan Change - Follow up pre-app with WSL
Date: Monday, 17 March 2025 3:18:43 pm
Attachments: image001.png
image007.png

Hi Cosette,

Apologies for the delay in reply and thank you for your patience.

The Pukekohe PS (bulk wastewater asset servicing the plan change area) has capacity for approximately 50 years of growth under current forecasts. Our current model has not accounted for growth within the proposed plan change area. This creates uncertainty as to whether the demand on our network from the plan change area would be additive, or whether it would simply be a reallocation of growth from elsewhere in Pukekohe.

If the demand is additive, it may impact our infrastructure in the future potentially triggering either earlier bulk infrastructure upgrades, or where the bulk upgrades cannot be brought forward, a capacity constraint.

Given the potential for the site to developed under the existing Unitary Plan framework, Watercare confirms that there is available capacity to connect development from the plan change area, should the Council approve the proposed plan change.

Happy to meet with you again if necessary. Could you please let me know what remaining questions you have so I can ensure the right people will be available.

Ngā mihi

Oliver MacKinnon | Development Lead

Watercare Services Limited
Mobile: +64 21 224 2097
Customer service line: +64 9 442 2222
Postal address: Private Bag 92 521, Wellesley Street, Auckland 1141, New Zealand
Physical address: 73 Remuera Road, Remuera, Auckland 1050, New Zealand
Website: www.watercare.co.nz



From: Cosette Pearson <CosetteP@barker.co.nz>
Sent: Monday, 17 March 2025 11:22 am
To: Oliver MacKinnon <Oliver.MacKinnon@water.co.nz>
Cc: Adam Sadgrove <adams@ellerslie.co.nz>; Nick Roberts <NickR@barker.co.nz>; Kasey Zhai <KaseyZ@barker.co.nz>
Subject: RE: Pukekohekohe Park Plan Change - Follow up pre-app with WSL

Good morning Oliver,

Appendix 6

Auckland Council Specialist Arborist: Meeting Minutes and Presentation Slides

B&A

Urban & Environmental

Minutes

Project: Pukekohe Park Plan Change – Arborist Meeting

Date: 24 February 2025

Time: 1:00pm-2:00pm

Location: B&A Offices (Level 4, Old South British Building, 3/13 Shortland Street) / Teams

Attendees: Adam Sadgrove (ATR), Nick Roberts (B&A), Cosette Pearson (B&A), Stacy Colyer (Greenscene), Christy Reynolds (Greenscene), Craig Cairncross (AC), Ben Kildare (AC), Leon Saxon (Arborlab)

Item	Detail	Action
1	Introductions: • Adam Sadgrove – Development Manager, ATR • Nick Roberts – Director, B&A • Cosette Pearson – Planner, B&A • Kasey Zhai – Planner, B&A • Stacy Colyer – Arborist • Christy Reynolds – Arborist • Craig Cairncross – Team Leader Planning -Central South, AC • Ben Kildare – Policy Planner, Central South, AC • Leon Saxon – Arborist, Arborlab on behalf of AC	
2	AS and NR provided an overview of the Plan Change area and application: • The 72 hectare site is owned by ATR, and is a core of where social activities have historically occurred, and continue to occur in Pukekohe. • The Plan Change application seeks to rezone approximately 23 hectares of land from Special Purpose – Major Recreation Facility Zone to enable medium density residential development, along with a channel enhancement and naturalisation opportunity. • The Plan Change application provides an opportunity for ATR to continue its operations in Pukekohe. • Key components of the proposed plan change include: o Applying a bespoke precinct over the proposed residentially zoned land. o Identifying two sub-precincts, based on where access is obtained from Manukau/Buckland Road.	

	○ Identifying two rows of tree to be protected for amenity reasons in the accompanying new Precinct Plan (refer slide 30) ○ Amending the Pukekohe Park Precinct to remove motorsport activities. ○ Update the Notable Tree Schedule using Auckland Council's "Guidelines for Nomination a Notable Tree for Evaluation"	
3	CR and SC provided an overview of the Arboricultural Assessment and its findings: • The Plan Change area is subject to the Notable Tree Overlay under the AUP, specifically ID 2684. • The AUP Notable Tree Schedule identifies species, with no indication or verification as to numbers, or the positions of the trees. • Greenscene has reviewed the site pack information for ID 2684 provided by Auckland Council, and has undertaken site assessments. Of note: ○ The Pin Oaks and totora listed in the Council provided tree pack are not in the AUP schedule. ○ No Beech trees were identified on site. ○ The English Oak are misidentified, and are actually Algerian Oaks. • The Auckland Council issued tree pack identifies a score of 144, determined by the legacy Franklin District Council. It is unclear what the assessment guidelines or thresholds were at that time / used to determine this scoring. • Greenscene has carried out assessment using the Auckland Council Guideline and British Standards (two step system). The assessment has also been peer reviewed by Paper Street Tree Company. • Greenscene's assessment identifies that seven trees within the Plan Change area meet the criteria for scheduling (refer slides 22-29). • CR notes that in accordance with the Auckland Council guidelines, these trees are the largest and best trees located on site. A number of trees were also deemed to meet the criteria as a result of their visual contribution.	
4	Next Steps: • CC advised that it is anticipated that LS will provide specialist input. SC/CR/LS will correspond with West Flynn to confirm if input is required from a heritage arborist. • SC/CR/LS to arrange site visit as required.	SC/CR/LS

	• SC/CR/LS to meet separately with Richie from Paper Street Tree Company week of 3/03 to further discuss assessment	
5	Other matters relevant to the Plan Change application: • Precinct provisions in draft, to be discussed at separate meeting with AC P&P ahead of lodgement, tentatively 24/03 or 25/03. B&A project team to schedule.	KZ



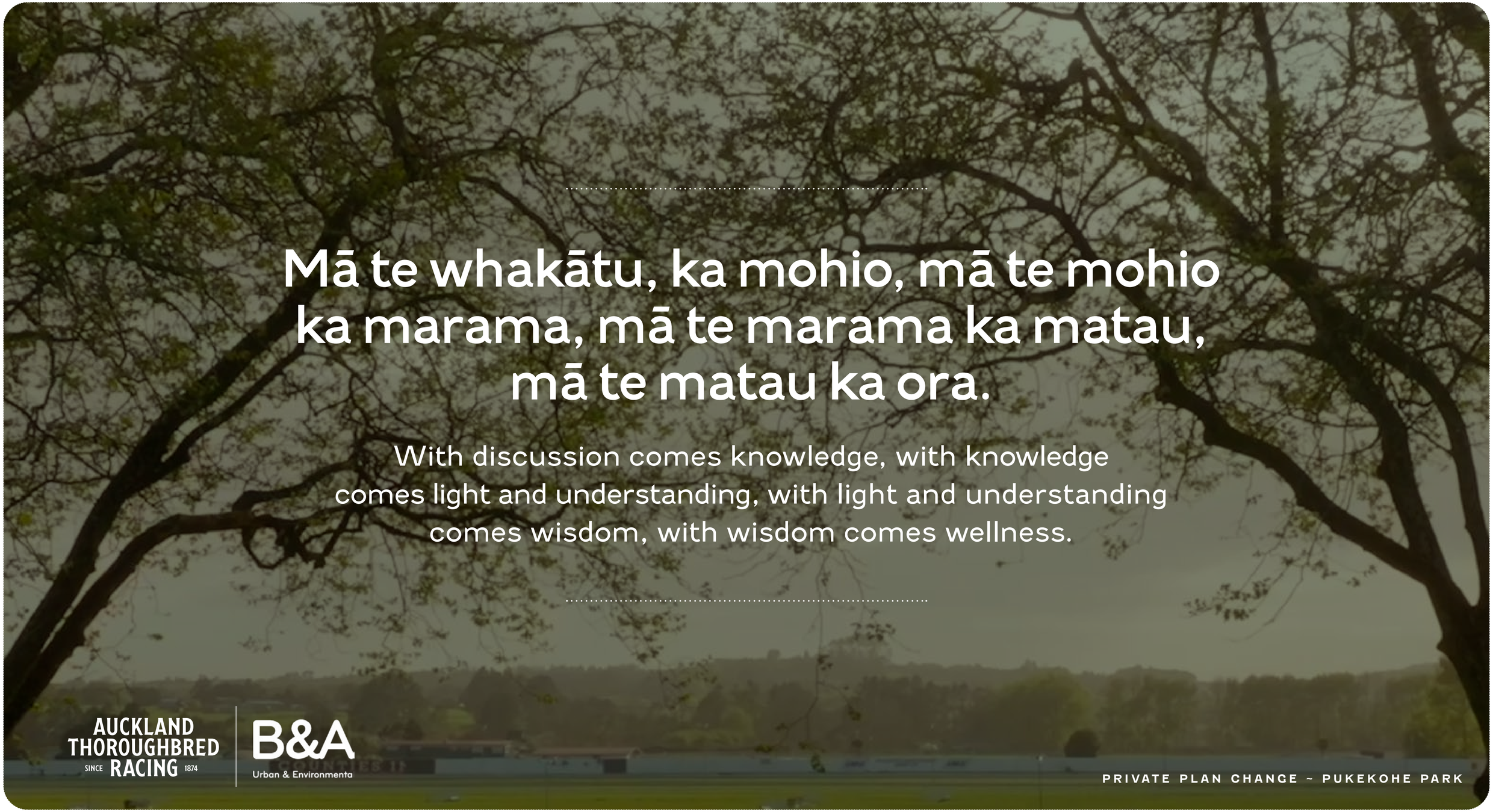
FEBRUARY 2025

PRIVATE PLAN CHANGE
PUKEKOHE PARK

222-250 MANUKAU ROAD, PUKEKOHE

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental


Mā te whakātu, ka mohio, mā te mohio
ka marama, mā te marama ka matau,
mā te matau ka ora.
With discussion comes knowledge, with knowledge
comes light and understanding, with light and understanding
comes wisdom, with wisdom comes wellness.
AUCKLAND
THOROUGHBRED
SINCE RACING 1874
B&A
Urban & Environmenta
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK



INTRODUCTION

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30, PC74 and PC87
- Plan Change Scope
- Next Steps

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta



BACKGROUND & PURPOSE

- Pukekohe Park – 222-250 Manukau Road
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- Land to rezoned for residential use ~20.8ha

THE PURPOSE OF THE PRIVATE PLAN CHANGE IS TO:

- Rezone: ~23ha to enable residential development and stream enhancement opportunities
- Remove: provisions relating to motor racing from the Pukekohe Park Precinct (I434)
- The project reflects the next stage in ATR delivering part of the wider strategy for the racing industry. The economic benefits will pass down to trainers, breeders and other parts of this community.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

PUKEKOHE: A LANDSCAPE OF MANY MEMORIES

Pukekohe Park is a landscape with deep meaning for the wider community.

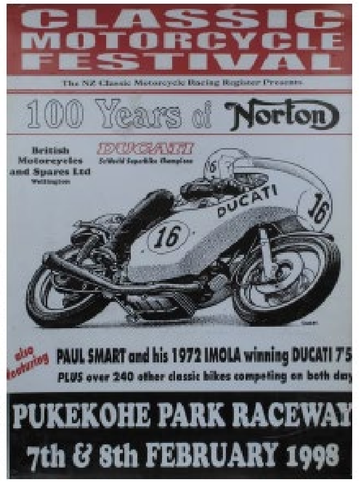
- Different people hold Pukekohe Park close to their hearts for many reasons, almost all are tied to friends' family and memorable occasions.
- From thoroughbred racing, Grand Prix, trotting, Superbikes and country AMP shows, this landscape has strong roots in people's connections to Pukekohe Park.



Figure 130. Panoramic view of the new Pukekohe showgrounds. Spectators watch the riding competition, 1901. Sir George Grey Special Collections, Auckland Libraries, AWNS-19010315-5







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A LANDSCAPE OF PLENTY

Pukekohe Park is a focus for many traditions across Southern Auckland and Northern Waikato.

- Founders, previous Chairman and current members have strong connections to the productive heritage of this landscape.
- The whenua provided kai, work, recreation and meaning for generations of locals from all communities – a source of local pride today.











AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A CULTURAL LANDSCAPE

Pukekohe Park and the whenua surrounding it is part of a much longer cultural tradition.

- Pukekohekohe Park has been, and will remain, a place where everyone in our community are welcome.
- From atop Pukekohekohe maunga this location fits into living breathing whenua where we have the opportunity to enhance its mana and mauri through our actions.
- Streams (including the Tutaenui Stream, connecting to the Waikato River) were used as transport routes for communication and trade with hapu/iwi to the south







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A LIVING COMMUNITY OF INTEREST

This is a place defined by a love of horses and the rich rural culture and lifestyle that they create.

- Pukekohekohe Park brings its wider communities of interest together – to celebrate our shared passion for horses.
- This is living, breathing, working landscape, a place or many fond memories and somewhere many future ones will be created.









AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

THE SITE

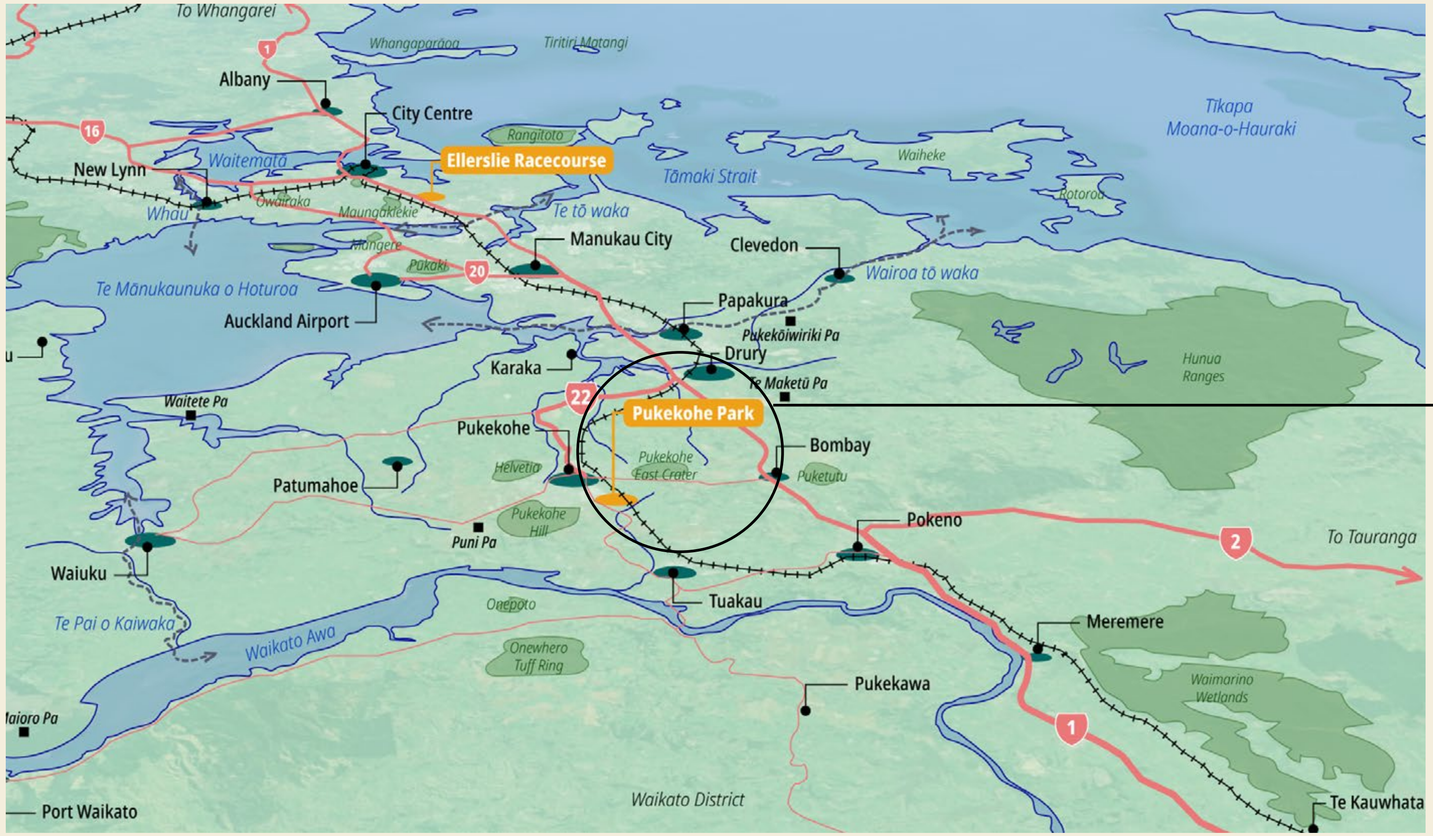


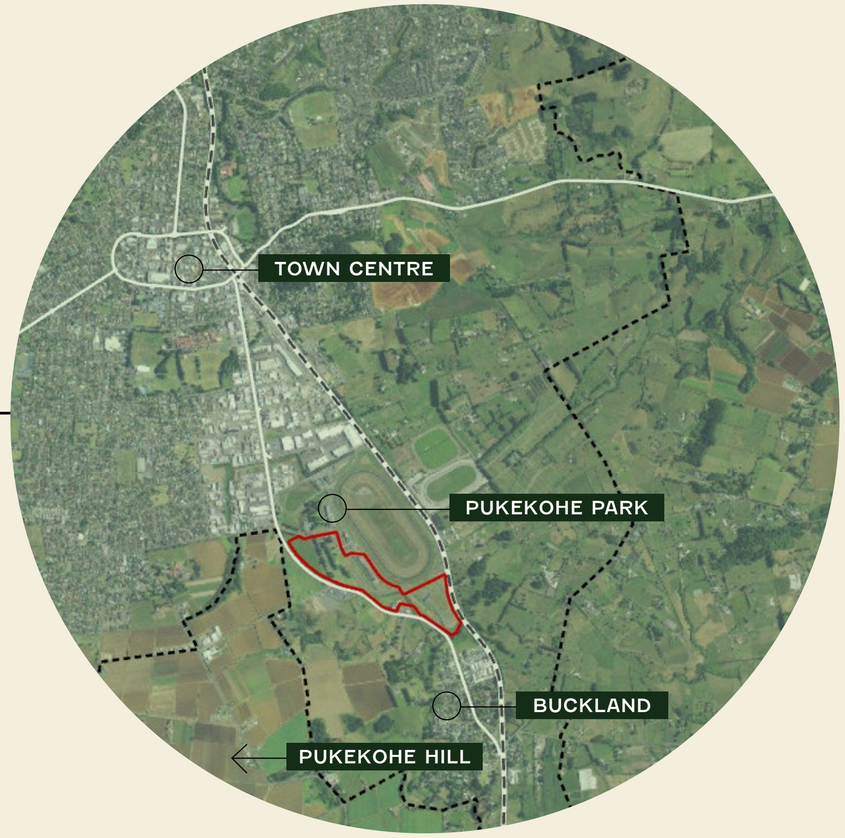
AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PRIVATE PLAN CHANGE ~ PUKEKOHE PARK

SITE LOCATION

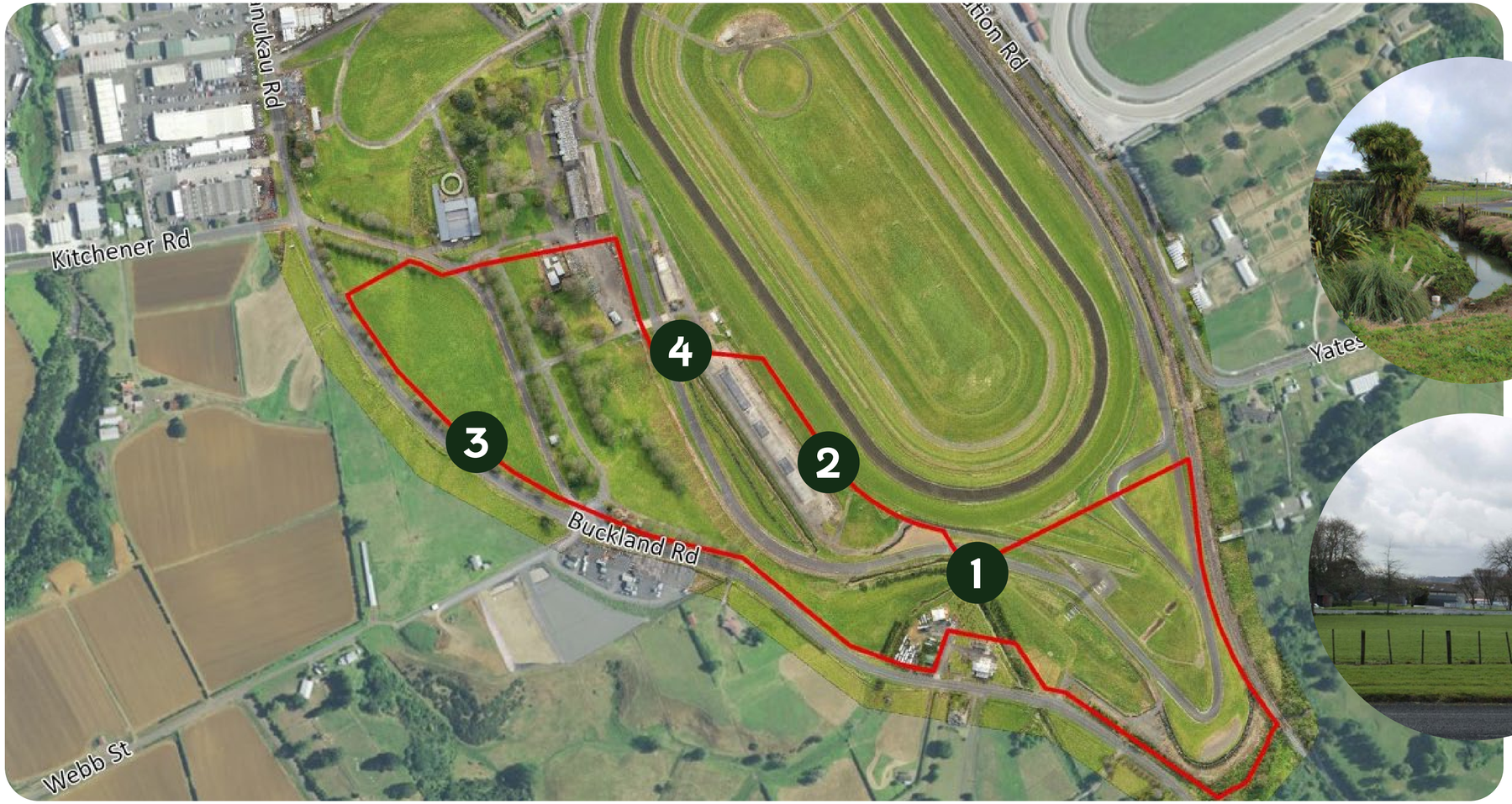




AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

PLAN CHANGE AREA





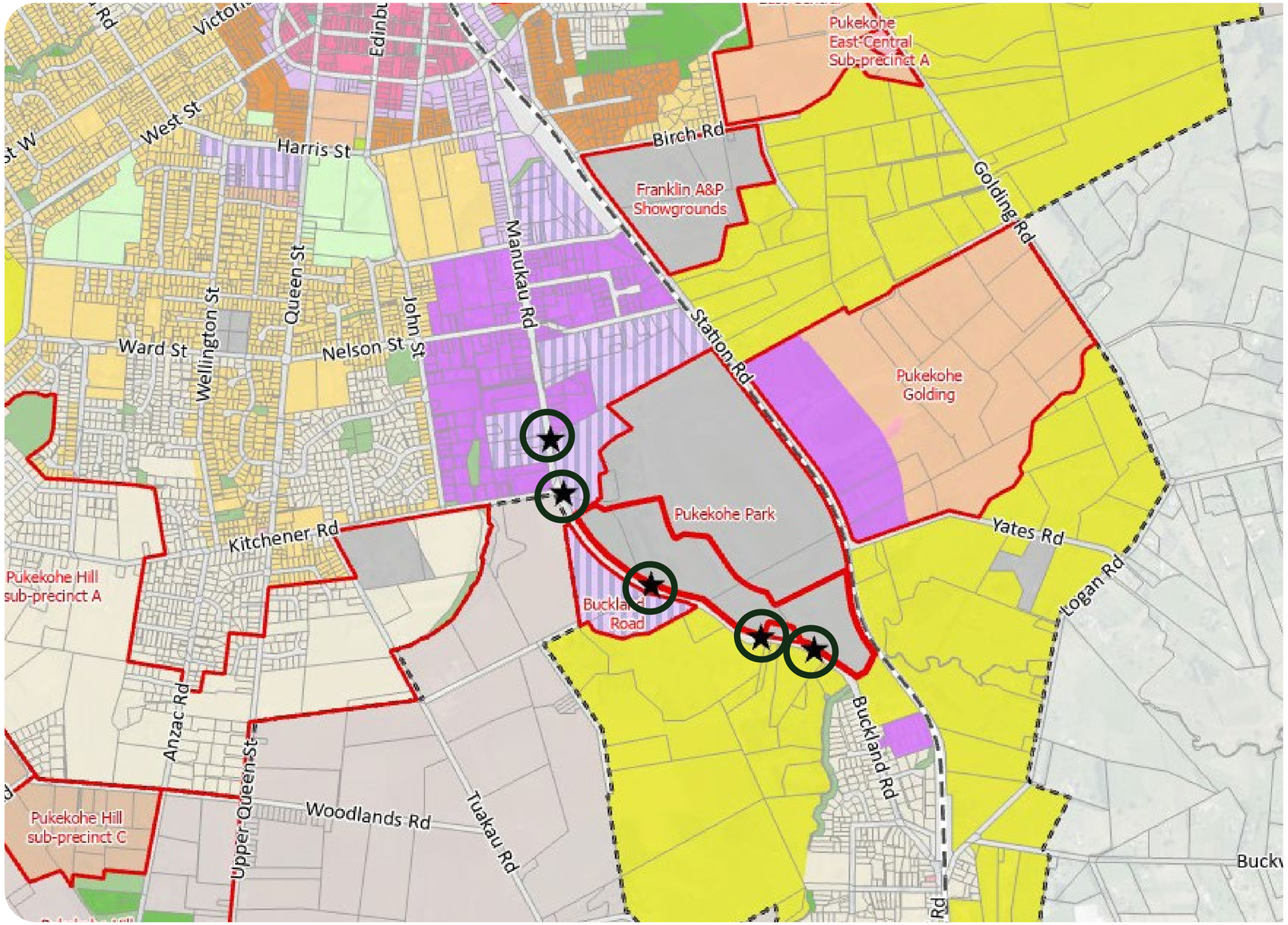






AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



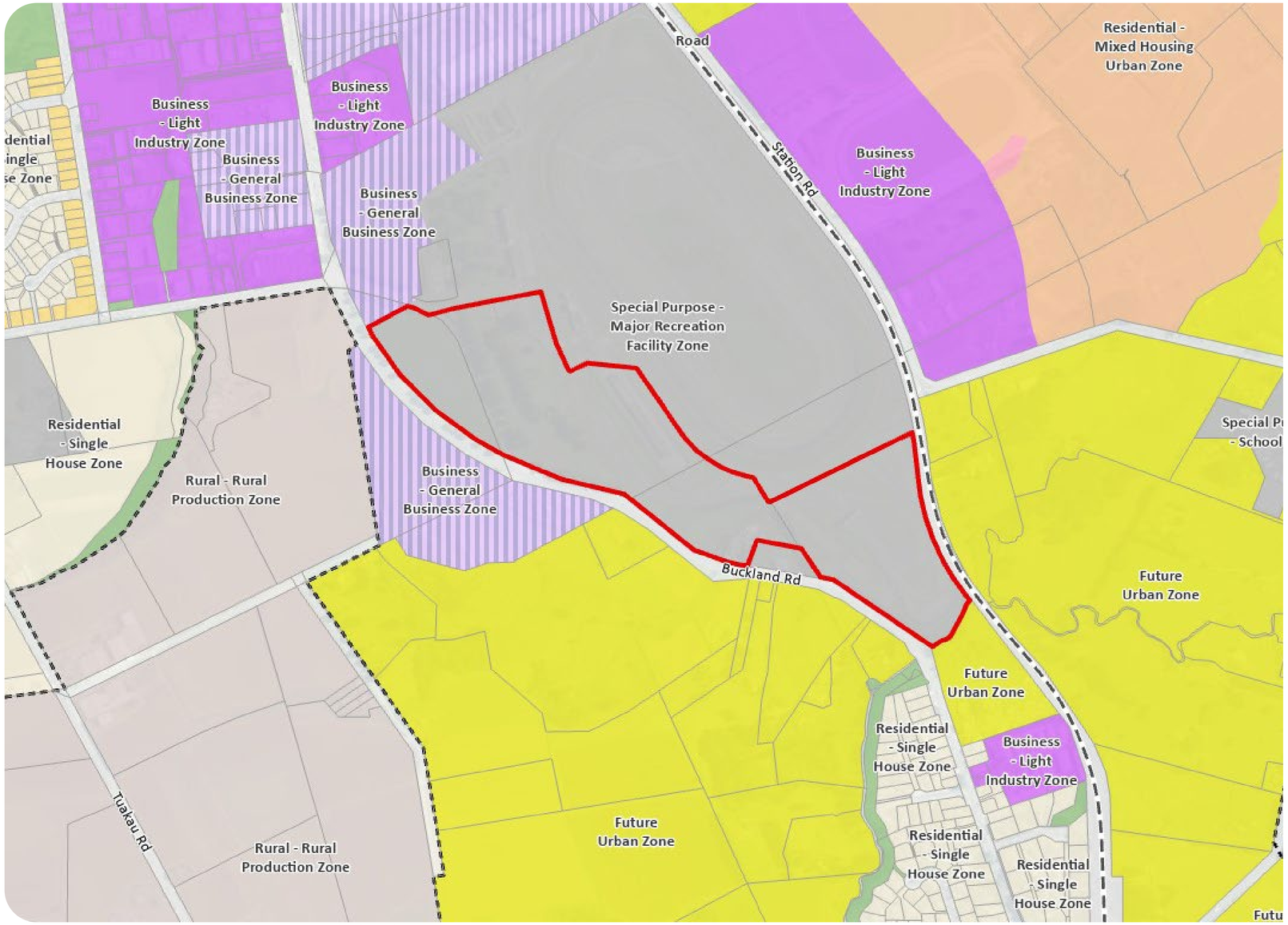
SITE CONTEXT

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south

Five existing access points from Manukau / Buckland Roads

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments



EXISTING AUP ZONING

- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road

AUCKLAND THOROUGHBRED RACING SINCE 1874

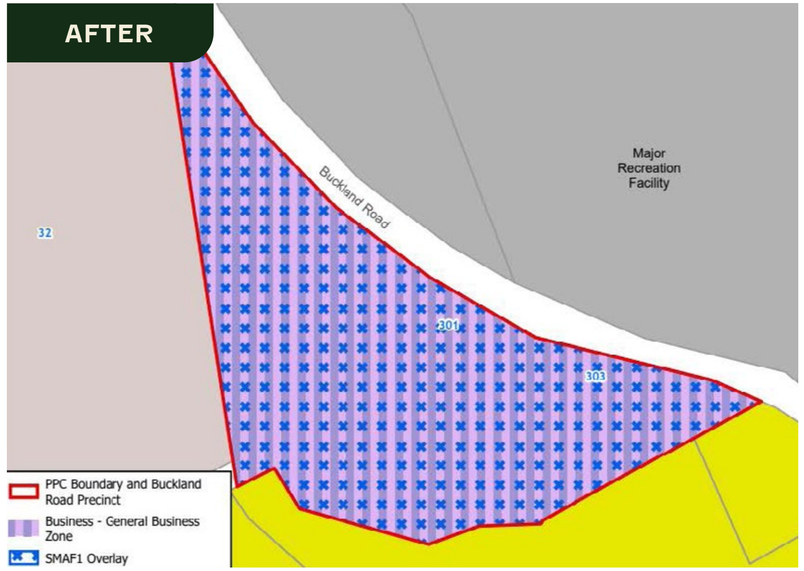
B&A Urban & Environmenta



BEFORE



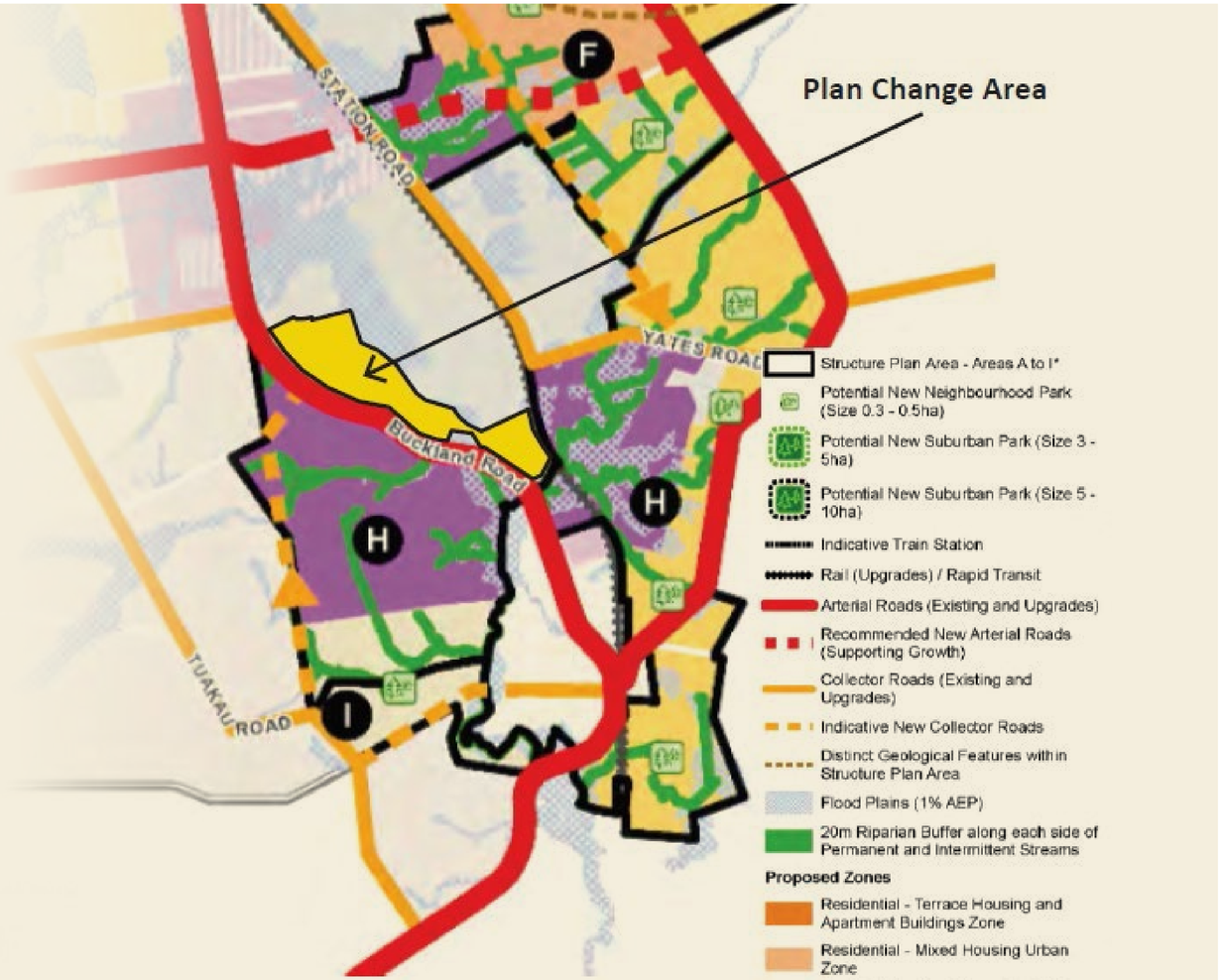
AFTER



PLAN CHANGE 87 CONTEXT

- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

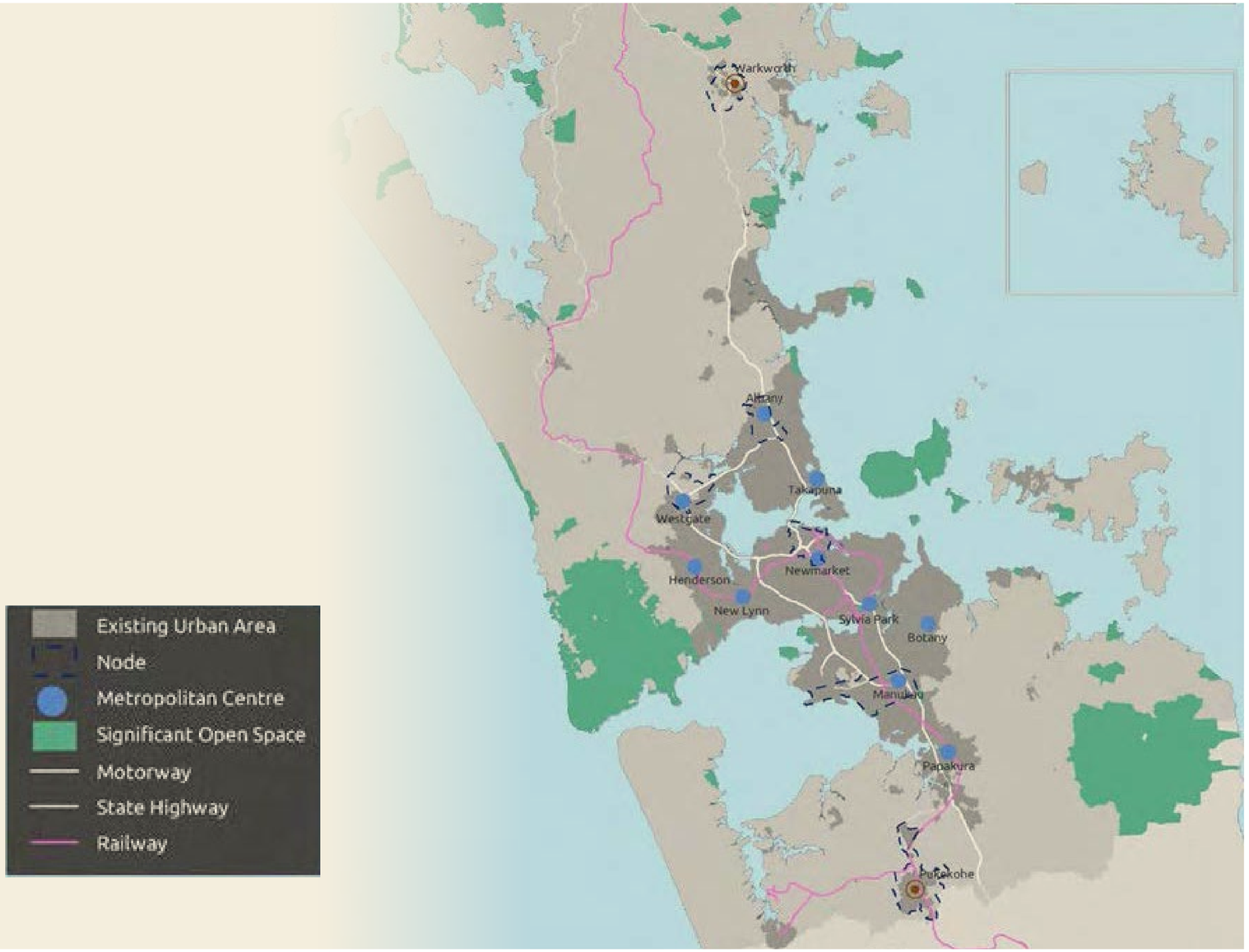


PUKEKOHE-PAERATA STRUCTURE PLAN

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

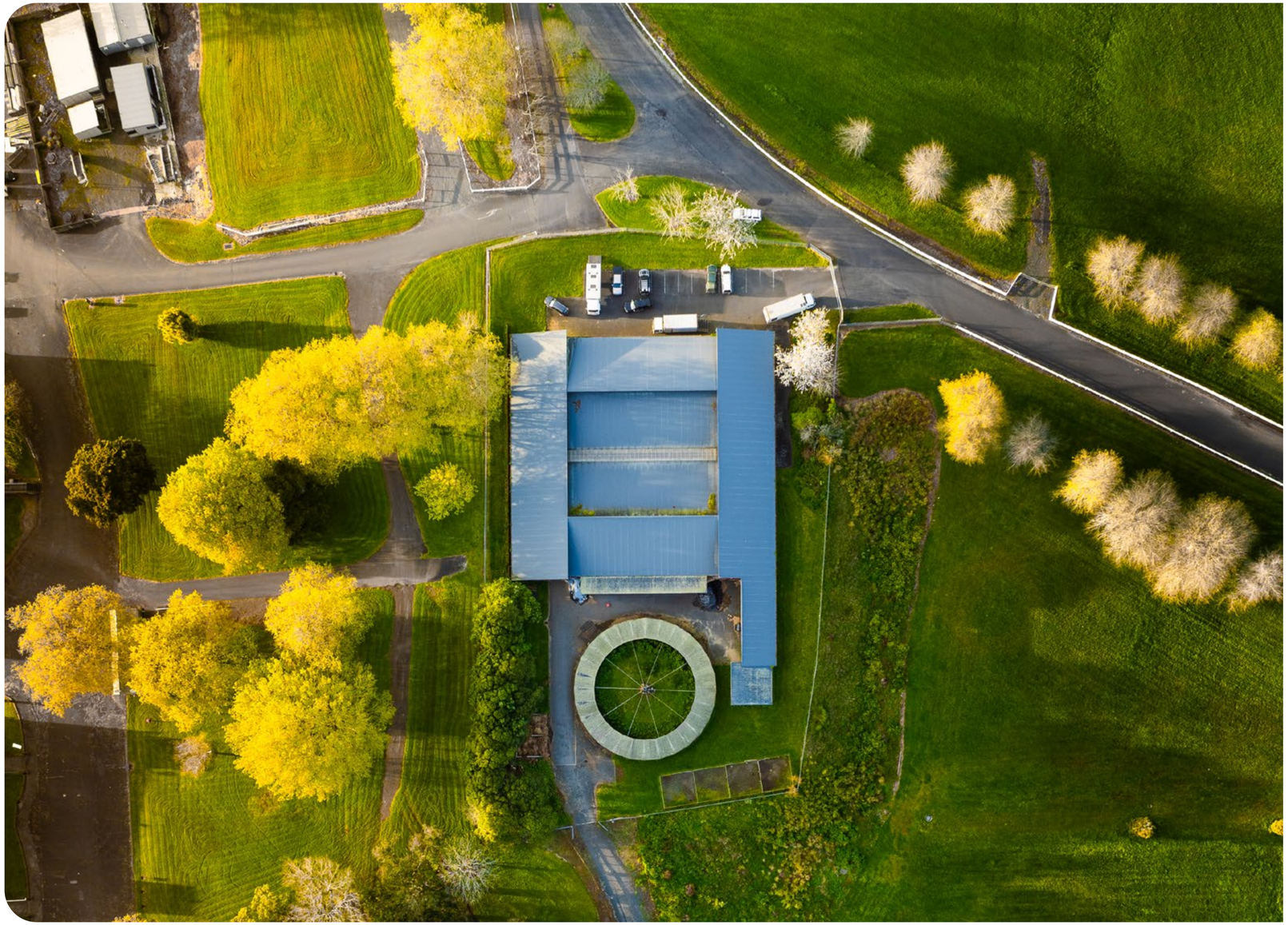


STRATEGIC CONTEXT (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

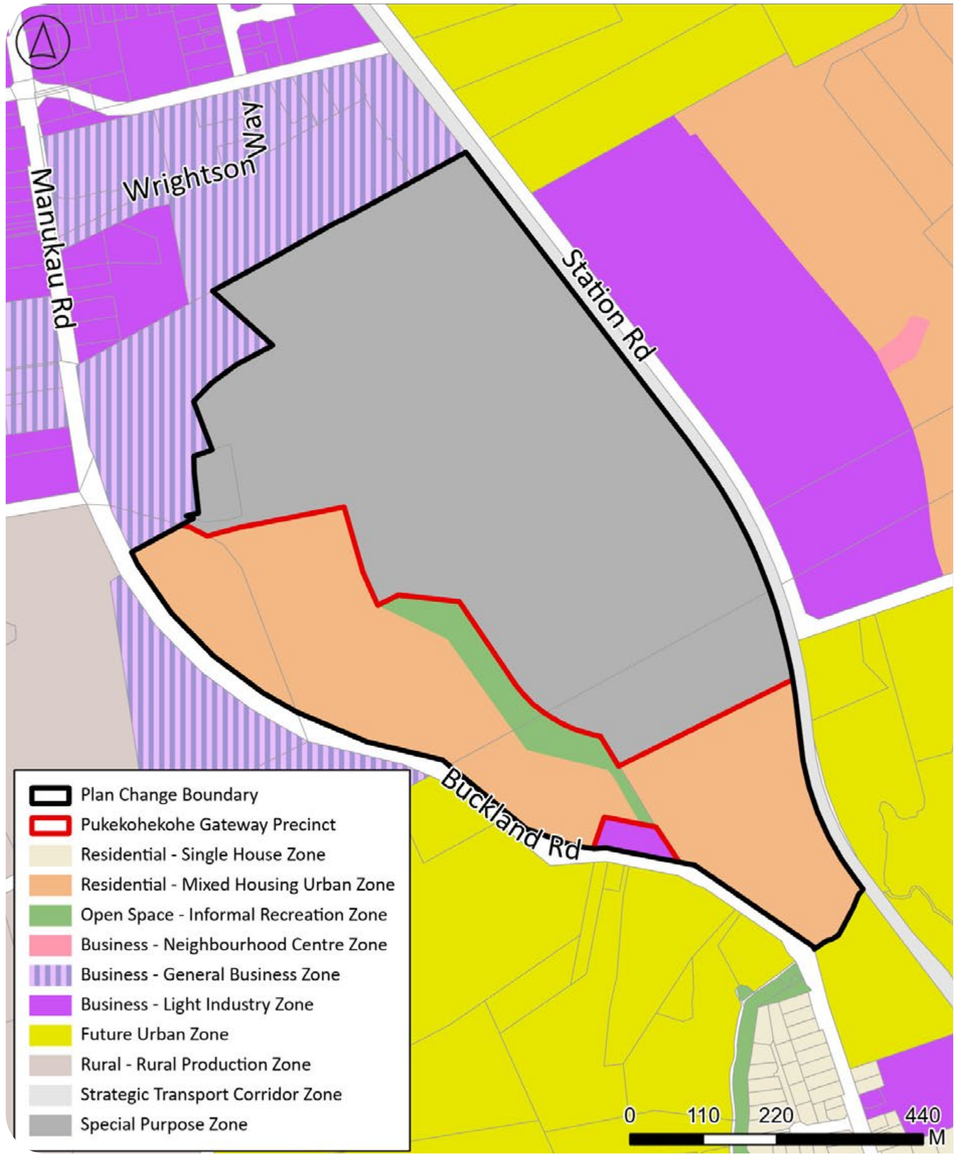


PLAN CHANGE SCOPE

- Rezone ~23ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential along with a channel enhancement and naturalisation opportunity
- Propose a bespoke Precinct to the Plan Change area and amend the existing Pukekohe Park Precinct
- Remove motorsport activities from the Pukekohe Park Precinct
- Update the Notable Tree Schedule using Auckland Councils Guidelines for Nominating a Notable tree for Evaluation

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



PROPOSED ZONING PLAN

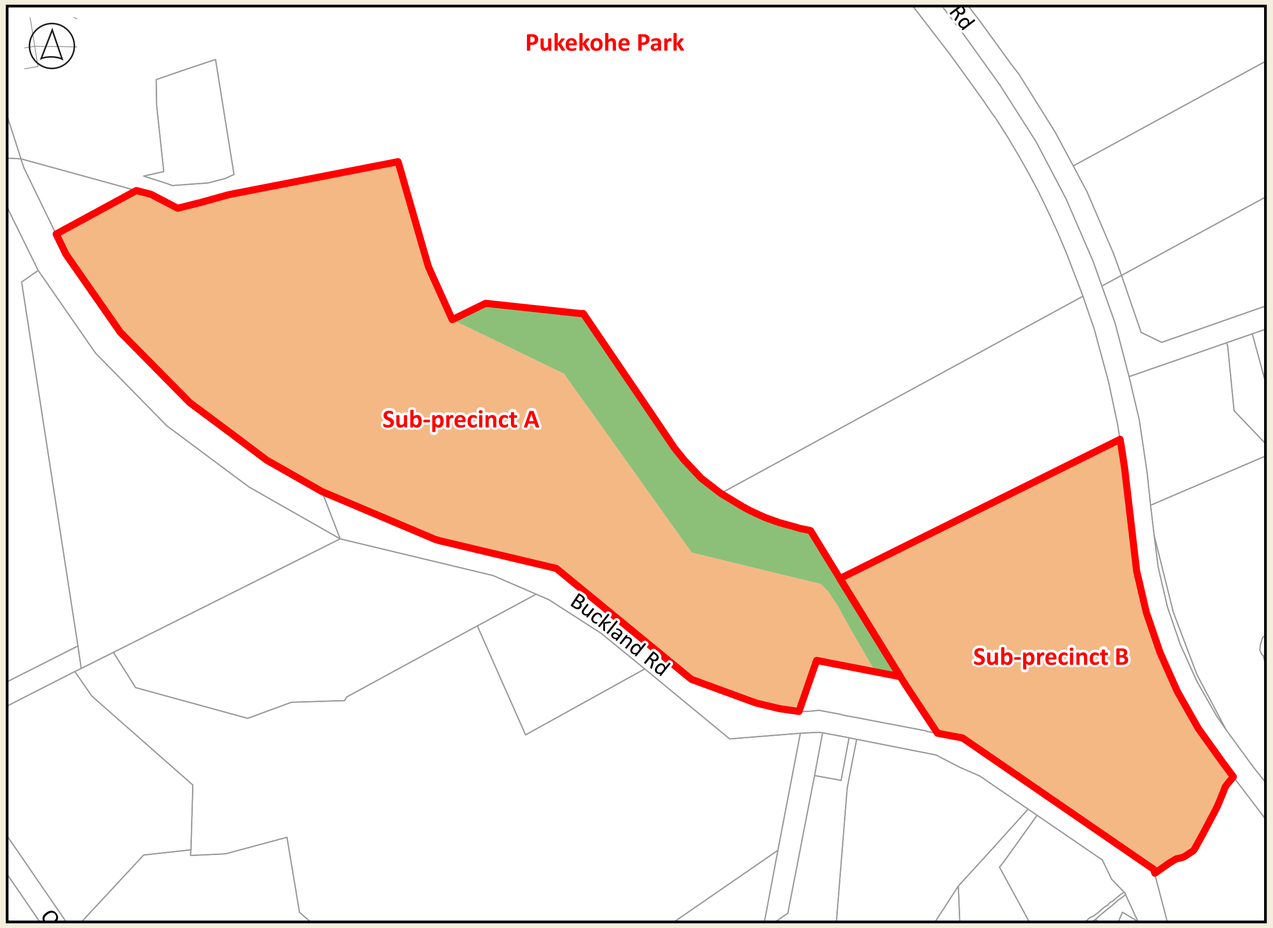
- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 400-600 dwellings.

AUCKLAND THOROUGHBRED RACING SINCE 1874

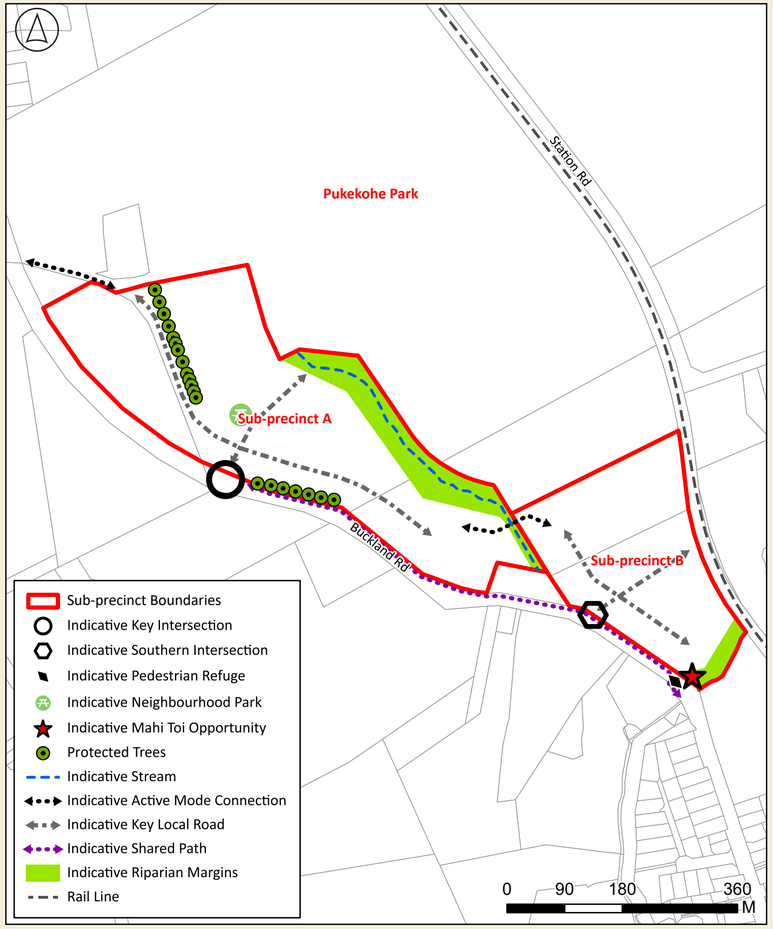
B&A Urban & Environmental

PUKEKOHEKOHE GATEWAY PRECINCT

Pukekohekohe Gatweway Precinct: Zones & Sub-precincts



Pukekohekohe Gatweway Precinct: Plan 1 Structuring Elements



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

PUKEKOHE PARK SCHEDULED TREE INFORMATION – JULY 2011

Area: Franklin
Address: Pukekohe Park (222 Manukau Road), Pukekohe **Tree No:** 214

Common Name: Elm, Plane, Puriri, English Oak, Pin Oak, Beech, Totara
Botanical Name: *Ulmus sp. Platanus x acerifolia, Quercus palustris, Quercus robur, Podocarpus totara, Vitex lucens, Fagus sylvatica*

Condition Evaluation

Points		3	9	15	21	27	Score
Form		Poor	Moderate	Good	Very Good	Specimen	15
Occurrence		Predominant	Common	Infrequent	Rare	Very Rare	9
Vigour / Vitality		Poor	Some	Good	Very Good	Excellent	15
Function		Minor	Useful	Important	Significant	Major	15
Age (yrs)		10yrs +	20yrs +	40yrs +	80yrs+	100yrs +	21
					SUB TOTAL		75

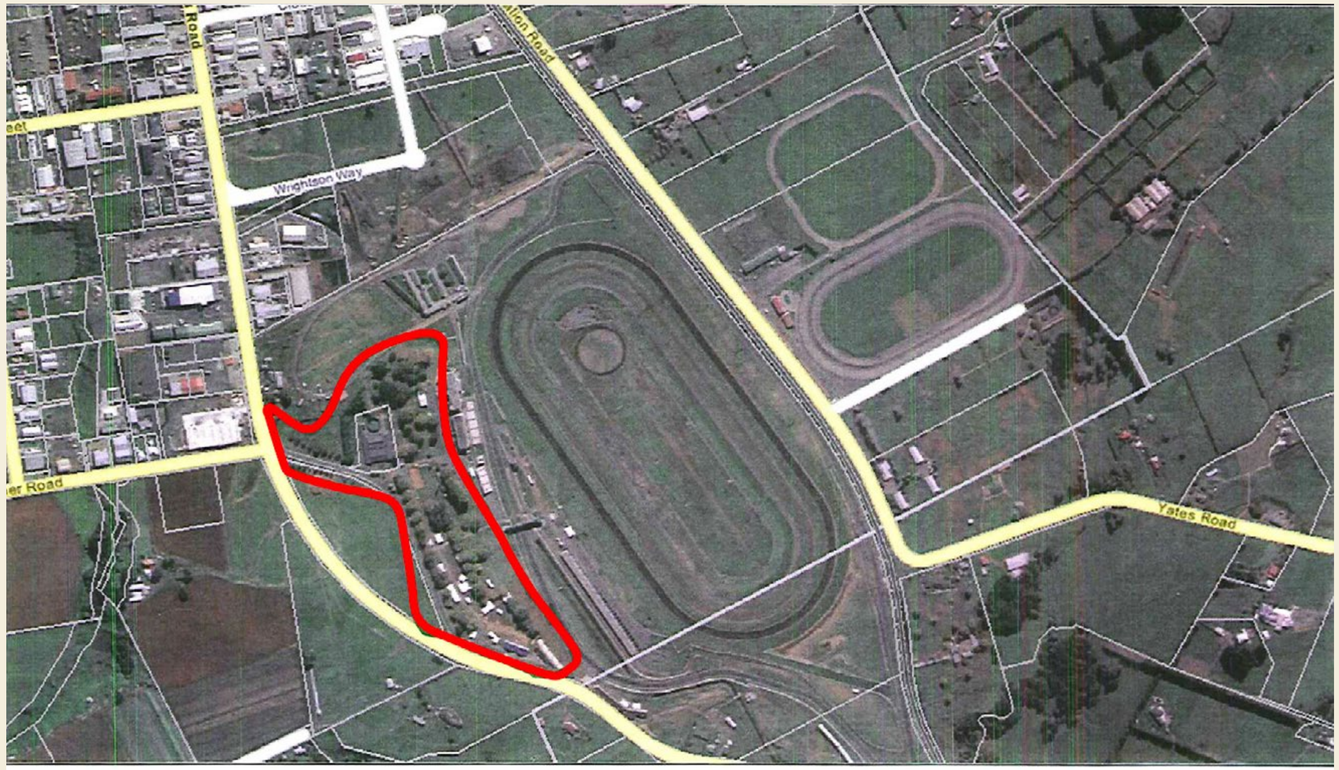
Amenity Evaluation

Points		3	9	15	21	27	Score
Stature (9)		3 to 8	9 to 14	15 to 20	21 to 26	27+	21
Visibility (km)		0.5	1	2	4	8	9
Proximity		Forest	Parkland	Group 10+	Group 3+	Solitary	9
Role		Minor	Moderate	Important	Significant	Major	21
Climate		Minor	Moderate	Important	Significant	Major	9
					SUB TOTAL		69

Notable Evaluation

Points		3	9	15	21	27	Score
Stature	Feature						
	Form						
Historic	Age 100+						
	Association						
	Commemoration						
	Remnant						
	Relict						
Scientific	Source						
	Rarity						
	Endangered						
					SUB TOTAL		0
					GRAND TOTAL		144

Notes: Elm, Plane, Puriri, English Oak, Pin Oak, Beech, Totara



This map/plan is illustrative only and all information should be independently verified on site before taking any action. Copyright Auckland Council. Boundary information from LINZ (Crown Copyright Reserved). Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Height datum: Auckland 1946.

Various - Puke Raceway

Created: Monday, 25 July 2011,10:34:10 a.m.

Scale @ A4 1:8000

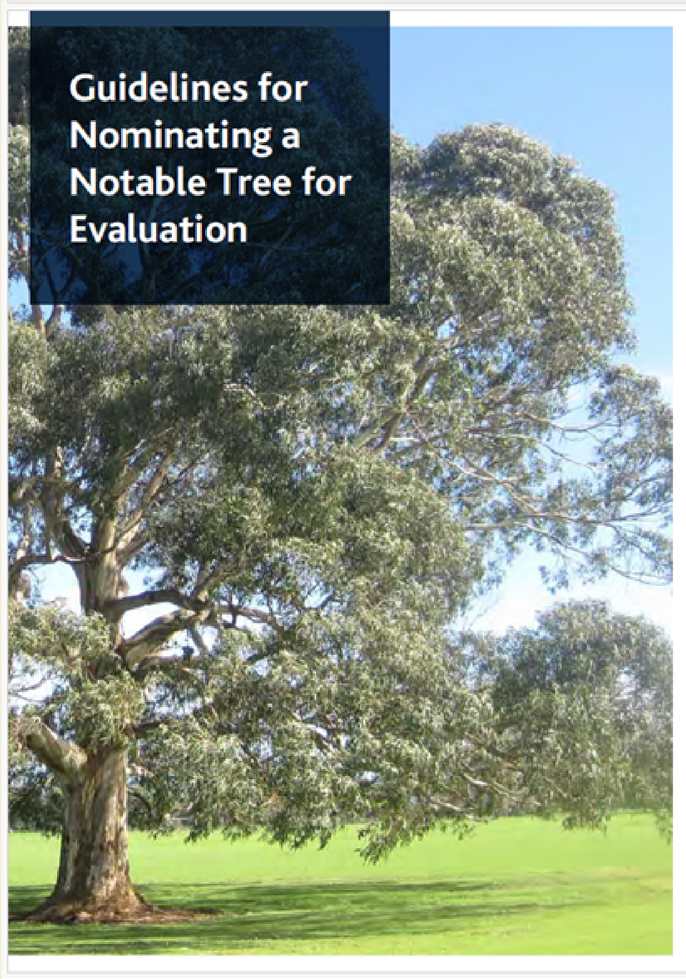
Auckland Council

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

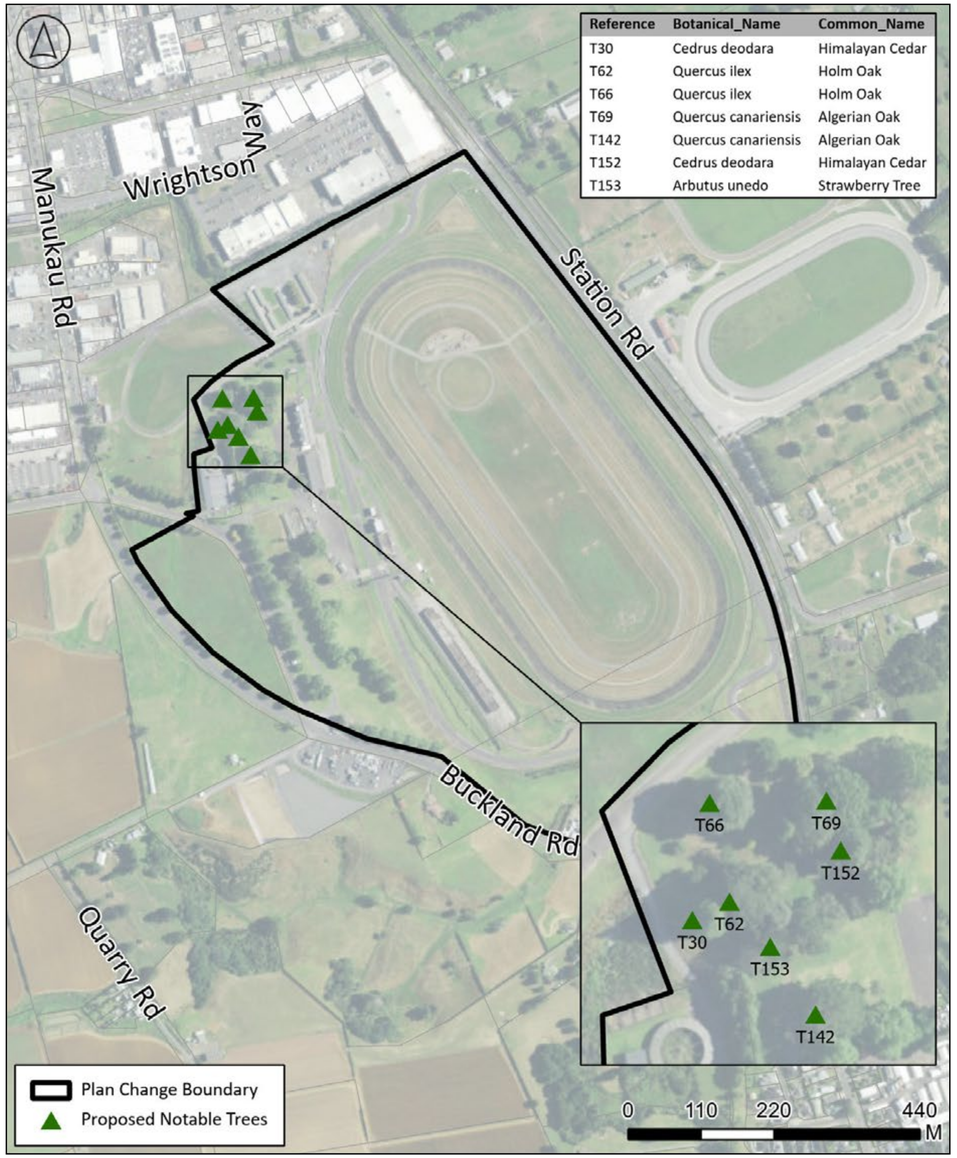
METHODOLOGY FOR ASSESSMENT

- Individual tree survey – August and November 2024
- All trees plotted to GIS-based inventory
- Tree categorisation – British Standards BS5837:2012
- Notable Tree Assessment to identify significant trees using the Auckland Council Guidelines for Nominating a Notable Tree for Evaluation
- Peer Review completed by Paper Street Tree Company December 2024



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta



TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10

Ref	Common Name	Botanical Name	Height	Crown Radius	TSF Score
T30	Himalayan Cedar	Cedrus deodara	27.2m	10m	20
T62	Holm Oak	Quercus ilex	18m	14m	21
T66	Holm Oak	Quercus ilex	20.2m	13.5m	28
T69	Algerian Oak	Quercus canariensis	18m	12.6m	23
T142	Algerian Oak	Quercus canariensis	19m	15.7m	23
T152	Himalayan Cedar	Cedrus deodara	16.5m	11.5m	23
T153	Strawberry Tree	Arbutus unedo	13.5m	11.5m	26

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10





Tree 30

Species: Himalayan Cedar *(Cedrus deodara)*
Height: 27.2m
DBH: 1234mm
Crown Radius: 10m

Age and health	Character and form	Size	Visual contribution	Score
5	0	5	10	20

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10





Tree 62

Species: Holm oak (Quercus ilex)
Height: 18m
DBH: 1748mm
Crown Radius: 14m

Age and health	Character and form	Size	Visual contribution	Score
6	0	5	10	21

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10





Tree 66

Species: Holm oak (Quercus ilex)
Height: 20.2m
DBH: 1750mm
Crown Radius: 13.5m

Age and health	Character and form	Size	Visual contribution	Score
8	5	5	10	28

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10



Tree 69

Species: Algerian oak (Quercus canariensis)
Height: 18m
DBH: 1278mm
Crown Radius: 12.6m

Age and health	Character and form	Size	Visual contribution	Score
8	5	5	5	23

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10





Tree 142

Species: Algerian oak (Quercus canariensis)
Height: 19m
DBH: 1425mm
Crown Radius: 15.7m

Age and health	Character and form	Size	Visual contribution	Score
8	5	5	5	23

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10



Tree 152

Species: Himalayan cedar (Cedrus deodara)
Height: 16.5m
DBH: 1456mm
Crown Radius: 11.5m

Age and health	Character and form	Size	Visual contribution	Score
8	5	5	5	23

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10



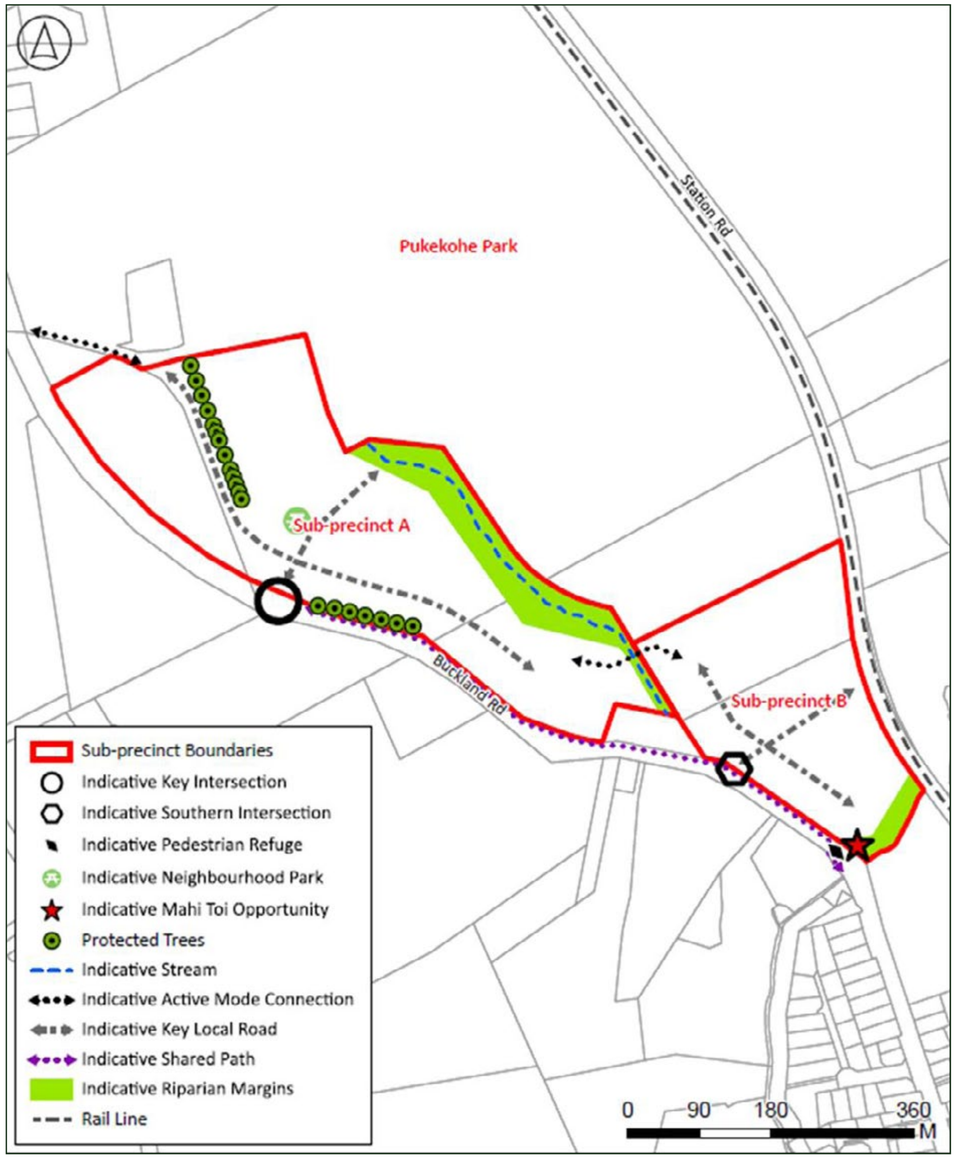
Tree 153

Species: Strawberry tree (Arbutus unedo)
Height: 13.5m
DBH: 1377mm
Crown Radius: 11.5m

Age and health	Character and form	Size	Visual contribution	Score
6	5	10	5	26

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta



PRECINCT PLAN IDENTIFYING TREES TO BE PROTECTED THROUGH PRECINCT PROVISIONS

- Pukekohekohe Plan Change proposes to update the current “group” of trees included in Schedule 10 – Notable Trees Schedule of the AUP(OP) and individually schedule and protect the seven trees which have scored >20 using the Councils Guidelines for Nominating a Notable Tree for Evaluation
- In addition it is proposed to identify two groupings of tress through the proposed Pukekohekohe Gateway Precinct for “protection” for amenity values

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

STREAM CHANNEL ENHANCEMENT AND NATURALISATION



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

CONSULTATION AND ENGAGEMENT

Extensive engagement and consultation with key stakeholders is underway and will be ongoing, including:

- **Mana Whenua** – Ngāti Tamaoho and Ngaati Te Ata Waiohua have expressed interest in being involved in the Pukekohekohe Plan Change and will be providing CVAs to accompany the application. An on-site cultural induction, introductory hui and site walkover have all been undertaken with mana whenua representatives;
- **Healthy Waters** – Engagement with Healthy Waters staff has commenced. The stormwater management strategy for the site and the flood modelling results have been discussed. Healthy Waters helped develop and have approved the base model used for the flood modelling
- **Watercare** – Two meetings have been held with Watercare. Watercare have advised that they prioritise connecting live zoned land over FUZ, and that there is capacity within the existing bulk Infrastructure to service the PPC, and only local upgrades and connections will be required to service future development;
- **Auckland Transport** – Two meeting have been held with Auckland Transport. The traffic modelling used to inform the ITA and the identified transport infrastructure upgrades required to service future development enabled by the PPC have been discussed;
- **KiwiRail** – An introduction meeting has been held with KiwiRail. Acoustic provisions that have been recently adopted in other PC's adjacent to the rail corridor were agreed as best practice and will be applied to the part of the PC area adjacent to the rail corridor; and
- **Counties Energy** have issued a letter of support for the PPC, and have confirmed that power supply required to service the PC area exists and will be available.

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

UPCOMING ENGAGEMENT AND CONSULTATION

Community and stakeholder engagement will be ongoing, and upcoming engagement includes:

- A community open day will be held early March inviting adjacent landowners, horse trainers who use the Pukekohe Park Racecourse, members of the community as well as Councillors, MoP and LB members to discuss the proposed PC;
- The Plan Change will be presented to the Franklin Local Board at the February meeting;
- Kōrero with mana whenua will be ongoing and various specialists will be meeting with mana whenua representatives to ensure cultural outcomes and recommendations of Ngāti Tamaoho and Ngaati Te Ata Waiohua are expressed through the Plan Change; and
- Pre-lodgement meetings will be scheduled with Auckland Council Plans and Places, Arborists, Healthy Waters, Auckland Transport, Watercare and KiwiRail.

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

SPECIALIST TEAM

- Planning (B&A)
- Urban Design (B&A)
- Landscape (B&A)
- Transport (CKL)
- Stormwater (Woods)
- Infrastructure (Woods)
- Economics (Urban Economics)
- Geotech (ENGEO)
- Contamination (ENGEO)
- Ecology (Viridis)
- Arboriculture (Greenscene)
- Acoustic (Styles Group)
- Archaeology (Archaeology Solutions)
- Legal (Russell McVeagh)
- QS (Cuesko)



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



NEXT STEPS

- Plan change preparation and reporting
- Stakeholder engagement and pre-apps
- Plan Change lodgement: March 2024

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

QUESTIONS?

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

KERIKERI | WHANGĀREI | WARKWORTH | AUCKLAND | HAMILTON | CAMBRIDGE

NAPIER | WELLINGTON | CHRISTCHURCH | WANAKA

Appendix 7

Hui Minutes and Presentation Slides

B&A

Urban & Environmental

Minutes

Project: Pukekohe Park Plan Change – Introduction Meeting

Date: 2 October 2024

Time: 10.00am

Location: MS Teams

Attendees: Karl Flavell (KF), Lucie Rutherfurd (LR), Adam Sadgrove (ATR), Nick Roberts (B&A), Cassandra Rippon (B&A), Cosette Pearson (B&A), Cam Wallace (B&A), Joseph McCready (B&A)

Apologies: Edith Tuhimata (ET)

Item	Detail	Action

1	• KF opened hui with karakia
	• Introductions
	  o Karl Flavell – Ngati te Ata
	  o Lucie Rutherfurd – Ngati Tamaoho
	  o Nick Roberts – Director, B&A
	  o Adam Sadgrove – Development Manager, ATR
	  o Cam Wallace – Urban Design, B&A
	  o Joseph McCready – Landscape Architect, B&A
	  o Cassandra Rippon – Planner, B&A
	  o Cosette Pearson – Planner, B&A
		-

2	Introduction – NR provided an introduction to the site, project and Auckland Thoroughbred Racing ('ATR') • Pukekohe Park is located at 222-250 Manukau Road, Pukekohe • The subject site (72ha) has hosted thoroughbred horse stabling, training, trialling and racing since the 1920's and Motor Racing since the 1960's. • Auckland Thoroughbred Racing (ATR) would like to enable residential development of a portion (~24.84ha) of Pukekohe Park. • The intention is the existing thoroughbred operation on the balance land remains. More racing, trialling and horses training and stabled on site. In time, proceeds from the sale of the land will be reinvested in the equine activity on site. We would like to see the proposed residential land developed in a manner which supports and is sympathetic the equine operation. Motor Racing ceased in April 2023.	-

	• Intention to bring the community back to Pukekohe Park – noting the site currently has the appearance of a 'private gated facility', trying to bring the people back to the park. • ATR seeking to rezone ~24.84ha to residential to enable residential development and consolidate its land, and remove motorsport activities from the precinct • Either modify existing Pukekohe Precinct, add new sub-precinct or a precinct • PC northern boundary is a 'hard line' – this will remain as the entrance to the club, northern part of the site will continue BAU and facilities/stabling will be upgraded over time • KF queried the purpose of the recent boundary adjustment application at the site o AS noted this is to tidy up to consolidate the number of titles occupied by the track.	

3	General discussion/questions
	• LR queried the location of the WSL pumpstation, stream and where this is piped to?
	  o NR identified location of pumpstation and stream to the south of the PC area, and noted removal of the motor racing allows opportunities for daylighting of the existing SW channel, including naturalisation and ecological enhancement opportunities
	• LR queried whether the PC area will connect into the WSL pumpstation and how many houses are anticipated
	  o AS confirmed the PC area (approx. 500 dwellings, mix of single to two storey standalone, duplex and terrace) will connect into the WSL pumpstation
	  o LR noted WSL infrastructure is often old and overflows when it rains. LR would like to know how often it overflows and in what circumstances
	  o NR noted that we understand the pumpstation has been recently upgraded and has sufficient capacity. Introduction meeting with WSL is booked in for November.
	  o LR queried if there is space on site for a dry basin as unacceptable to have wastewater overflows in waterways.
	  o AS confirmed we're still in initial discussions with WSL. To include LR and KF in discussions with WSL if any issues. We are looking to meet with them in November and will make a point of requesting information on the issues raised by LR
		B&A/ATR

- KF queried how much of the channel runs through the site, how much will be naturalised, and whether all of it can be naturalised?

  AS noted approx 1km of stormwater channel through the site, we are exploring the opportunity of naturalising approx 500m of this. A naturalising concept plan is being prepared the people involved were all at the Hui and heard what was shared. Would like to propose a hui post receipt of the CVA to discuss the opportunity. Not likely to be able to naturalise 100% without ceasing equine operations on site. Aprox 500m is outside the PC area,

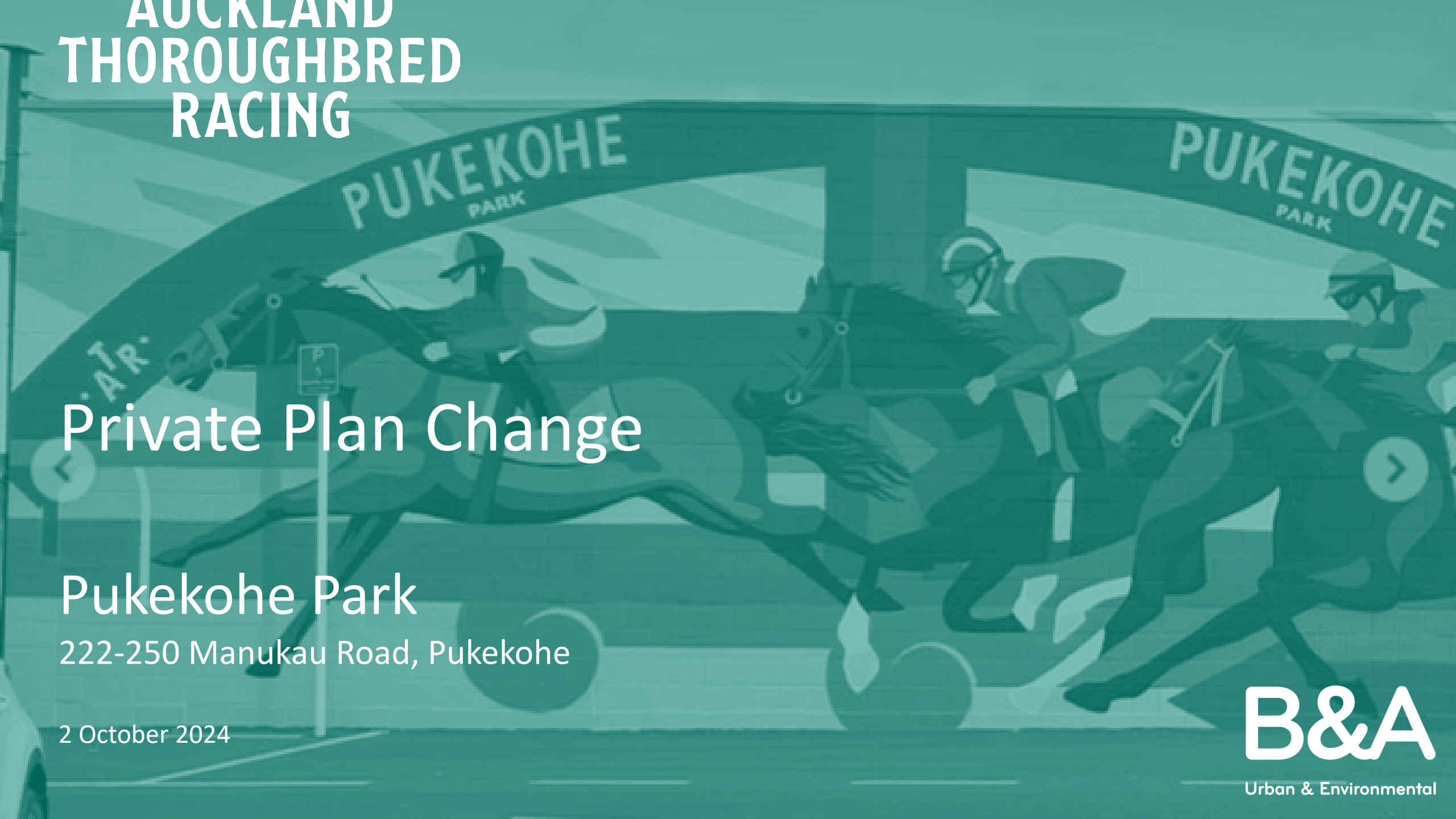
- KF queried if medium density zone means there will be apartments
  - NR noted most likely will be Mixed Housing Urban zone which allows up to 11m high buildings. Apartments are unlikely given the market and economic advice received (which demonstrates site is viable for larger homes in larger sites, apartments unlikely to be commercially viable, with the exception of retirement villages)
  - KF queried if the whole PC area could be a retirement village? AS noted yes it could, but would have to go through rigorous RC process, ATR plan is to continue to operate from the site and intends to carefully select and their development partner to include commitment to design and development parameters.

- LR queried what the process is? Will ATR obtain the PC, then sell superlots to build partners?
  - AS confirmed ATR will obtain the PC likely to take a while, then consider the next steps. Unlikely to complete the comprehensive subdivision and sell down of individual sections to home building companies. May involve subdividing the 25ha into four lots. The intention is that ATR carefully market directly to selected specialist residential development partners, subject to Sale and Development Agreement to include ATR Pukekohe Park Design Guide Lines (mandated through a legal instrument on the title). The intention the proceeds will be invested in the Equine and Event Centre Operations.

	• Channel diversion o AS also confirmed the maintenance of the proposed channel is likely to remain with ATR, rather than be vested with the Council. o LR queried if houses will front onto the stream? AS confirmed the intention is for houses to front the stream. It is not the intention for private backyards to face onto the stream. o LR queried if there will be a footpath adjacent to the stream? AS confirmed this is likely to be the case for safe access for pedestrians and children. Also provides passive surveillance.	
	• Archaeological assessment o LR queried if an archaeological assessment has been prepared? AS confirmed Hans is preparing this. o KF noted cultural references to be included.	B&A/ATR
	• Cultural Values Assessments (CVAs) o LR/KF noted CVAs should be commissioned to feed into masterplanning – ATR to request LR/KF for fees to start this process. o KF noted the value of including cultural landscape maps and recommended further exploration and inclusion of telling the story of Pukekohekohe – what does Pukekohekohe mean? AS noted working on this with Republik. Republik will contact KF and ET to explore further what they heard at the hui along with others in the local, equine and motor sport community to assist with creating a narrative. o AS understands Paora and Ediths position on not providing copies of presentations shared at cultural induction on 30 August. PC team would appreciate a few images included within their presentations to enable us to include more information on the cultural narrative within the PPC application. o Further focussed hui with Ngati Te Ata, Ngati Tamaoho and ATR's specialists to take place in the coming months to discuss key matters such as planting palettes, stormwater etc. PC team to contact Ngati Te Ata and Ngati Tamaoho ahead to arrange meetings.	ATR B&A/ATR
	• Indicative plant species o LR noted good to see some taller species. Noted a lot of cheap developments use shorter plants, which fail to provide	

	adequate shading for waterways, causing higher water temperatures, growth of fungus etc.	
5	AS closed hui	

AUCKLAND THOROUGHBRED RACING



Private Plan Change

Pukekohe Park

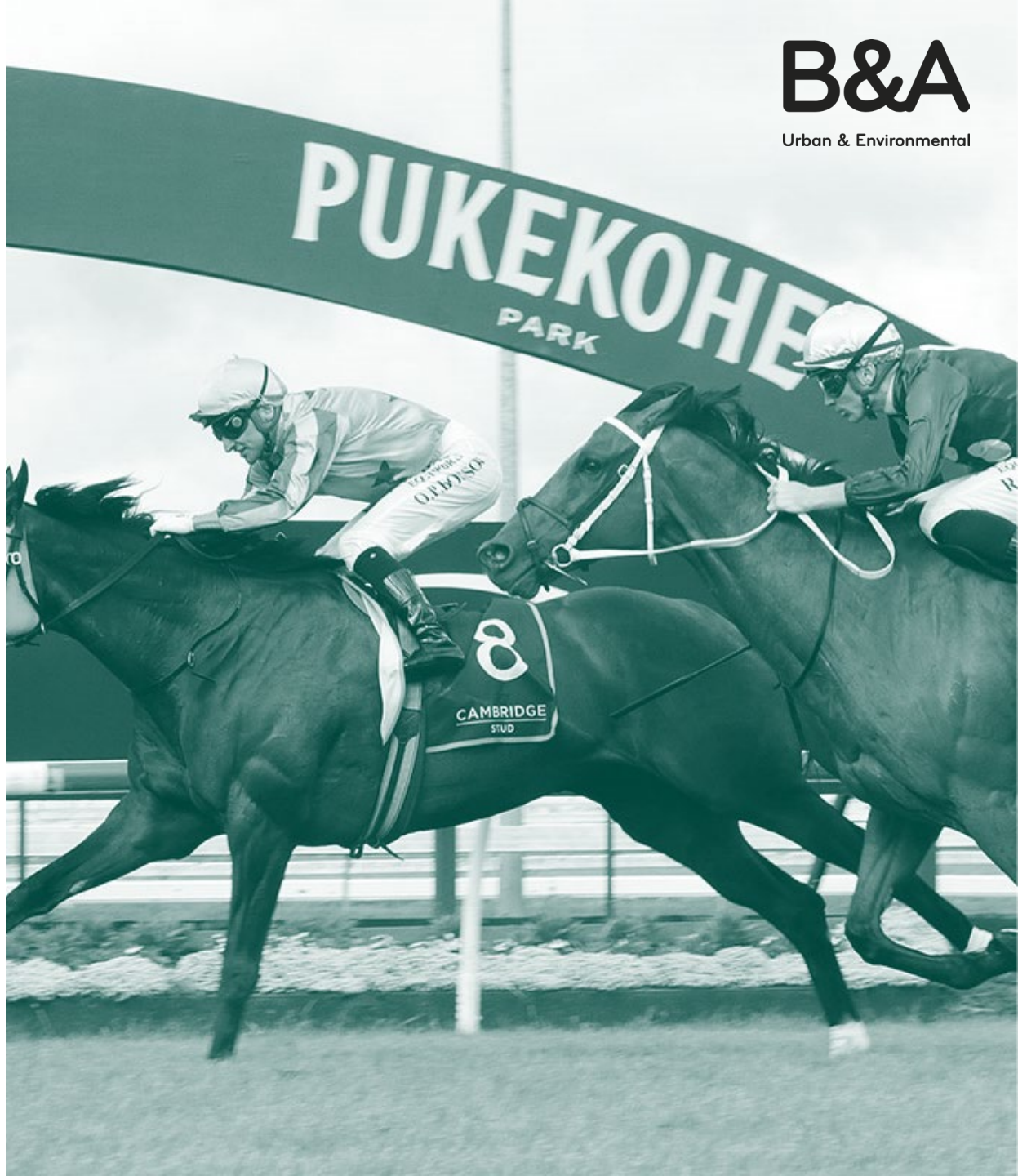
222-250 Manukau Road, Pukekohe

2 October 2024

B&A
Urban & Environmental

Introduction

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30, PC74 and PC87
- Plan Change Scope
- Next Steps



B&A
Urban & Environmental

AUCKLAND THOROUGHBRED RACING

Background & Purpose

- Pukekohe Park - 222-250 Manukau Road, Pukekohe
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- ATR would like to enable residential housing on ~24.84ha
- The purpose of the private plan change is to:
  - Rezone - ~24.84ha to enable residential development
  - Remove – provisions relating to motor racing from the Pukekohe Park Precinct (I434)

AUCKLAND THOROUGHBRED RACING



B&A Urban & Environmental

Site Location





B&A
Urban & Environmental

AUCKLAND THOROUGHBRED RACING


Manukau Rd
Kitchener Rd
Station Rd
Yates Rd
Buckland Rd
AUCKLAND
THOROUGHBRED
RACING
B&A
Urban & Environmental

Plan Change Area









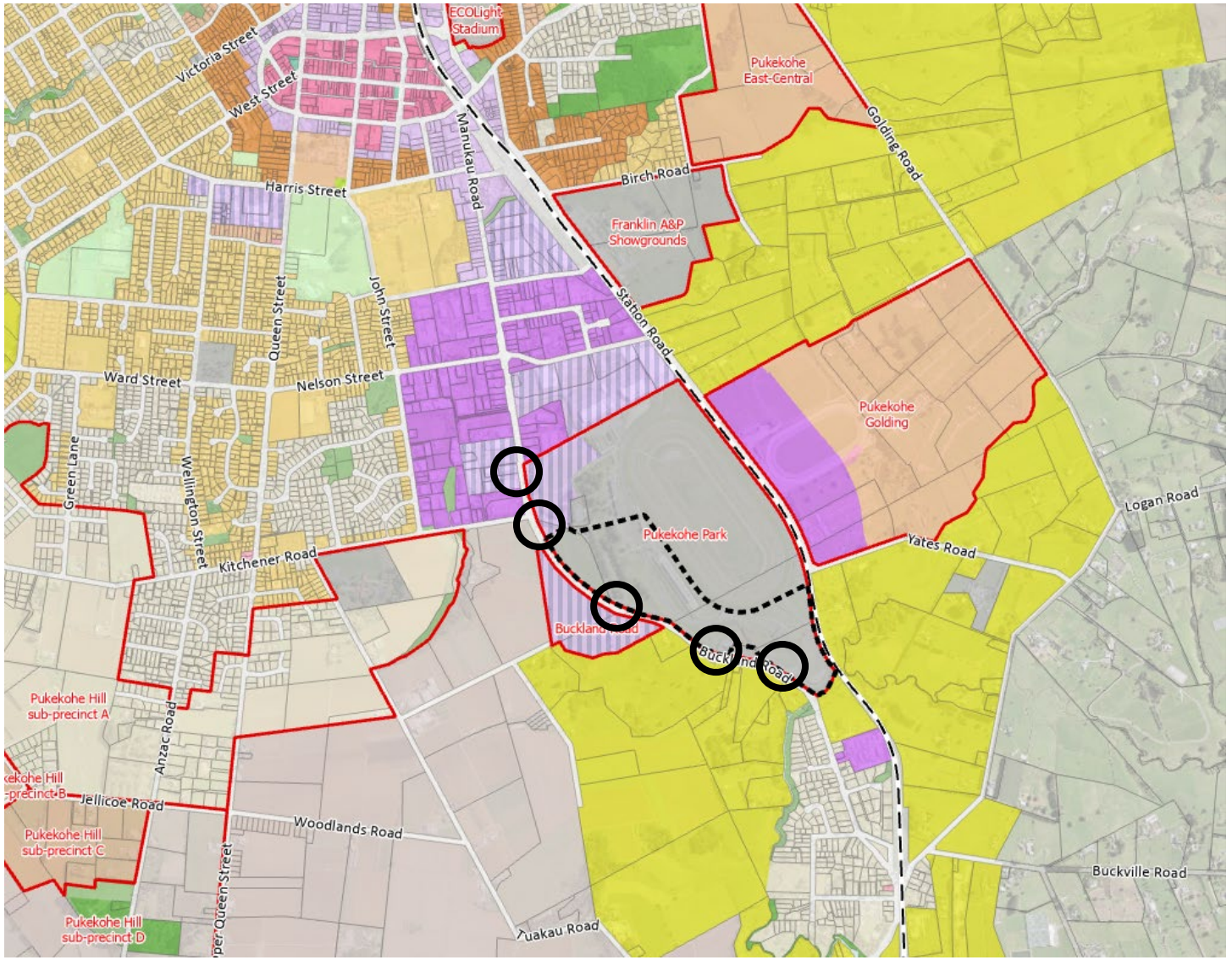
B&A
Urban & Environmental

AUCKLAND THOROUGHBRED RACING


B&A
Urban & Environmental
AUCKLAND
THOROUGHBRED
RACING

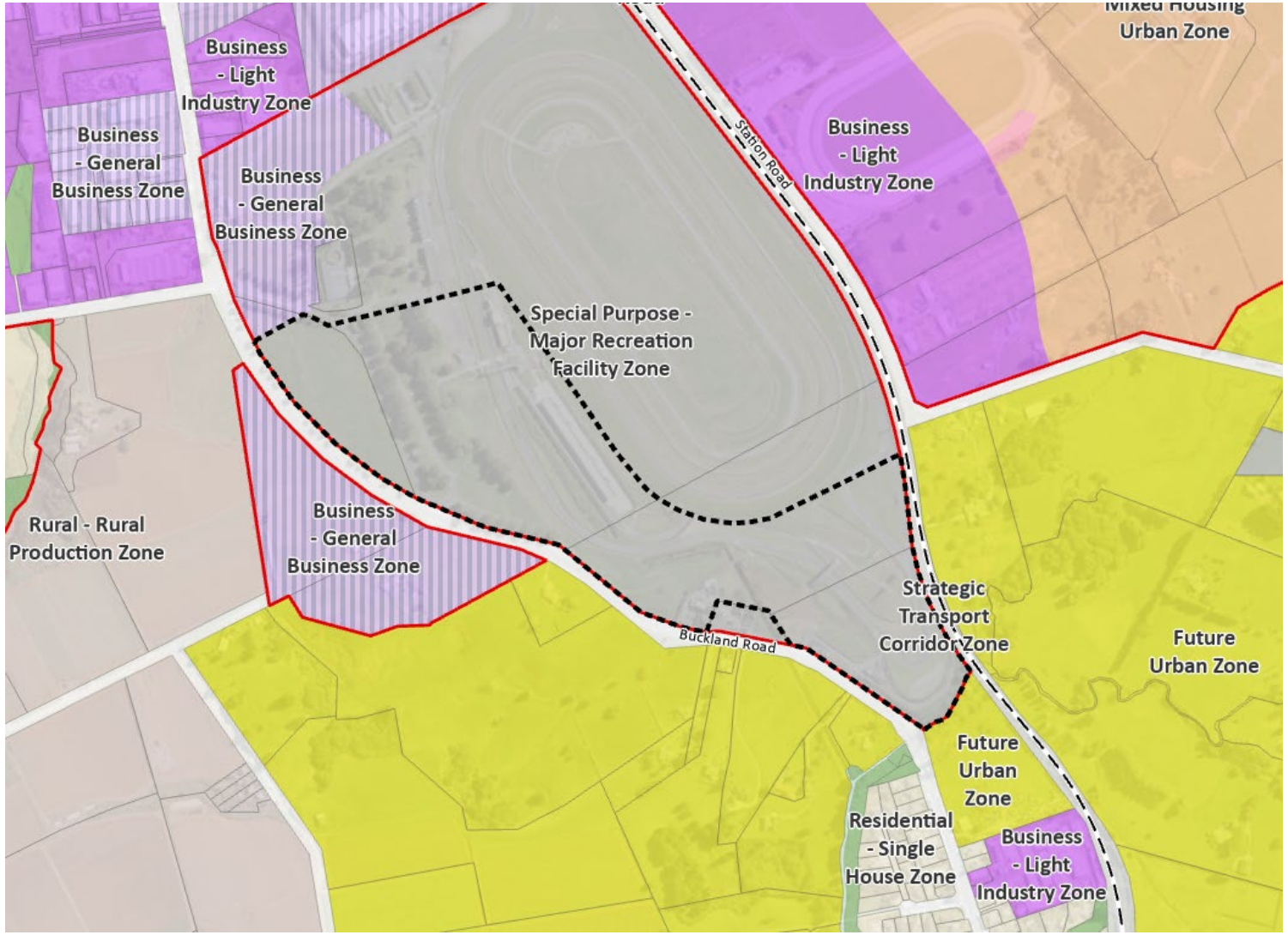
Site Context

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south
- Five existing access points from Manukau / Buckland Roads



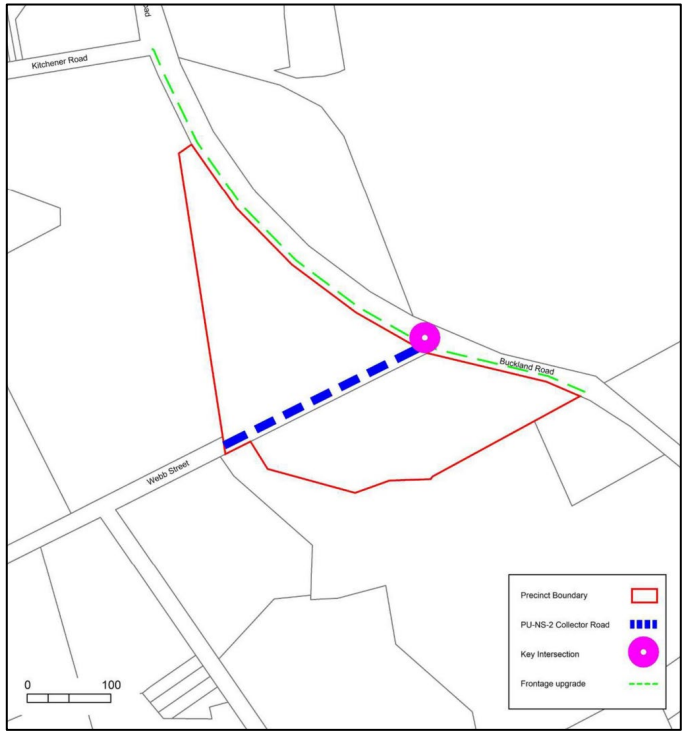
Existing AUP Zoning

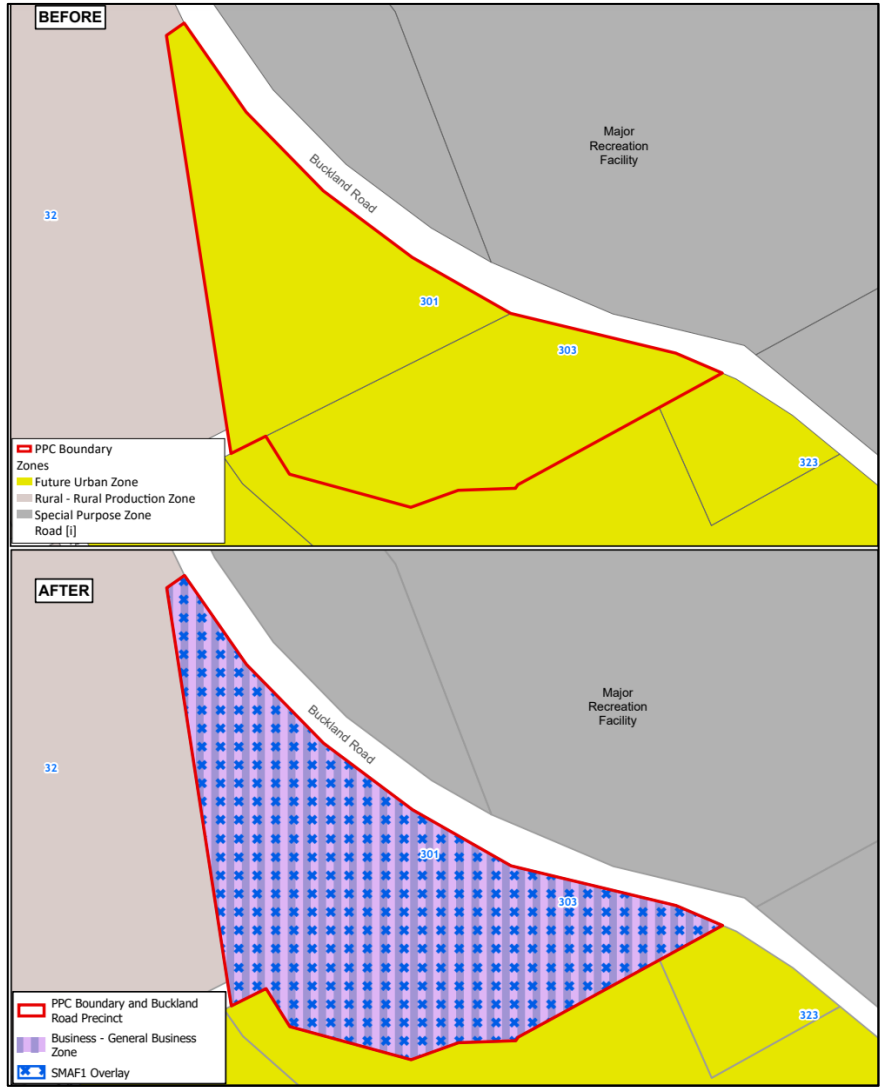
- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road



Plan Change 87 Context

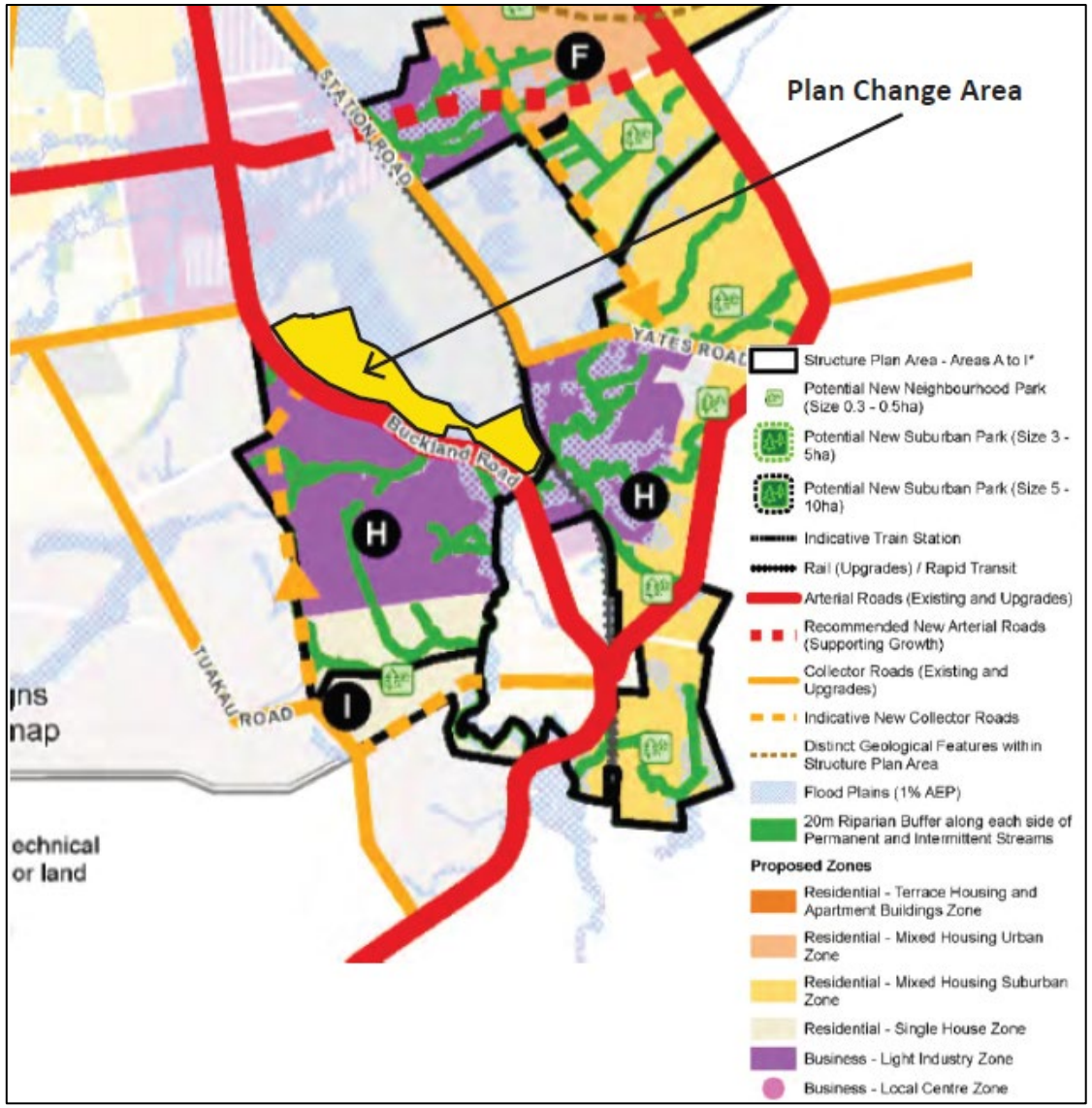
- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”





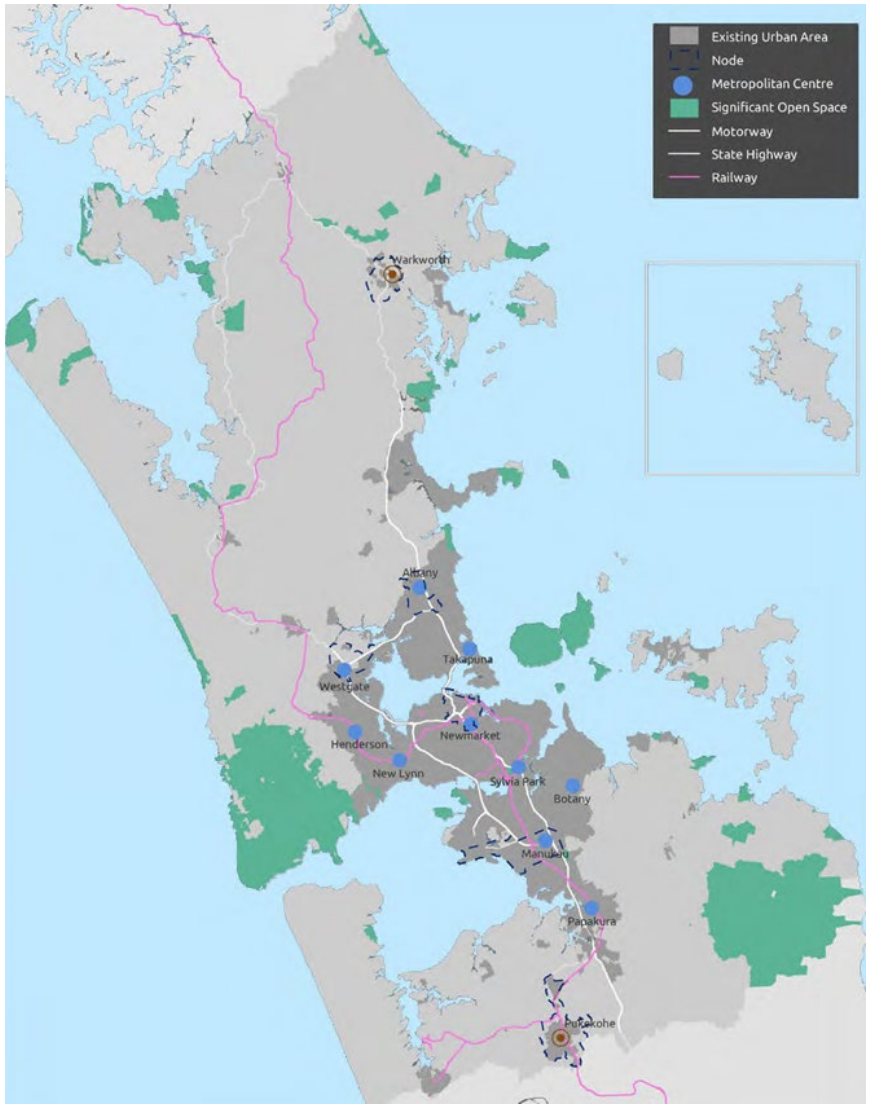
Pukekohe-Paerata Structure Plan

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.



Strategic Context (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

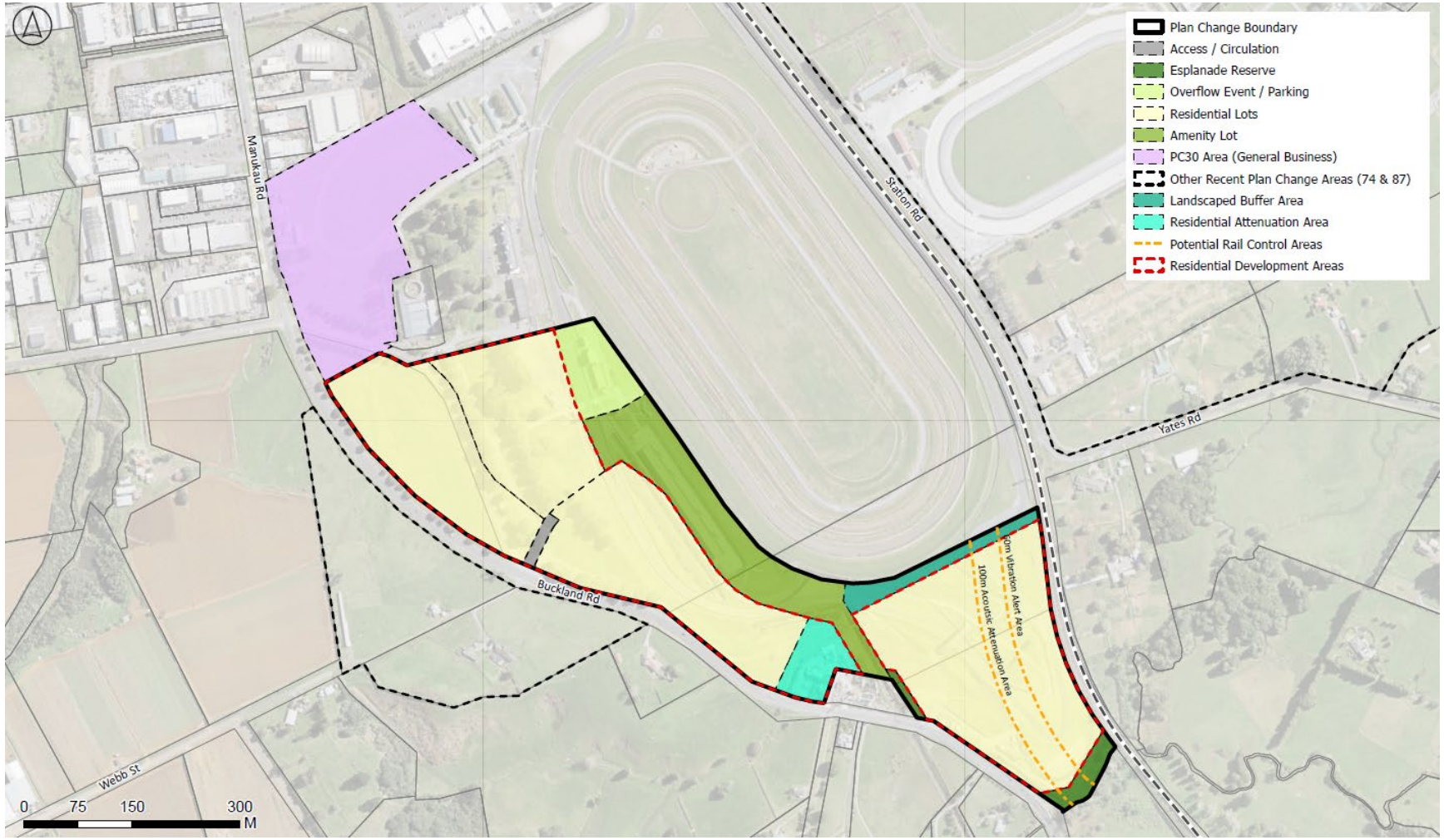


Plan Change Scope

- Rezone ~24.84ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential
- Either apply a bespoke Precinct to the PC area or amend the existing precinct
- Remove or modify motorsport activities from the Pukekohe Park Precinct (incl. consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct)
- Amend the Notable Tree schedule

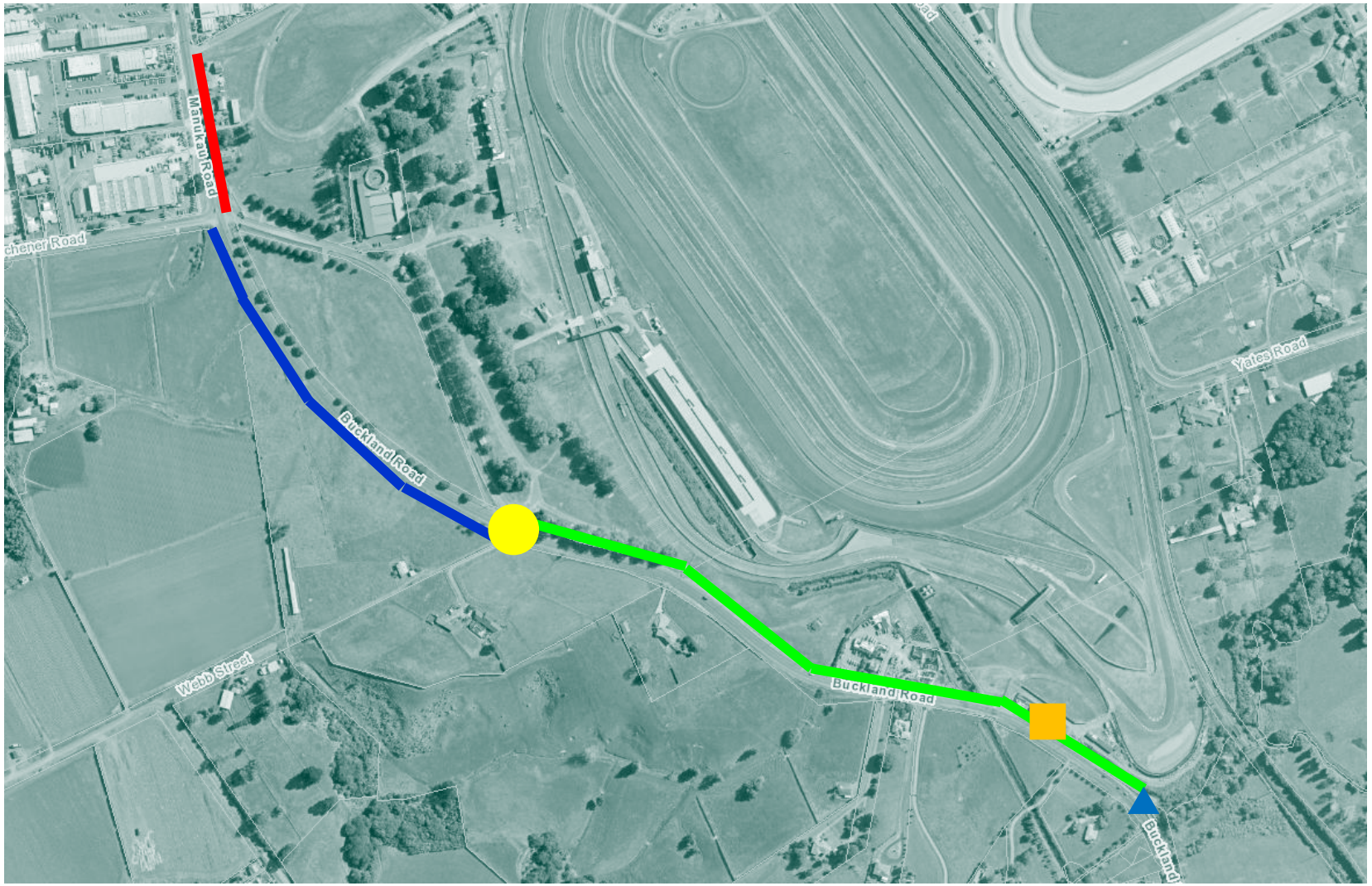
Working Masterplan

- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 400-600 dwellings.



Buckland Rd Frontage Strategy

- 1.8m Proposed Footpath (PC30)
- 3m Proposed Shared path (PC87)
- 3m Proposed Shared path (PP)
- Roundabout (PP & PC87)
- Likely Secondary PP Access
- Potential Pedestrian Refuge



AUCKLAND THOROUGHBRED RACING

Indicative Plant Species

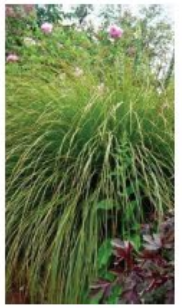
- Initial thoughts on plant species for riparian margin and open spaces.



Dysoxylum spectabile - Kohekohe



Macropiper excelsum - Kawakawa



Carex virgata - Pukio



Codyline australis - Tī kōuka



Kunzea ericoides - Kanuka



Carex secta - Purei



Vitex lucens - Puriri



Aristotelia serrata - makomako



Austroderia fulvida - Toetoe



Coprosma robusta - Karamū



Phormium tenax - Harakeke



Dacrydium cupressinum - Rimu



Leptospermum scoparium - Mānuka



Coprosma rhamnoides - Mingimingi



Hebe stricta - Koromiko



Alectryon excelsus - Titoki



Metrosideros excelsa - Pōhutukawa



Sophora microphylla - Kowhai

AUCKLAND THOROUGHBRED RACING

B&A Urban & Environmental

Specialist Team

- Planning (B&A)
- Urban Design (B&A)
- Landscape (B&A)
- Transport (CKL)
- Stormwater (Woods)
- Infrastructure (Woods)
- Economics (Urban Economics)
- Geotech (ENGEO)
- Contamination (ENGEO)
- Ecology (Viridis)
- Arboriculture (Greenscene)
- Acoustic (Styles Group)
- Archaeology (Archaeology Solutions)
- Legal (Russell McVeagh)

Next Steps

- Plan change preparation and reporting: underway
- Stakeholder engagement and pre-apps: underway
- Plan Change lodgement: December 2024



AUCKLAND THOROUGHBRED RACING



AUCKLAND THOROUGHBRED RACING

Questions?

B&A
Urban & Environmental

Kerikeri | Whangārei | Warkworth| Auckland | Hamilton | Cambridge | Napier | Wellington | Christchurch | Wanaka

Minutes

Project: Pukekohekohe Park Plan Change – On-Site Hui / Walkover

Date: 3 December 2024

Time: 9:30am-12:00

Location: Pukekohekohe Park

Attendees:

Name	Role/Organisation
Karl Flavell (KF)	Ngaati Te Ata Waiohua
Edith Tuhimata (ET)	Ngāti Tamaoho
Lucie Rutherfurd (LR)	Ngāti Tamaoho
Adam Sadgrove (AS)	ATR
Pranil Wadan (PW)	Woods
Brian Flood (BF)	Woods
Joseph McCready (JM)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates
Nick Roberts (NR)	Barker & Associates

Item	Detail	Action
1	ET opened the on-site hui with a karakia.	
2	All attendees drove the Plan Change area boundary and parked at the southeastern part of the Plan Change area (with a good view back towards the racetrack, grandstand and the area proposed to be subject to the Pukekohekohe Park Plan Change). KF mentioned concerns with the amount of fill required and where exactly the source will be coming from offsite/onsite.	
3	All attendees stopped at the existing stream area in the southern part of the site. The existing wastewater pipe was pointed out, and a high-level overview of the stream re-alignment, naturalisation and daylighting opportunity was provided. While on-site LR expressed a strong preference for forebay's as opposed to GPT devices if the wetlands are to be vested with Auckland Council. The reason being that rubbish and pollution is visible in forebay's and will result in regular cleaning and maintenance through visibility.	
4	NR and AS provided an update to the Pukekohekohe Park Plan Change presentation (having taken onboard feedback and input from KF) – refer to **Attachment 1**.	

	Key matters discussed during presentation: • KF and LR queried whether the Plan Change will be referred to as "Pukekohekohe Park Plan Change" moving forward – all agreed there is a strong support for reference to the Plan Change correctly as Pukekohekohe. • KF noted that identifying and agreeing on the cultural narrative for the Plan Change area is the first thing, however the challenge is now how the cultural narrative will be integrated into the overall design through Cultural Opportunities. Once the cultural narrative has been identified and agreed upon, the next step is integrating this into the design. • When aerials of the Plan Change area were presented, KF noted that this Plan Change is going to be "transformational" in the sense of transforming the landscape. • NR noted that one outcome of the Plan Change will be 'deprivatising' the Pukekohekohe Park site. LR queried how that will happen, and NR clarified through the development of public roads, walkways, the public amenity stream enhancement area (and recreational spaces adjacent to the stream) members of the public will be able to move freely throughout the site. • LR queried what consequential amendments were proposed to the Pukekohe Golding Precinct? CP / NR noted that when motor racing was still operating at the Pukekohekohe Park site, acoustic attenuation provisions were included in the Pukekohe Golding Precinct to manage reverse sensitivity effects. Now that the motor racing ceases to operate on the site, it is proposed to remove acoustic attenuation provisions. • LR noted that the stream enhancement needs to include pools and ripples (wider and narrower sections) and root wads and planting (wetland species). • KF expressed that mana whenua need to be part of the precinct provisions and feed into the development of the Plan Change application. • KF noted that the naturalisation of ~500m of stream is a positive aspect of the Plan Change.	JM to work with KF, ET and LR on a cultural opportunities plan, identifying where within the site there are opportunities for cultural design, artwork and mahi toi.
5	PW provided an overview of the Stormwater Management Principles for the site, and the flood modelling work done to inform it (refer to pages 24-29 of Attachment 1). Key matters discussed included:	

	• PW provided an overview of the treatment rain approach for stormwater management within the Pukekohekohe Park Plan Change site (from re-use to pre-treatment to a wetland via a forebay to the enhanced stream and on to the Tutaenui Stream. • ET, LR and KF all queried where the puna are (upstream) as NR noted the crystal clear water entering the site from the tributary. KF advised PW to find out more information on the water quality, stream and ecology of the awa from the Regional Council, and request PW report back. • LR queried the wastewater pipe we observed out on site- BF confirmed that discussions are underway with WSL currently, the existing trunk line is in reasonable condition however it is old. • LR queried where the indicative wetlands will be located relative to the WSL pipelines. PW confirmed that the wetlands will be located away from the wastewater lines. • LR expressed a preference for wetlands over ponds as attenuation devices. All agreed wetlands are the preferred option. • LR queried the WSL wastewater capacity and the number of overflows (when and how many). • PW provided an overview of the flood modelling and that was prepared and worked through alongside Healthy Waters for the wider catchment. PW identified where the proposed development will be on the flood modelling heat maps (elevated and outside of the low-lying areas of the site). • KF queries whether any major flooding occurs on the site? PW / AS confirmed no big flooding events, flows come through the site but move straight in and out. • On slide 29 the read area is the storage provided within the site (on the race track) and between the treatment train approach to the enhanced stream, the increased storage across the site and within the enhanced stream channel this is the BPO. KF noted that he would like some time to digest this information. • LR and ET requested water quality testing be done pre and post development (so that the enhancement can be tracked). Baseline water quality testing shows the enhancement over time, and provides mana whenua with cultural indicators. If the baseline falls this identifies that more work is required, and it enables mana whenua to monitor and look after the whenua.	PW to enquire with Regional Council on puna locations, water quality and ecology of awa and report back. BF to request data from WSL on overflows and report back to LR.

6	JM provided an overview of the Indicative Landscape Concept and Stream Enhancement (shown in Attachment 2). Key matters discussed: • JM provided an overview of the key concepts – that being wai and tangata. KF added the mauri (lifeforce) within the wai is essential as this is inseparable. • KF queried where the source of the Tutaenui Stream is (as this would complete the cycle and the story of life to death). The source to the receiving environment is important to understand. JM to look into the source of the Tutaenui Stream and report back to KF. • LR noted that the planting examples shown in the plans aren't providing shading for the awa and this is important. JM agreed, that where the stream narrows stream trees providing shade will be included. • The pedestrian bridge between the two nodes is to be identified as a cultural opportunity (as this is important – crossing of the awa). • ET noted that input into the planting palette from mana whenua will be important – to get diversity in species – habitat, feeding, flowering species (all eco-sourced). AS agreed and expressed a desire to work with mana whenua in sourcing plants for the stream enhancement corridor.	JM to find out more information on the source of the Tutaenui Stream.
7	Next Steps: • PW to undertake pre-development baseline monitoring of the water quality in the stream; • PW to enquire with Regional Council on puna locations, water quality and ecology of awa and report back; • BF to request data from WSL on overflows and report back to LR; • JM to work with KF, ET and LR on a cultural opportunities plan, identifying where within the site there are opportunities for cultural design, artwork and mahi toi – key opportunities discussed include Southern Gateway entry point from Waikato to Tāmaki Makaurau, the pedestrian bridge, as well as pou and plant species along the awa. KF mentioned mini plan for cultural opportunities and primarily the "southern gateway" and what that looks like, designed and developed. It is our preference to have a Pou there. • KF requested all reports and assessment be shared with mana whenua prior to lodgement (in particular,	

	archaeology, ecology and stormwater assessments). CP to provide draft reports in OneDrive link when available. • NR noted that ATR are aiming to lodge the Plan Change request in March 2025, however the plan change is just the beginning of the journey. KF surprised with proposed early lodgement date for PPC. • KF noted that the last hui pre-lodgement should be for mana whenua to review all plan change material prior to lodgement. • AS noted that following Plan Change lodgement, the RC for the stream enhancement will follow swiftly behind. • KF mentioned how will the master planning (and eventual consenting) capture the Ngaati Te Ata CVA high-level expectations and recommendations? Workshop on this requested. • LR and ET to send through Ngāti Tamaoho CVA when available.	
8	KF closed the hui with a karakia and acknowledged the project is heading in the right direction.	



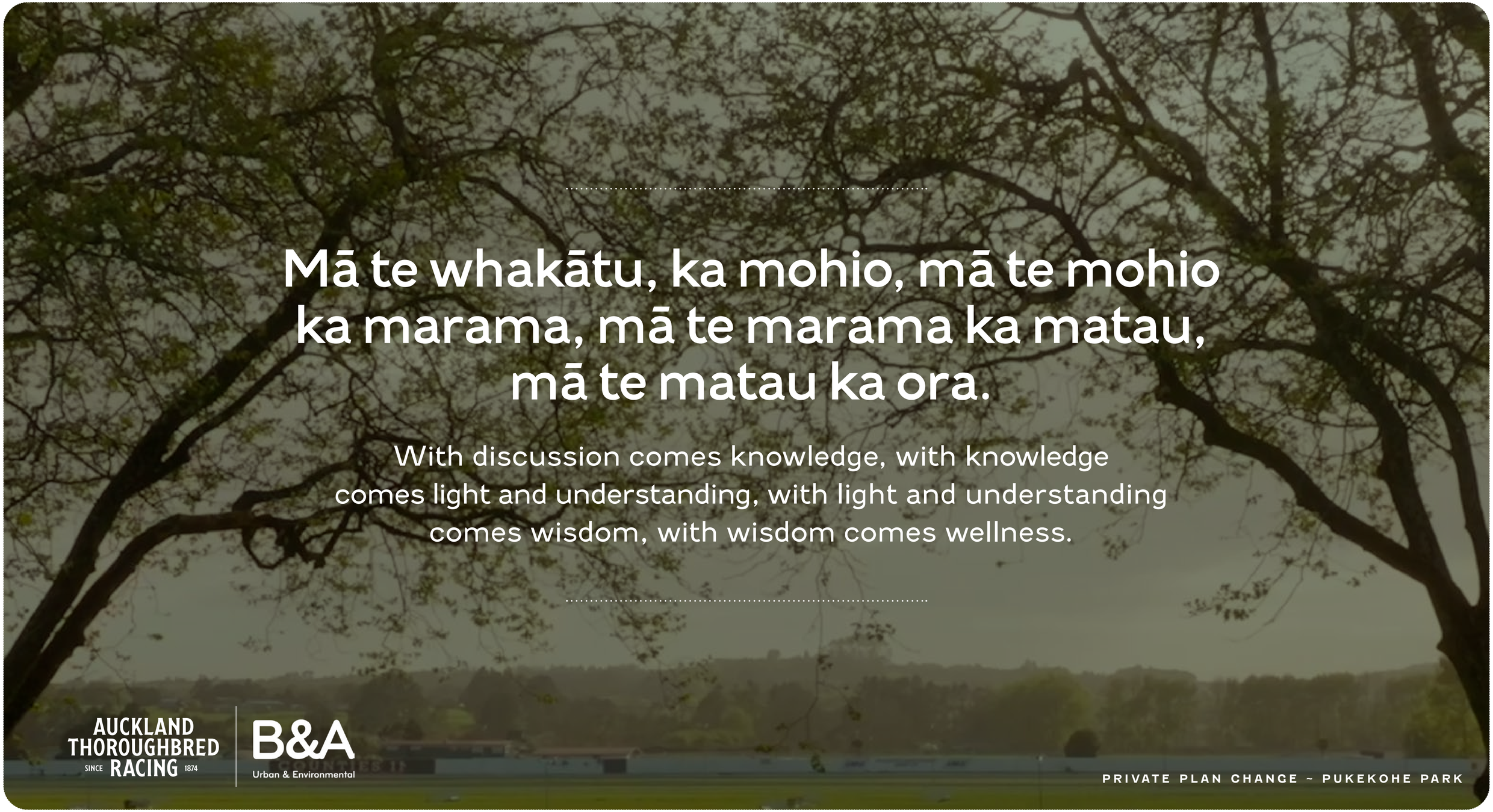
NOVEMBER 2024

PRIVATE PLAN CHANGE
PUKEKOHEKOHE PARK

222-250 MANUKAU ROAD

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental


Mā te whakātu, ka mohio, mā te mohio
ka marama, mā te marama ka matau,
mā te matau ka ora.
With discussion comes knowledge, with knowledge
comes light and understanding, with light and understanding
comes wisdom, with wisdom comes wellness.
AUCKLAND
THOROUGHBRED
SINCE RACING 1874
B&A
Urban & Environmental
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK



CONTENTS

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30, PC74 and PC87
- Plan Change Scope
- Next Steps

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



BACKGROUND & PURPOSE

- Pukekohe Park – 222-250 Manukau Road
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- ATR would like to enable residential housing on ~24.84h

THE PURPOSE OF THE PRIVATE PLAN CHANGE IS TO:

- Rezone: ~24.84ha to enable residential development
- Remove: provisions relating to motor racing from the Pukekohe Park Precinct (I434)
- The project reflects the next stage in ATR delivering part of the wider strategy for the racing industry. The ecomomic benefits will pass down to trainers, breeders and other parts of this community.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LANDSCAPE OF MANY MEMORIES

Pukekohekohe Park is a landscape with deep meaning for the wider community.

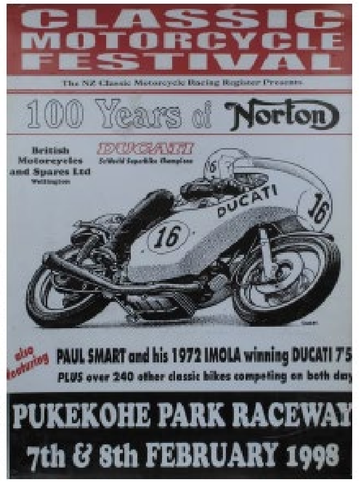
- Different people hold Pukekohe Park close to their hearts for many reasons, almost all are tied to friends' family and memorable occasions.
- From thoroughbred racing, Grand Prix, trotting, Superbikes and country AMP shows, this landscape has strong roots in people's connections to Pukekohekohe Park.



Figure 130. Panoramic view of the new Pukekohe showgrounds. Spectators watch the riding competition, 1901. Sir George Grey Special Collections, Auckland Libraries, AWNS-19010315-5







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LANDSCAPE OF PLENTY

Pukekohekohe Park is a focus for many traditions across Southern Auckland and Northern Waikato.

- Founders, previous Chairman and current members have strong connections to the productive heritage of this landscape.
- The whenua provided kai, work, recreation and meaning for generations of locals from all communities – a source of local pride today.











AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A CULTURAL LANDSCAPE

Pukekohekohe Park and the whenua surrounding it is part of a much longer cultural tradition.

- Pukekohekohe Park has been, and will remain, a place where everyone in our community are welcome.
- From atop Pukekohekohe maunga this location fits into living breathing whenua where we have the opportunity to enhance its mana and mauri through our actions.
- Streams (including the Tutaenui Stream, connecting to the Waikato River) were used as transport routes for communication and trade with hapu/iwi to the south







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE: A LIVING COMMUNITY OF INTEREST

This is a place defined by a love of horses and the rich rural culture and lifestyle that they create.

- Pukehohekohe Park brings its wider communities of interest together – to celebrate our shared passion for horses.
- This is living, breathing, working landscape, a place or many fond memories and somewhere many future ones will be created.









AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

SITE LOCATION



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

THE SITE



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PLAN CHANGE AREA





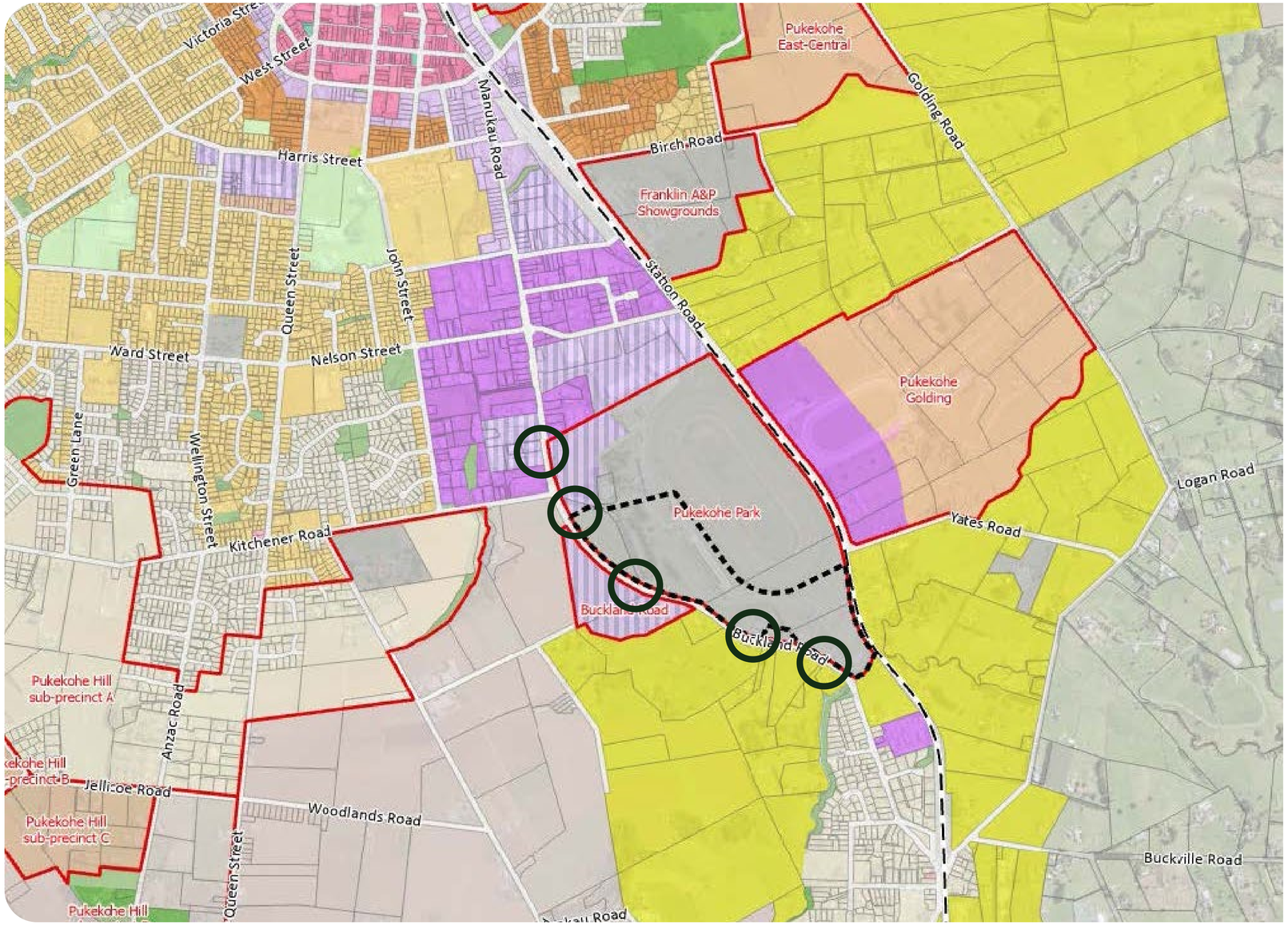






AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



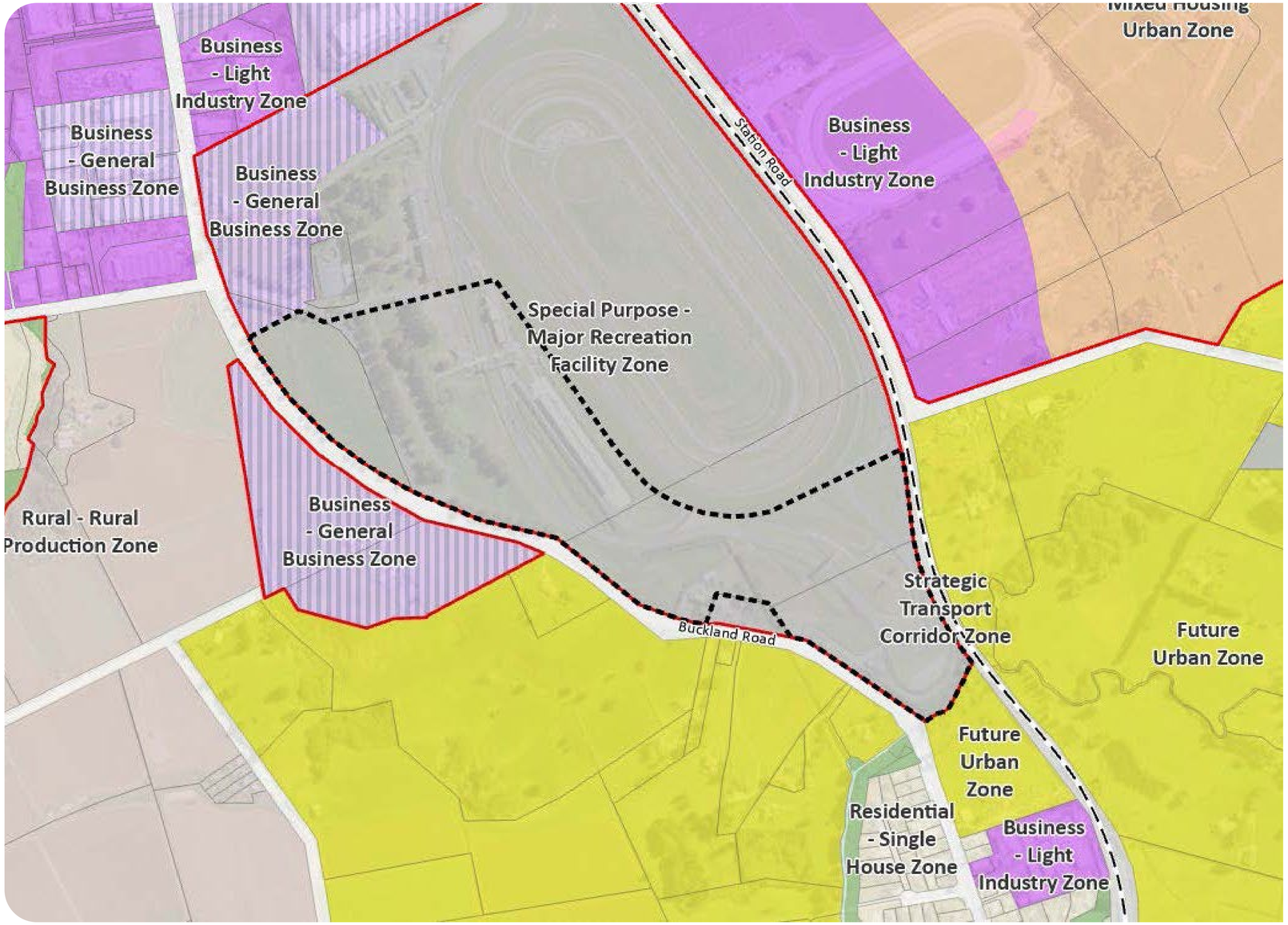
SITE CONTEXT

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south

Five existing access points from Manukau / Buckland Roads

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

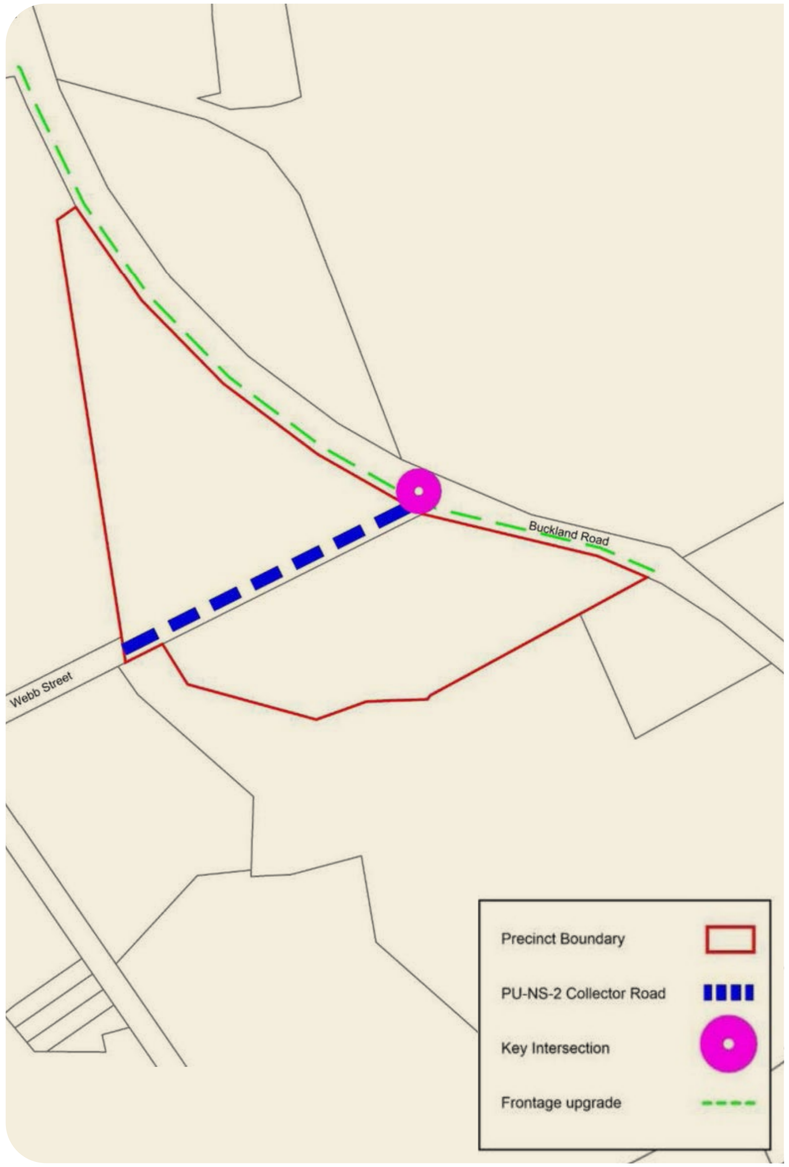


EXISTING AUP ZONING

- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road

AUCKLAND THOROUGHBRED RACING SINCE 1874

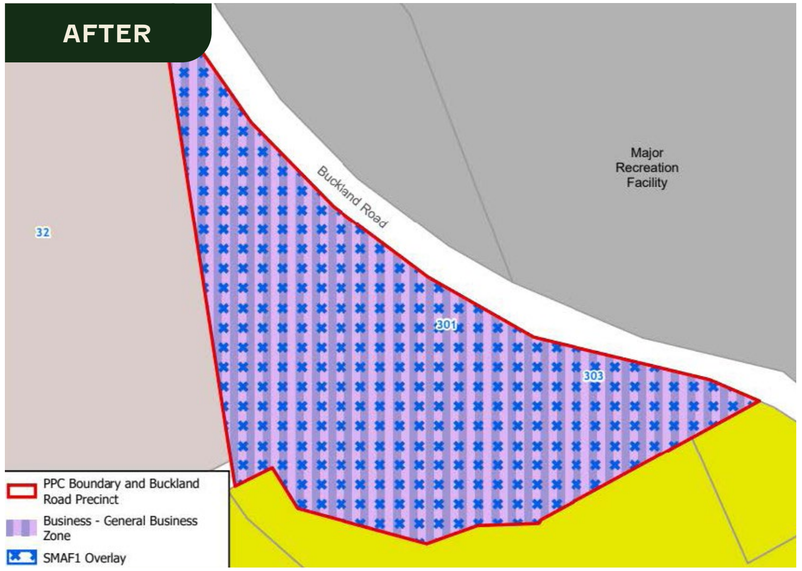
B&A Urban & Environmental



BEFORE



AFTER

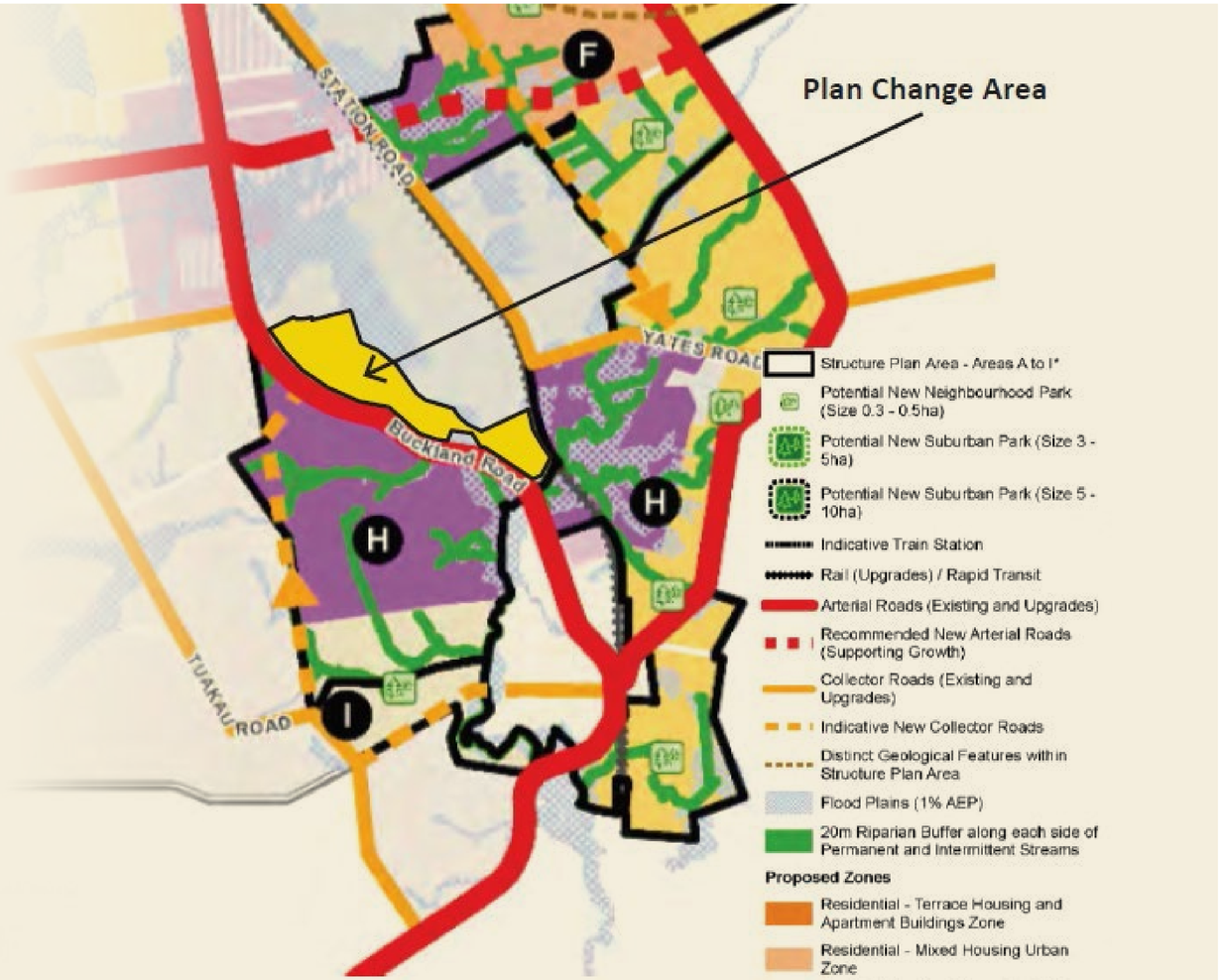


PLAN CHANGE 87 CONTEXT

- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

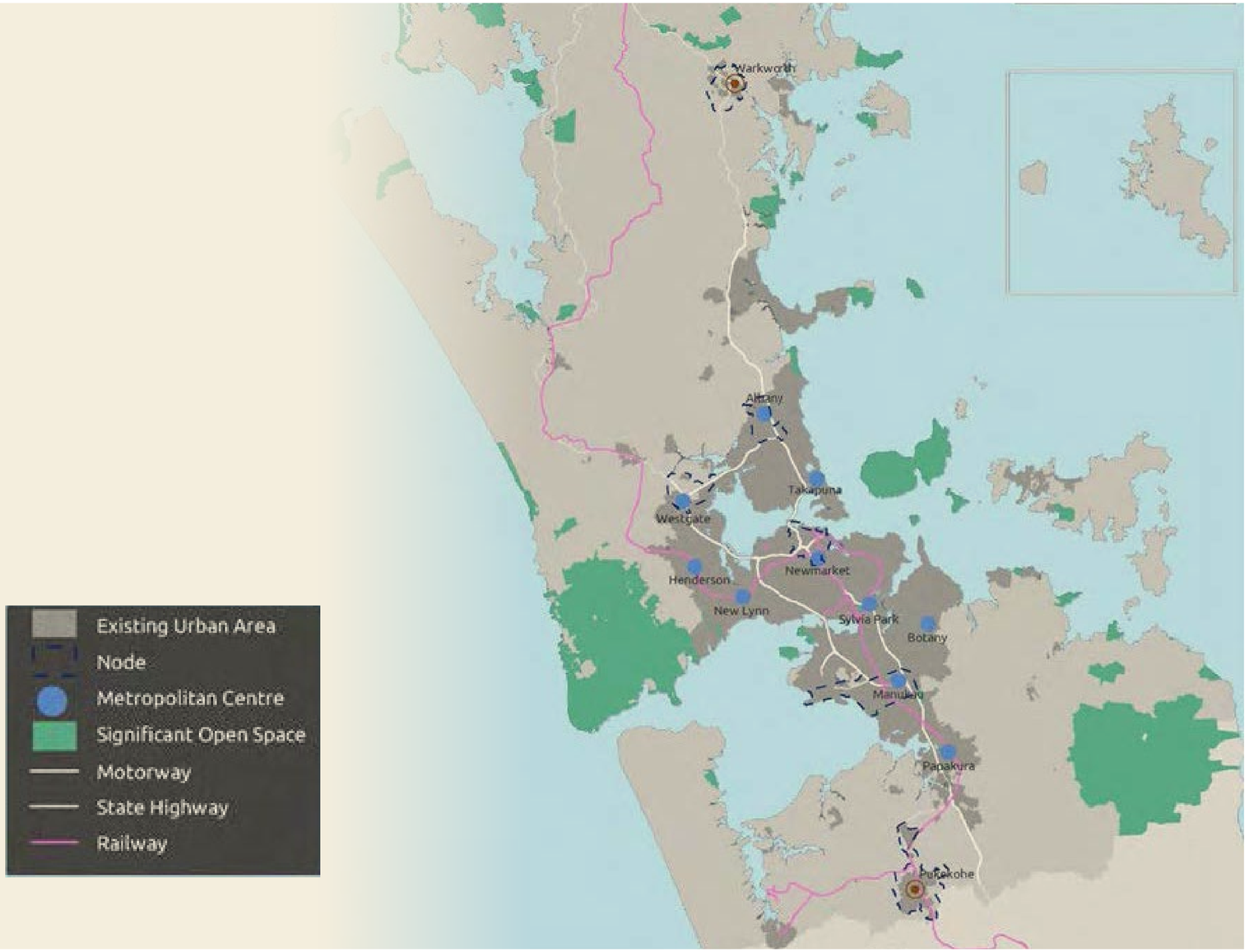


PUKEKOHE-PAERATA STRUCTURE PLAN

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



STRATEGIC CONTEXT (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

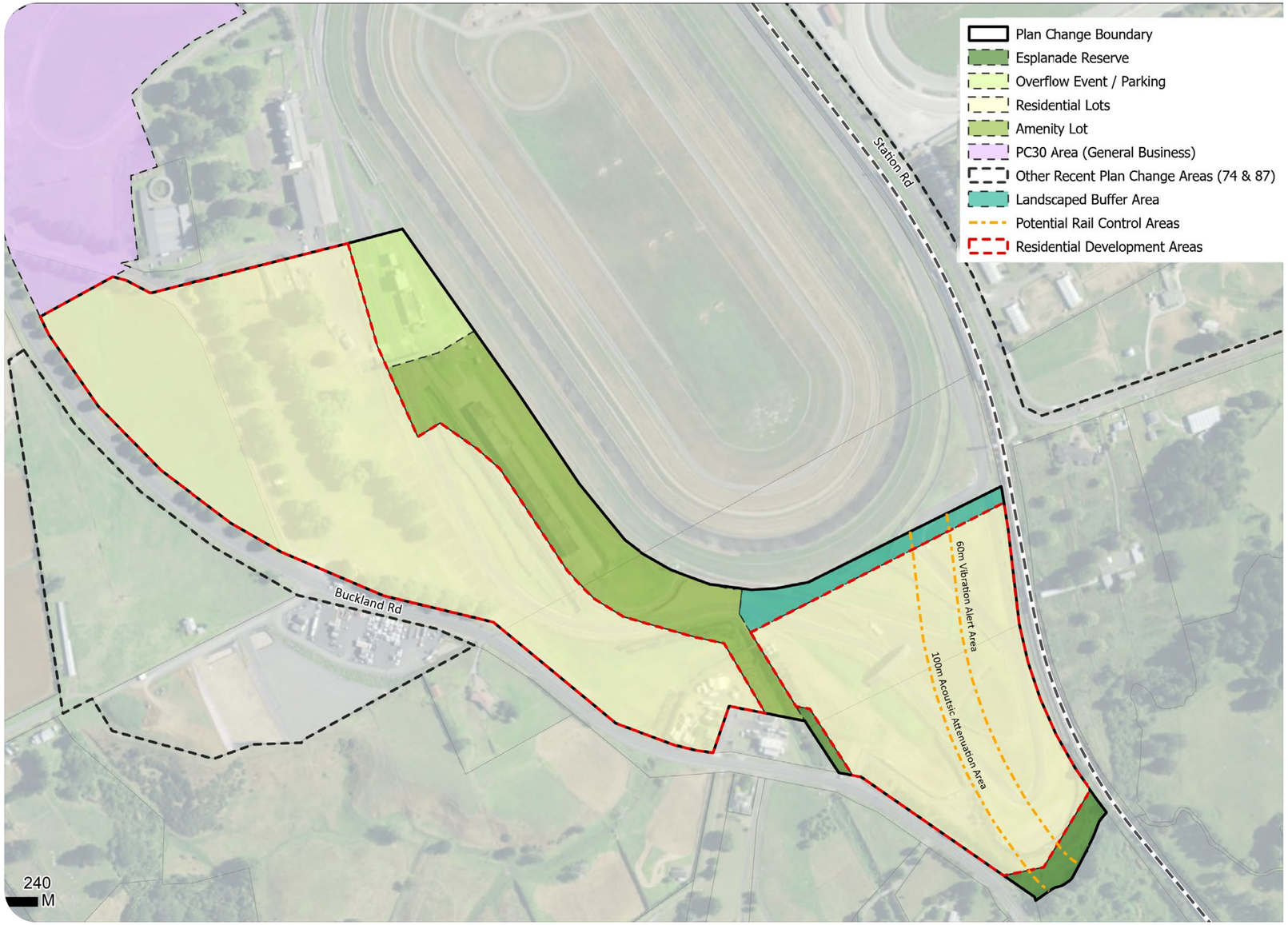


PLAN CHANGE SCOPE

- Rezone ~24.84ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential
- Either apply a bespoke Precinct to the PC area or amend the existing precinct
- Remove or modify motorsport activities from the Pukekohe Park Precinct (incl. consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct)
- Amend the Notable Tree schedule

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



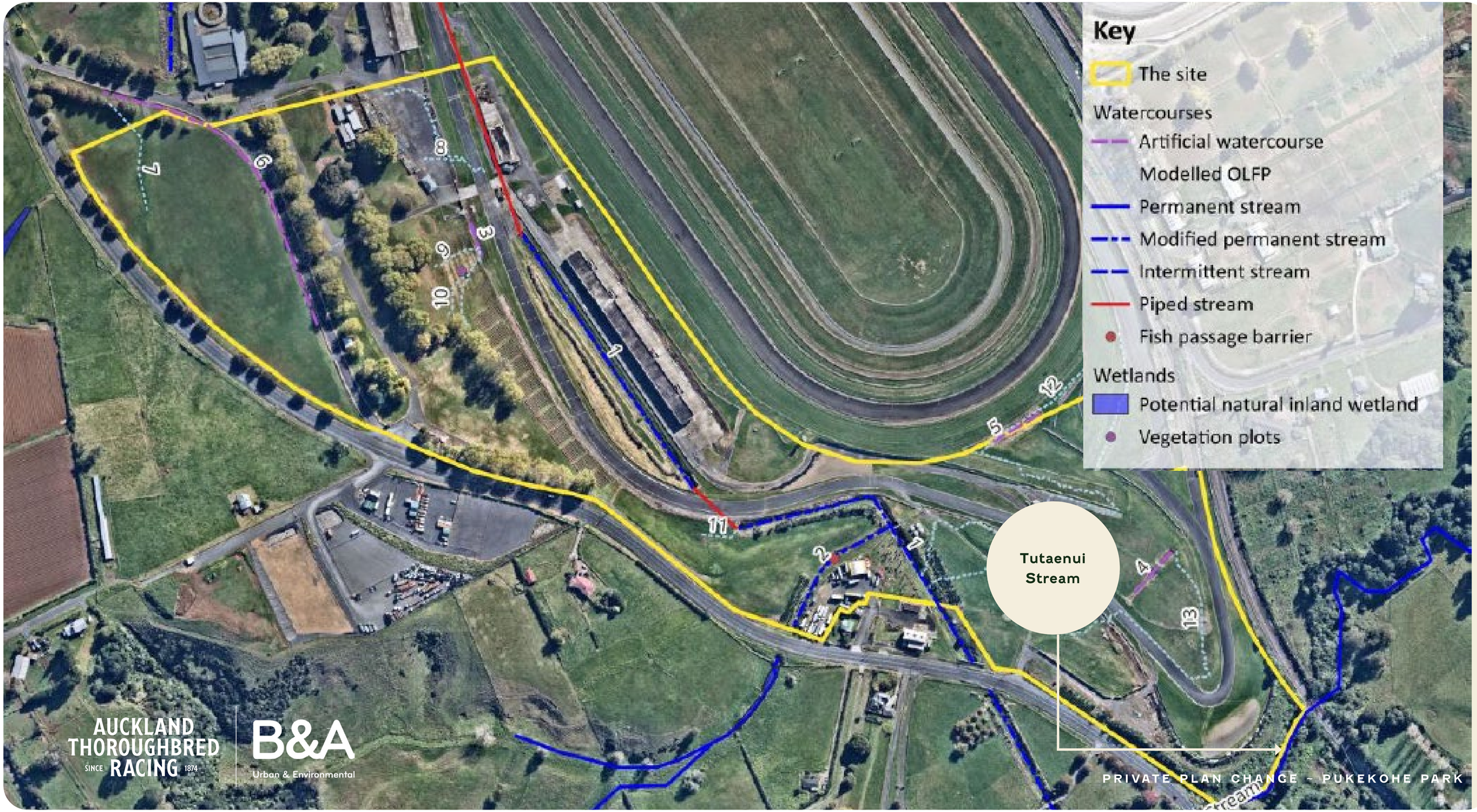
WORKING MASTERPLAN

- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 400-600 dwellings.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

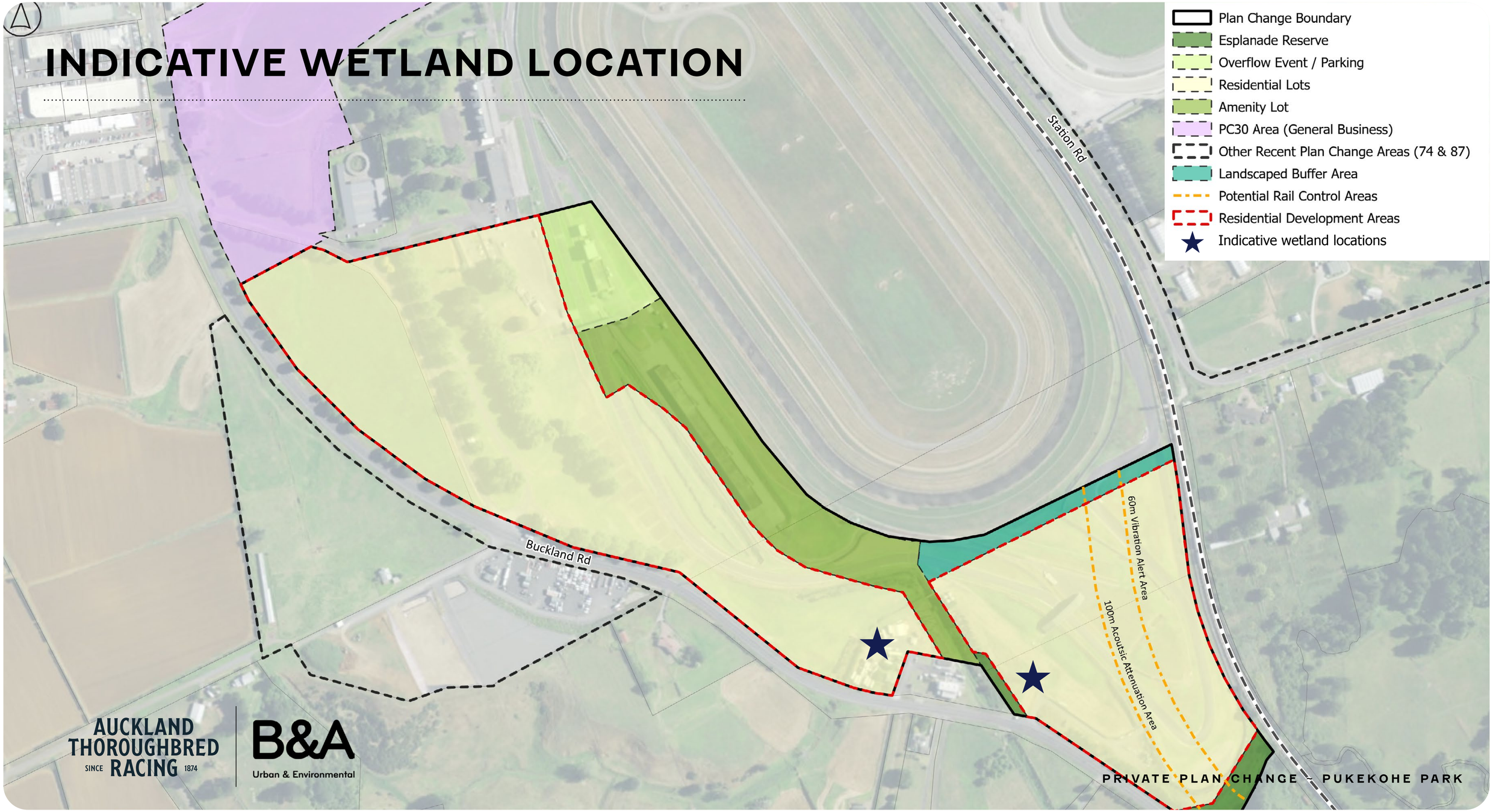

Dual 2500mm Dia Culverts
Dual 2500mm Dia Culverts
Dual 3000mm rectangular Culverts and 1150mm rectangular culvert
Tutaenui Stream
AUCKLAND THOROUGHBRED RACING SINCE 1874
B&A
Urban & Environmental
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK


Key
The site
Watercourses
Artificial watercourse
Modelled OLFP
Permanent stream
Modified permanent stream
Intermittent stream
Piped stream
Fish passage barrier
Wetlands
Potential natural inland wetland
Vegetation plots
Tutaenui Stream
AUCKLAND THOROUGHBRED RACING SINCE 1874
B&A Urban & Environmental
PRIVATE PLAN CHANGE – PUKEKOHE PARK

STORMWATER MANAGEMENT PRINCIPLES / APPROACH

- Flood Storage & Stream Enhancement being provided within site, incorporated as part of daylighting and channel enhancements
- Proposed SW management strategy to align with the Auckland Council Regionwide Network Discharge Consent and the Auckland Unitary Plan
- **Water Quality Treatment**
  - Meet the requirements are per the Regionwide Stormwater Network Discharge Consent / Auckland Unitary Plan targeting all impervious areas.
- **Hydrology Mitigation**
  - Retention of runoff for the 5mm, 24 hour rainfall event from any new impervious areas.
  - Detention of the 95th percentile event for all impervious areas in the development will be provided in communal bioretention device or in roadside raingardens
- **Stream Erosion**
  - Ecology survey to assess stream erosion will be included as part of the application – Viridis to confirm

INDICATIVE WETLAND LOCATION

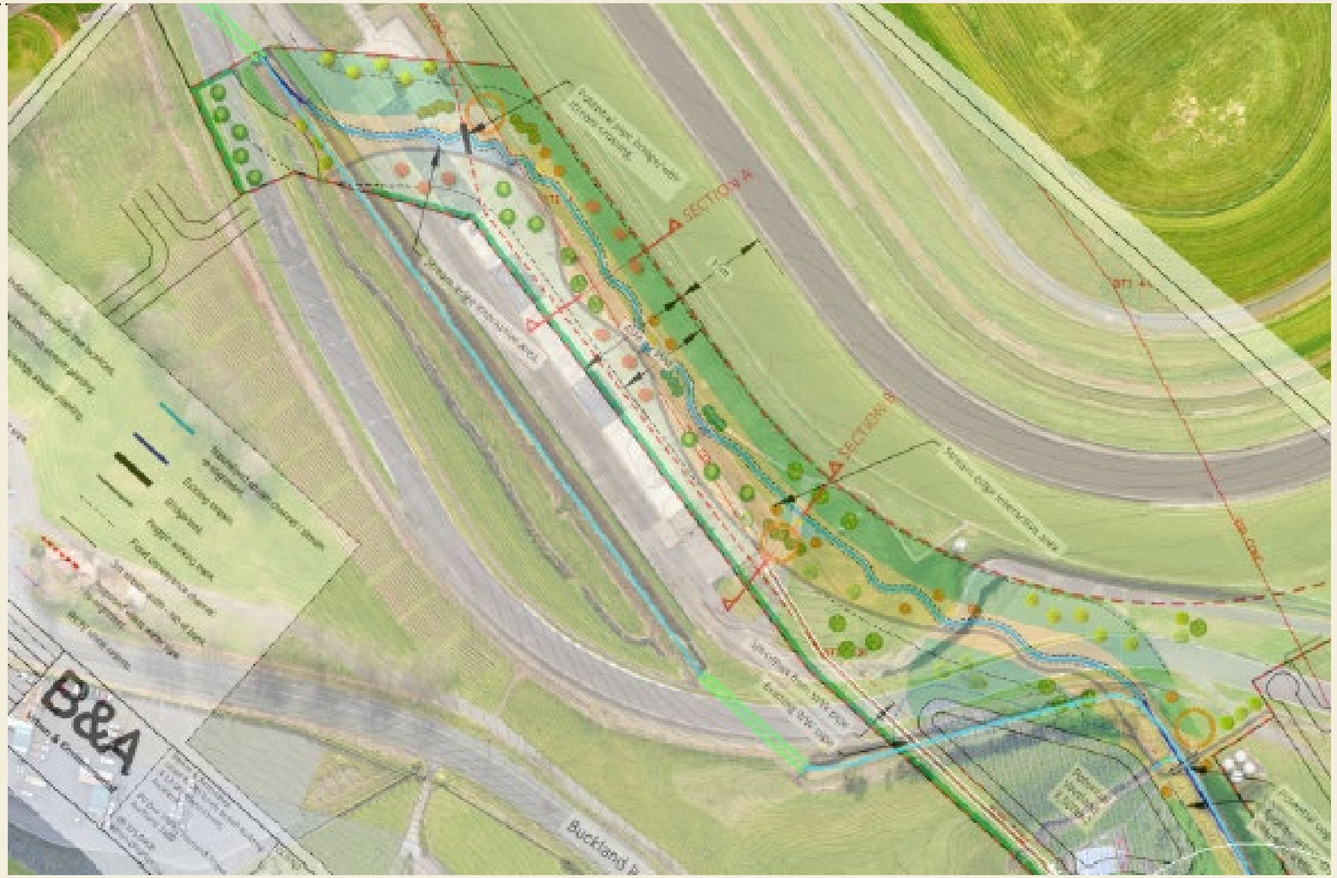


AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

FLOOD MODELLING

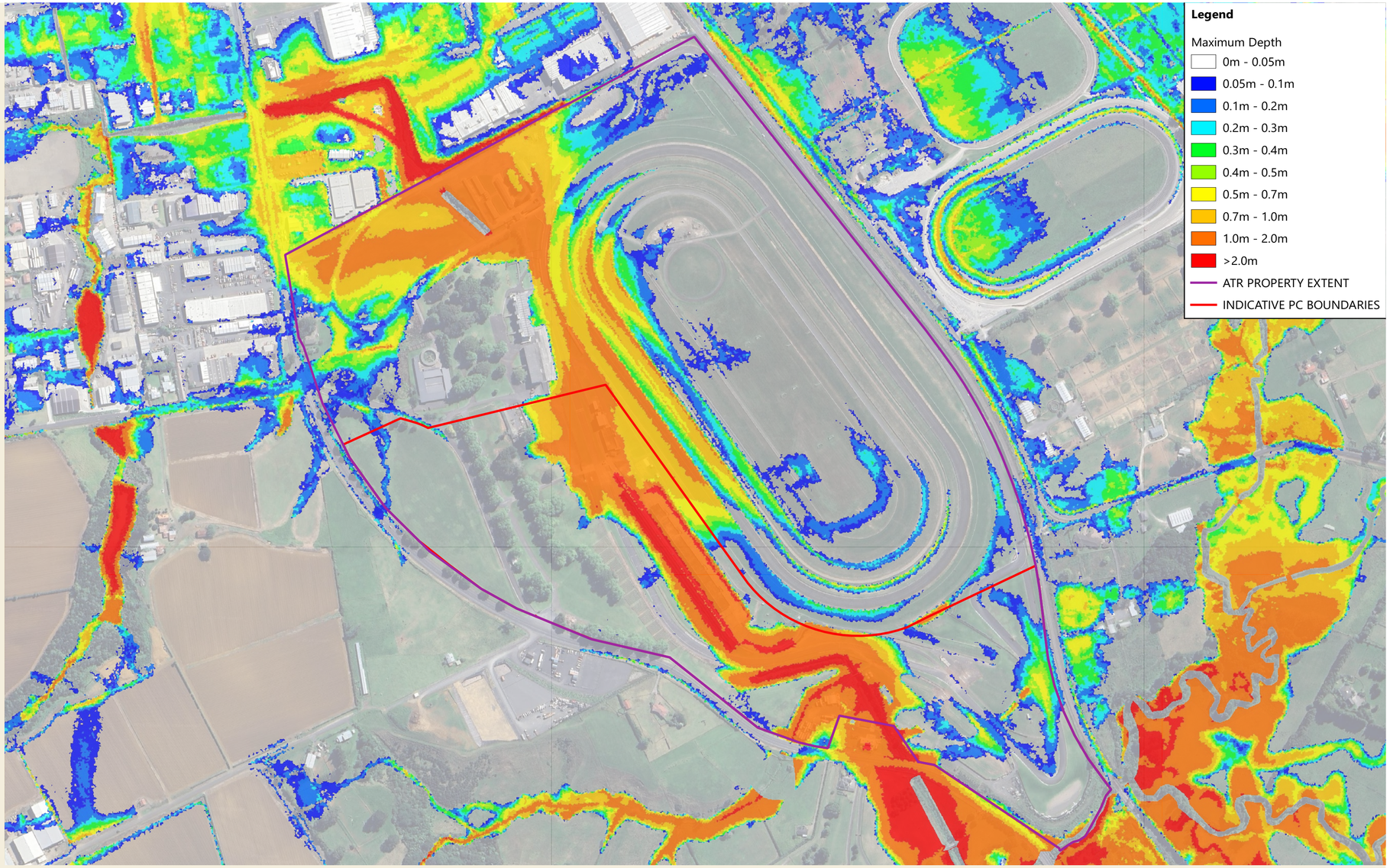
- Healthy Waters have reviewed and approved the base flood model for use within the Pukekohe Park Racecourse
- Pre-development and post-development flood models have been undertaken for 10-year ARI and 100-year ARI events
- Post-development models include the realignment of the existing man-made open channel for naturalisation and daylighting of piped network



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

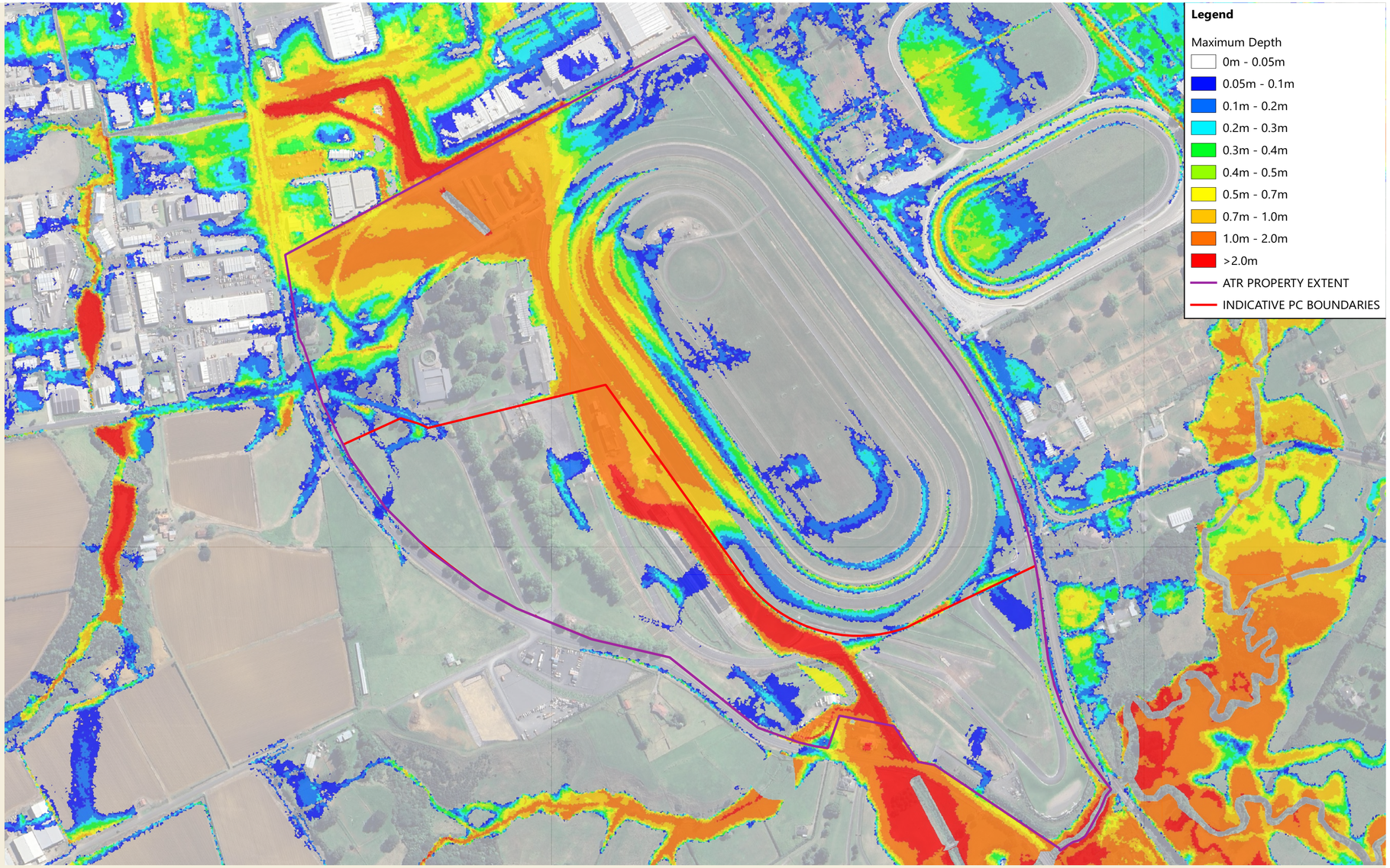
FLOOD MODELLING – 100 YEAR EXISTING SCENARIO



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

FLOOD MODELLING – 100 YEAR FUTURE SCENARIO

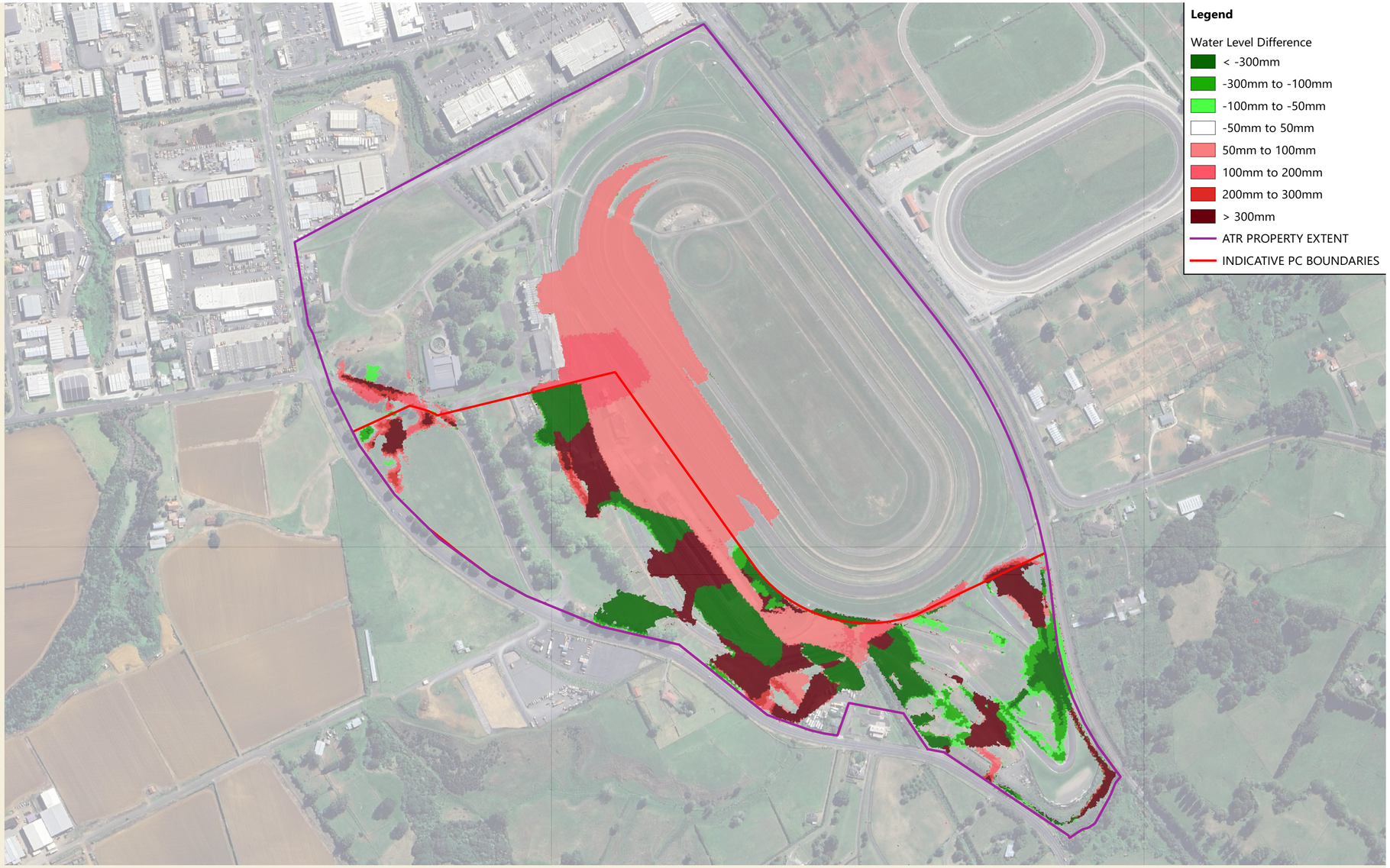


AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

FLOOD MODELLING – 100 YEAR AFFLUX PLOTS

- Red denotes areas where flood depths have increased
- Green denotes where flood depths have decreased
- Changes in flood depths are localised to within the ATR landholdings
- Areas outside of the PPC/ATR landholdings show no change to flood depths and extents



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

SPECIALIST TEAM

- Planning (B&A)
- Urban Design (B&A)
- Landscape (B&A)
- Transport (CKL)
- Stormwater (Woods)
- Infrastructure (Woods)
- Economics (Urban Economics)
- Geotech (ENGEO)
- Contamination (ENGEO)
- Ecology (Viridis)
- Arboriculture (Greenscene)
- Acoustic (Styles Group)
- Archaeology (Archaeology Solutions)
- Legal (Russell McVeagh)
- QS (Cuesko)



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



NEXT STEPS

- Plan change preparation and reporting: underway
- Stakeholder engagement and pre-apps: underway
- Plan Change lodgement: March 2025

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

QUESTIONS?

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

KERIKERI | WHANGĀREI | WARKWORTH| AUCKLAND | HAMILTON | CAMBRIDGE

NAPIER | WELLINGTON | CHRISTCHURCH | WANAKA

AUCKLAND THOROUGHBRED RACING

B&A
Urban & Environmental

Landscape Concept Design

Pukekohe Park Private Plan Change

December 2024

Landscape Concept

The landscape concept highlights the significance of the historic and continued relationship between tāngata (people) and wai (water) across the Pukekohe landscape.

Design Drivers:

1. Re-emerging Awa (Stream):

The awa re-emerges from a culvert at the beginning of the re-aligned stream, leaving the dark and entering the light.

This moment deserves acknowledgment as it is the first opportunity within the site for people to see and engage with the awa.

2. Awa-Tāngata Connection:

Bringing together the people and awa to foster physical engagement with the water.

3. Crossing the Awa:

The physical crossing of the awa is significant and symbolic of the journey from the past to the future.

4. Waikato River Connection:

This short section of the Tutaenui Stream serves as a physical connection to the Waikato River, a highly significant feature in the broader landscape.

Key Outcomes:

- Naturalisation of the existing stormwater channel.
- Ecological restoration of streams within the site, including the Tutaenui Stream.
- Preservation of cultural landscapes through the inclusion of mahi toi (artistic expressions) and cultural design in bridge structures.
- Preservation of sightlines to features in the wider landscape, such as Pukekohe Hill.
- Public access to open spaces and path networks, providing opportunities to interact with the water and enjoy amenities such as seating and open grass areas provided by the project.
- Creation of diverse plant communities appropriate to Pukekohe.
- Strengthening of physical connections to Pukekohe town centre.
- Preservation of local character and visual amenity through site-wide planting design.













1. Stream interaction and natural play opportunities.

2. Naturalised re-aligned stream.

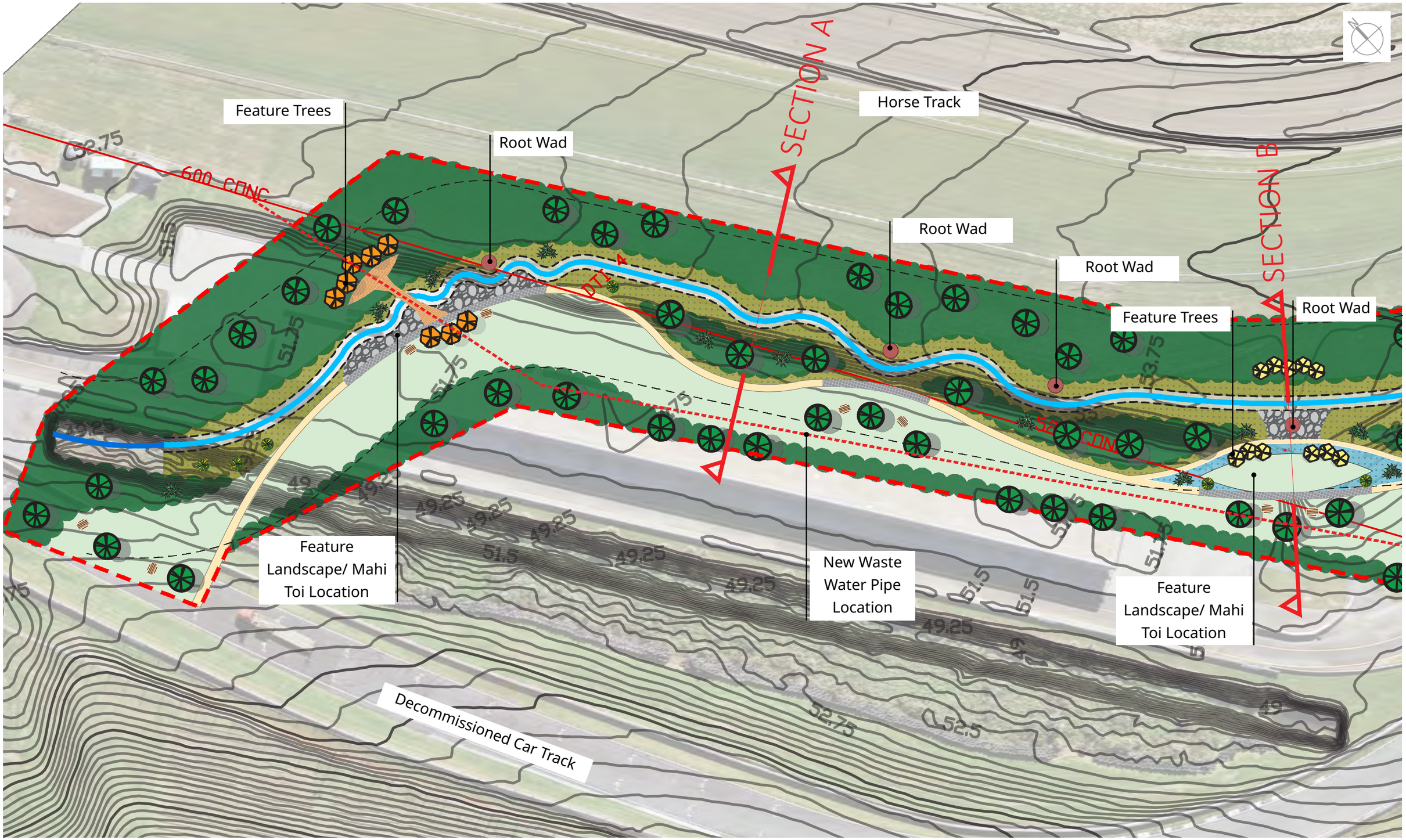
3. Improved amenity through boundary planting and paths.

4. Ecological enhancements such as root wads and specimen tree planting.

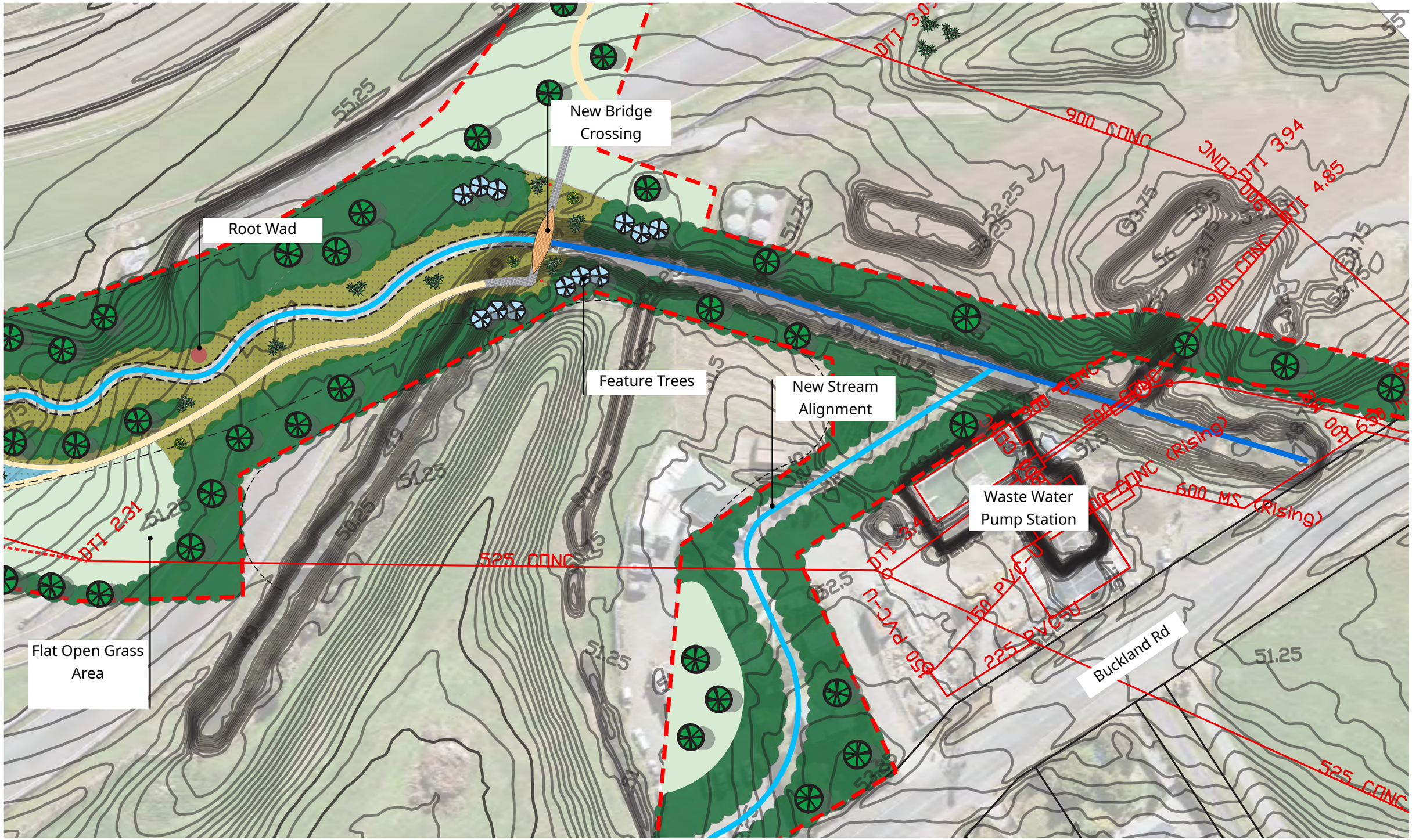
5. Communal picnic areas with furniture.

6. Mahi toi opportunities.

Landscape Concept Plan 1:750 @ A3

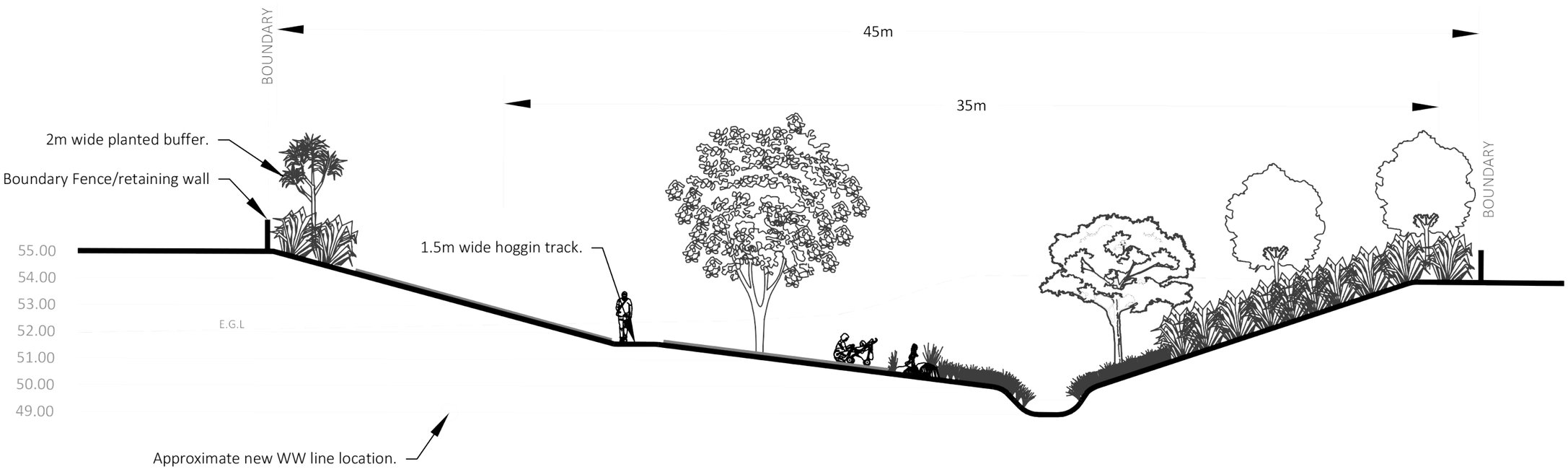


B&A
Urban & Environmental

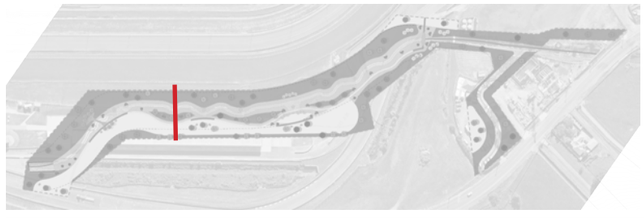


B&A
Urban & Environmental

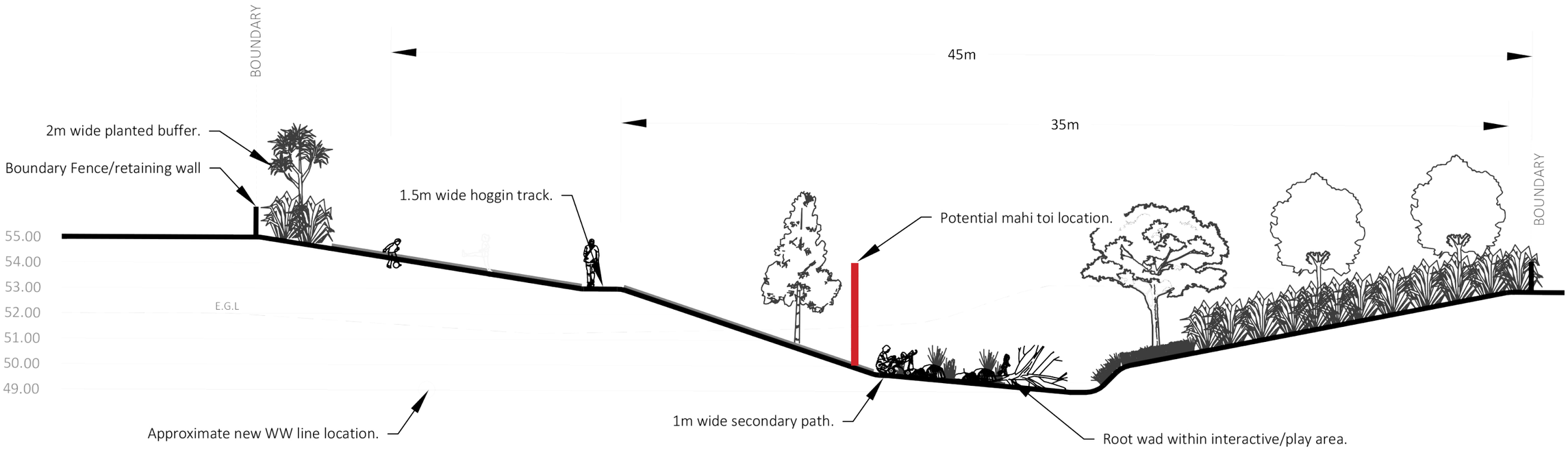
Cross Sections



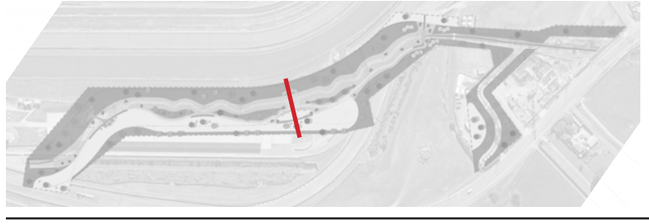
SECTION A



B&A
Urban & Environmental



SECTION B



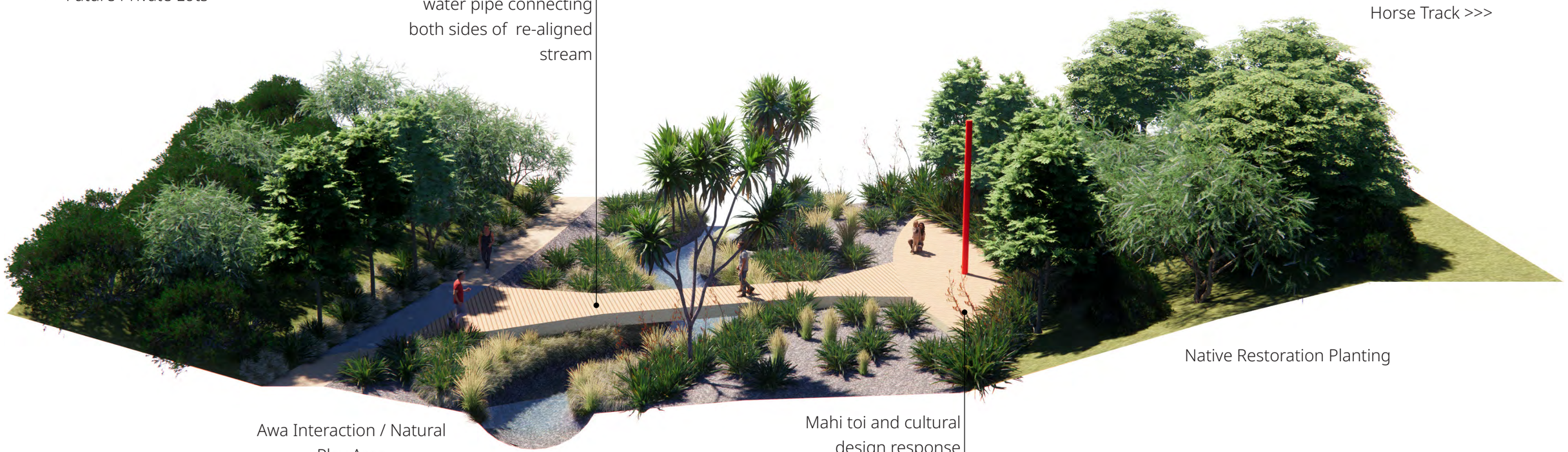
B&A
Urban & Environmental

3D Visualisations

<<<Future Private Lots

Bridge built over waste water pipe connecting both sides of re-aligned stream

Horse Track >>>

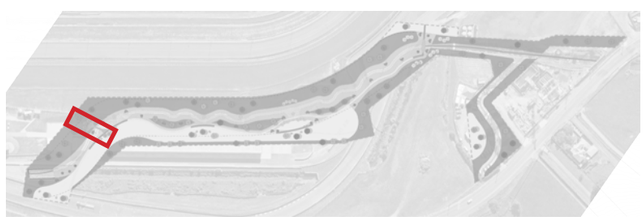


Native Restoration Planting

Awa Interaction / Natural Play Area

Re-aligned Awa

Mahi toi and cultural design response opportunities.



B&A
Urban & Environmental

Bridge built over waste water pipe connecting both sides of re-aligned stream

Mahi toi and cultural design response opportunities.

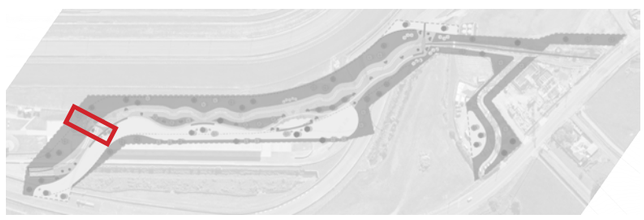
<<< Horse Track

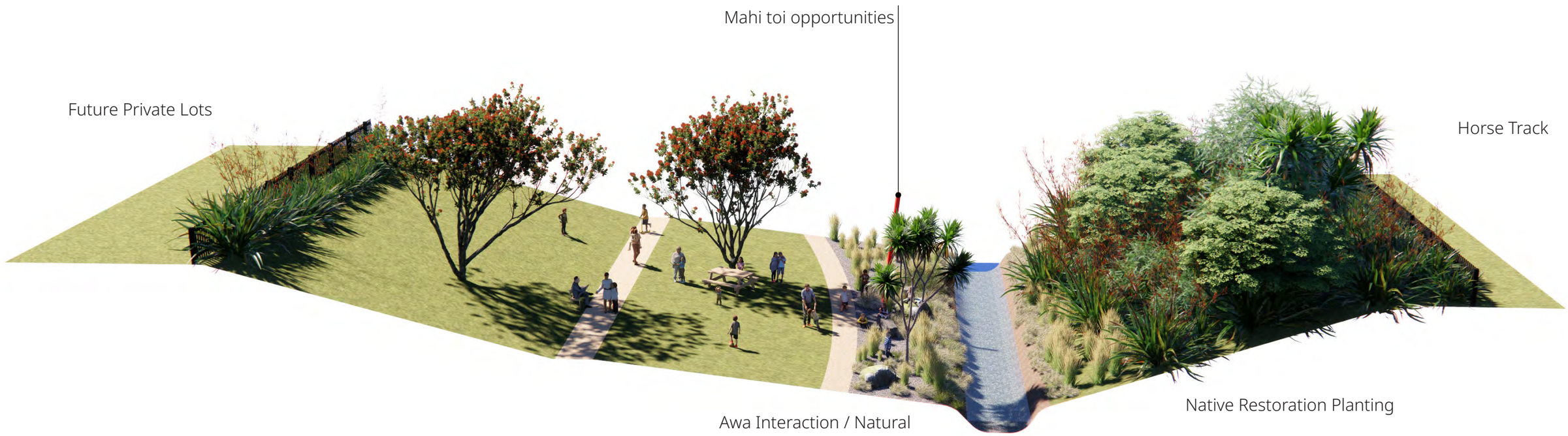
Future Private Lots >>>

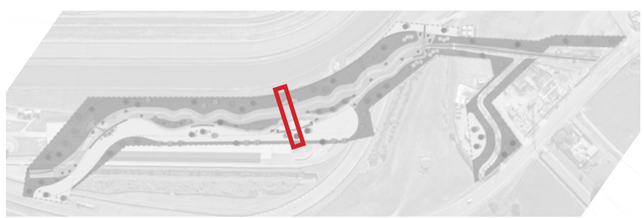
Native Restoration Planting

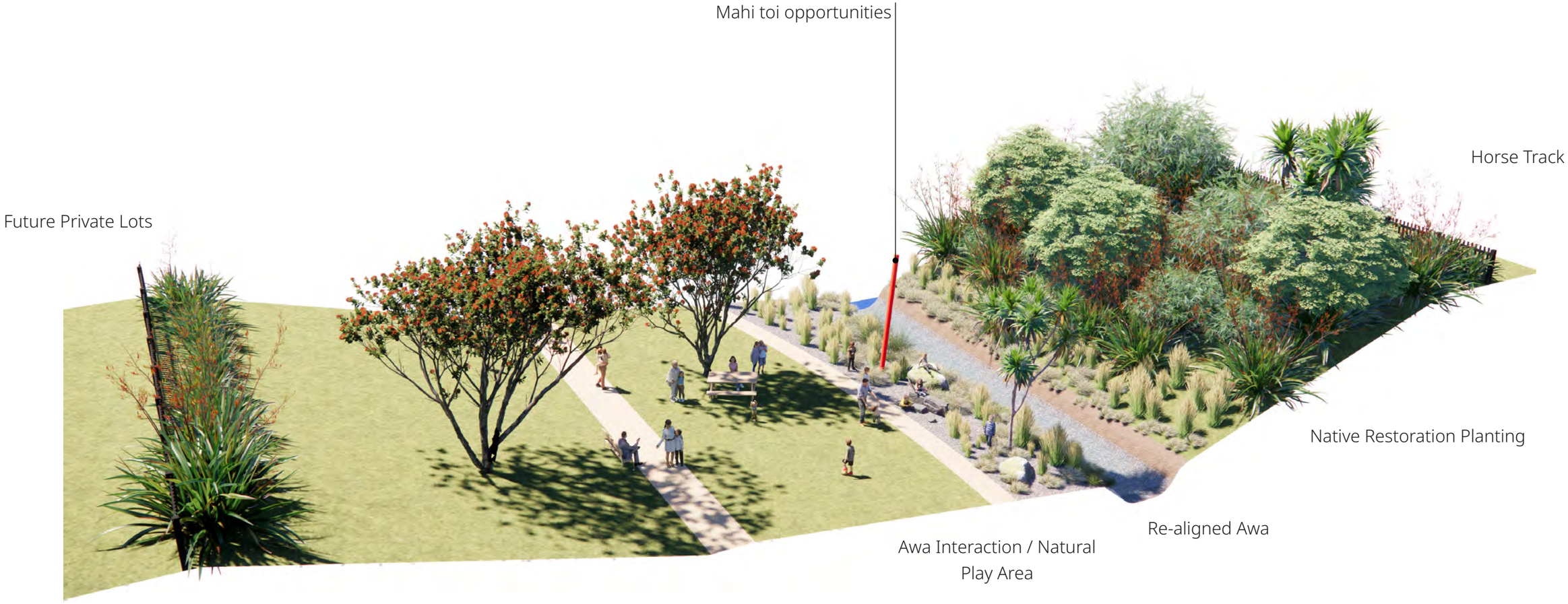
Awa Interaction / Natural Play Area

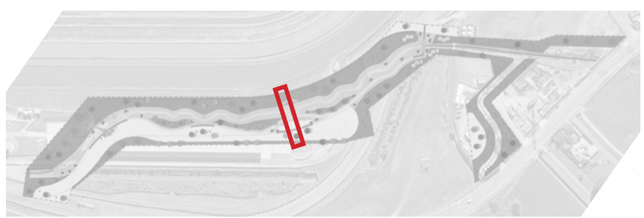
Re-aligned Awa




Future Private Lots
Mahi toi opportunities
Horse Track
Awa Interaction / Natural Play Area
Native Restoration Planting
Re-aligned Awa




Mahi toi opportunities
Future Private Lots
Horse Track
Native Restoration Planting
Re-aligned Awa
Awa Interaction / Natural
Play Area



Plant Schedules

Botanical Name	Common Name	% of Mix	Grade at Planting (L)	Planting Centres (m)	Approx. Height (m) 5yrs	Approx. Width (m) 5yrs
Riparian Embankment Planting						
Austroderia fulvida	toetoe	5%	1	1	3	2
Aristotelia serrata	makomako	4%	1	1	5	4
Codyline australis	tī kōuka	3%	1	1	4	2
Coprosma rhamnoides	mingimingi	4%	1	1	2	1
Coprosma robusta	karamū	10%	1	1	2	2
Griselinia lucida	akapuka	4%	1	1	4	2
Grisilinea littoralis	kapuka	4%	1	1	4	2
Hebe stricta	koromiko	3%	1	1	2	2
Hedycarya arborea	hīnau	4%	1	1	5	3
Hoheria populnea	houhere	4%	1	1	3	2
Kunzea ericoides	kānuka	4%	1	1	3	2
Leptospermum scoparium	mānuka	20%	1	1	3	2
Macropiper excelsum	kawakawa	4%	1	1	2	2
Melicytus ramiflorus	māhoe	4%	1	1	3	2
Phormium tenax	harakeke	15%	1	1	2	2
Pittosporum eugeniodes	tarata	4%	1	1	3	2
Pittosporum tenuifolium	kōhūhū	4%	1	1	3	2
		100%				


koromiko


toetoe


karamu


kanuka


kohuhu


harakeke


mahoe


kawakawa


kapuka


manuka


ti kouka


pigeonwood


putaputaweta


tarata


mingimingi


makomako


akapuka


houhere

Urban & Environmental

Botanical Name	Common Name	% of Mix	Grade at Planting (L)	Planting Centres (m)	Approx. Height (m) 5yrs	Approx. Width (m) 5yrs
Stream Edge Planting						
Apodasmia similis	oioi	20%	1	0.7	1	1
Astelia grandis	kōwharawhara	6%	1	0.7	1	1
Baumea articulata	mānihi	6%	1	0.7	2	1
Carex secta	pūkio	10%	1	0.7	1	1
Carex virgata	pūkio	10%	1	0.7	1	1
Eleocharis acuta	ureure	6%	1	0.7	1	1
Isolepis prolifer	wīwī	6%	1	0.7	1	1
Juncus edgariae	wīwī	5%	1	0.7	1	1
Muehlenbeckia axillaris	pōhuehue	5%	1	0.7	0	2
Phormium cookianum	whararikī	20%	1	0.7	1	1
Rhopalostylis sapida	nīkau palm	1%	1	0.7	2	2
Schoenoplectus tabernaemontani	kākaho	5%	1	0.7	1	1
		100%				



oioi



swamp astelia



jointed twig rush



pukio



carex virgata



spike rush



wiwi



pohuehue



whararikī



nikau palm



kakaho



marsh clubrush

Botanical Name	Common Name	% of Mix	Grade at Planting (L)	Planting Centres (m)	Approx. Height (m) 5yrs	Approx. Width (m) 5yrs
Private Lot Boundary Planting						
Austroderia fulvida	toetoe	5%	1	1	3	2
Aristotelia serrata	makomako	5%	1	1	5	4
Codyline australis	tī kōuka	5%	1	1	4	2
Coprosma robusta	karamū	10%	1	1	2	2
Griselinia lucida	akapuka	5%	1	1	4	2
Leptospermum scoparium	mānuka	20%	1	1	3	2
Phormium tenax	harakeke	50%	1	1	2	2
		100%				



toetoe



makomako



ti kouka/cabbage tree



karamu



akapuka



harakeke



manuka

Botanical Name	Common Name	% of Mix	Grade at Planting (L)	Planting Centres (m)	Approx. Height (m) 5yrs	Approx. Width (m) 5yrs
Specimen Trees						
Beilschmedia tarairi	taraire	n/a	45	Refer Plans	5	3
Dacrycarpus dacrydioides	kahikatea	n/a	45	Refer Plans	5	2
Alectryon excelsus	tītoki	n/a	45	Refer Plans	5	4
Corynocarpus laevigatus	karaka	n/a	45	Refer Plans	4	2
Dacrydium cupressinum	rimu	n/a	45	Refer Plans	2	2
Dysoxylem spectabile	kohekohe	n/a	45	Refer Plans	5	3
Metrosideros excelsa	pōhutukawa	n/a	45	Refer Plans	5	3
Podocarpus totara	tōtara	n/a	45	Refer Plans	5	3
Sophora microphylla	kōwhai	n/a	45	Refer Plans	3	2
Vitex lucens	pūriri	n/a	45	Refer Plans	5	3



titoki



kahikatea



totara



karaka



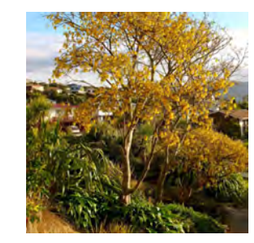
rimu



taraire



kohekohe



kowhai



puriri

Minutes

Project: Pukekohekohe Gateway Plan Change Hui with Ngāti Tamaoho

Date: 19 March 2025

Time: 12:30-2:00pm

Location: Ngāti Tamaoho Offices, Hingaia Road, Karaka

Attendees:

Name	Role/Organisation
Lucie Rutherfurd (LR)	Ngāti Tamaoho
Edith Tuhimata (ET)	Ngāti Tamaoho
Dennis Kirkwood (DK)	Ngāti Tamaoho
Adam Sadgrove (AS)	Auckland Thoroughbred Racing
Nick Roberts (NR)	Barker & Associates
Cam Wallace (CW)	Barker & Associates
Joseph McCready (JM)	Barker & Associates
Cosette Pearson (CP)	Barker & Associates
Pranil Wadan (PW)	Woods

Item	Detail	Action
1	ET opened the hui by blessing the kai and with a karakia.	
2	NR provided an overview of the proposed plan change and spoke to the presentation included at **Attachment 1**. NR provided an overview of the stormwater channel enhancement opportunity, noting that the currently utilitarian type structure couldn't get much worse and there are lots of opportunities associated with the naturalisation and enhancement of this. NR acknowledged the plan prepared alongside Karl and Edith which identifies the cultural visual way finders from the site and illustrates how the site sits within the wider cultural landscape. NR confirmed that a new precinct has been prepared to support this Plan Change (to be discussed later in the hui).	
3	**Indicative Work in Progress Masterplan** CW provided an overview of the illustrative draft masterplan, which illustrates how the site *could* be developed. LR queried the medium density zone proposed, how high will buildings be, what will the yield be?	

	NR clarified that the MHU zone allows 3-storyes, however in this market it is likely to be a mix of terraces and standalone dwellings. MHU has been applied across the entirety of the residential part of the site to recognise the rural character and as the best fit for the area as it grows and develops and changes over time. The masterplan identifies 450 houses, however the zone could enable a yield up to 600, and therefore 400-600 yield has been what specialist have used to assess the PC. LR confirmed that from an environmental perspective, it is important to cater for the worst-case scenario (600 dwellings). The masterplan provides for a neighbourhood park in the centre of the site, with an emphasis on making this a publicly accessible pace with public green spaces for all to come and enjoy.	
4	Protection of mature trees for Amenity Reasons The trees identified to be retained where practicable for amenity reasons were identified. LR queried whether it is the intent to retain non-native amenity trees? NR confirmed yes, where practical to follow along the old Buckland Road frontage. LR noted that she does not support non-native road trees, newly planted street trees should be native.	
5	Stream Channel Realignment The stream channel realignment and enhancement opportunity within the part of the Plan Change proposed to be rezoned Open Space – Informal Recreation zone (OS-IRZ) was discussed. Opportunities for mahi toi cultural structures throughout the development and along the awa were discussed and are to be further explored through focused workshops with mana whenua. NR clarified that a consent process for the stream enhancement works will run parallel with the PC process, ensuring certainty that it will be delivered. The intention is to see the RC for the Stream and Channel to be lodged and approved prior to the Plan Change being approved. OS-IRZ and stream channel enhancement area to be owned and maintained by ATR. Provides an opportunity for people to come down and interact with the stream a path will run alongside the awa and opportunities to connect with cultural aspects. Stream channel area provided recreational opportunities as well as ecological benefits – this will be a significant asset for the future community. DK queried whether the existing WSL sewer pipe will run through the stream. It was confirmed that this is currently a trunk line that	ET confirmed they would like to be involved in a workshop to discuss the RC for the Channel and Stream realignment. ET to work with LR and DK to confirm their availability for focused workshop.

	runs underground and will likely run along the bed of the stream, however a matter for detailed design stage.	
6	**Stormwater Management** LR queried the location of the stormwater treatment down around the WW pumpstation and the existing watercourse that wraps around the northern boundary of the WSL pumpstation site? PW clarified that these are indicative locations to illustrate what 'could' happen (to test the area from a size, known constraints associated with the land etc perspective). PW confirmed this area has previously flooded. LR expressed that stormwater wetlands need forebays for where water enters them. PW confirmed the stormwater wetland devices could accommodate forebays. LR noted concern around the wetland locations in the lower part of the site, and due to the impervious cover, more water will come off than currently does, concern around the water coming fast and hard, will the wetlands flood, and how often? PW confirmed that these are details to be worked through, in detailed consenting stage, which mana whenua will also be involved in. All agreed it is important for ATR and mana whenua to work together to improve the water quality of the streams. ET noted expectation of baseline testing. PW confirmed his team would undertake this work and share the information with mana whenua. LR queried whether there would there be treatment of roads? PW confirmed that a treatment train approach is proposed. PW clarified that GPT are not accepted by AT within the road reserve however are recommended on individual lots. PW clarified that the stormwater wetland devices will be vested to Healthy Waters.	PW to undertake baseline water quality testing and share results with mana whenua.
7	**Watercare Infrastructure** LR queried how it was proposed to go around moving or burying WSL infrastructure? PW confirmed the likely methodology would be to construct the new line first and then connect from the old line once its ready and available (fully constructed). Will need to work closely with WSL at the time, however there is a confirmed methodology that works to move forward.	
8	**Draft Precinct Provisions** ET and LR confirmed that they will review and further discuss the definition of Mahi Toi Cultural Structure for the purpose of (A1) in table IX.4.1 of the proposed provisions and will report back. LR requested the inclusion of a standard requiring the ongoing consultation with and informing iwi of development in the future	ET and LR to provide feedback on mahi toi cultural structures definition.

	(at consenting stage) to ensure that future developers and builders are required to engage with mana whenua on an ongoing basis. CP to draft up a standard for discussion with mana whenua. LR noted that there should be a maximum fence height when fronting the stream area to help prevent people biffing rubbish over the back fences. CP to draft up a standard for fences adjoining the OS-IRZ, for discussion with mana whenua.	CP to circulate provisions with draft Informing Iwi and Fences Adajoing Open Space Standards, for further discussion.
9	**Next Steps** LR clarified that the CVA is not public knowledge. B&A team to notify Auckland Council when lodging that the CVA is not to be made publicly available at the time of Plan Change notification. ET to arrange focused one-on-one hui with JM to further workshop in detail the opportunity along the stream channel area and further develop ideas. ET confirmed all other matters will be discussed via email to this group. CP to highlight key provisions discussed (and further amendments made in response to matter raised at the hui) and circulate with minutes (refer **Attachment 2**). CP noted that the PC30 area is being explored for inclusion in the Plan Change, with the purpose being to bring the transport upgrades that are currently required as a covenant to be required as a development infrastructure upgrade rule in the Precinct. CP noted that this is being discussed with AT currently, and ATR team to update mana whenua on how this is progressing. Targeting mid-late April lodgement.	ET to arrange focused workshop with JM to work through details of the stream enhancement area. CP to highlight key provisions and circulate to group with minutes.
10	ET closed the hui with a karakia.	



MARCH 2025

PRIVATE PLAN CHANGE
PUKEKOHE PARK

222-250 MANUKAU ROAD, PUKEKOHE

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



INTRODUCTION

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30, PC74 and PC87
- Plan Change Scope
- Next Steps

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta



BACKGROUND & PURPOSE

- Pukekohe Park – 222-250 Manukau Road
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- Land to rezoned for residential use ~20.8ha

THE PURPOSE OF THE PRIVATE PLAN CHANGE IS TO:

- Rezone: ~23ha to enable residential development and stream enhancement opportunities
- Remove: provisions relating to motor racing from the Pukekohe Park Precinct (I434)
- The project reflects the next stage in ATR delivering part of the wider strategy for the racing industry. The economic benefits will pass down to trainers, breeders and other parts of this community.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

RESPECTING THE WHENUA, PROTECTING A TAONGA

Pukekohe is renowned as a rohe (region) of fertile soils and abundant wildlife.

For nearly 800 years, the land and its waters have had an inherent and enduring cultural, spiritual, and traditional value for tangata whenua – a taonga to be protected.

Auckland Thoroughbred Racing (ATR) is committed to working with the mana whenua of this rohe. This is a partnership with iwi, and we will work to protect and enhance the mauri (life force) of the environment.

We will ensure that any development aligns with iwi values and obligations.

: **mauri** – respect, protect and enhance the life force of the environment.

: **whakapapa** – we will protect the genealogical connections to the land and its resources.

: **mana** – we will respect the authority and dignity of the iwi.

: **kaitiakitanga** – we will be guided by the iwi's responsibilities as mana whenua.

ATR believes that Pukekohe Park will be a special place where residents, neighbours and visitors will connect – to enjoy its traditions, its energy and its potential.







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A LANDSCAPE OF MANY MEMORIES

Pukekohe Park is a landscape with deep meaning for the wider community.

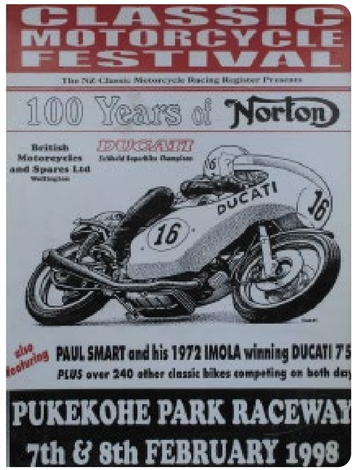
- Different people hold Pukekohe Park close to their hearts for many reasons, almost all are tied to friends' family and memorable occasions.
- From thoroughbred racing, Grand Prix, trotting, Superbikes and country AMP shows, this landscape has strong roots in people's connections to Pukekohe Park.



Figure 130. Panoramic view of the new Pukekohe showgrounds. Spectators watch the riding competition, 1901. Sir George Grey Special Collections, Auckland Libraries, AWNS-19010315-







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A LANDSCAPE OF PLENTY

Pukekohe Park is a focus for many traditions across Southern Auckland and Northern Waikato.

- Founders, previous Chairman and current members have strong connections to the productive heritage of this landscape.
- The whenua provided kai, work, recreation and meaning for generations of locals from all communities – a source of local pride today.











AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A CULTURAL LANDSCAPE

Pukekohe Park and the whenua surrounding it is part of a much longer cultural tradition.

- Pukekohekohe Park has been, and will remain, a place where everyone in our community are welcome.
- From atop Pukekohekohe maunga this location fits into living breathing whenua where we have the opportunity to enhance its mana and mauri through our actions.
- Streams (including the Tutaenui Stream, connecting to the Waikato River) were used as transport routes for communication and trade with hapu/iwi to the south







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A LIVING COMMUNITY OF INTEREST

This is a place defined by a love of horses and the rich rural culture and lifestyle that they create.

- Pukekohekohe Park brings its wider communities of interest together – to celebrate our shared passion for horses.
- This is living, breathing, working landscape, a place or many fond memories and somewhere many future ones will be created.









AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

THE SITE

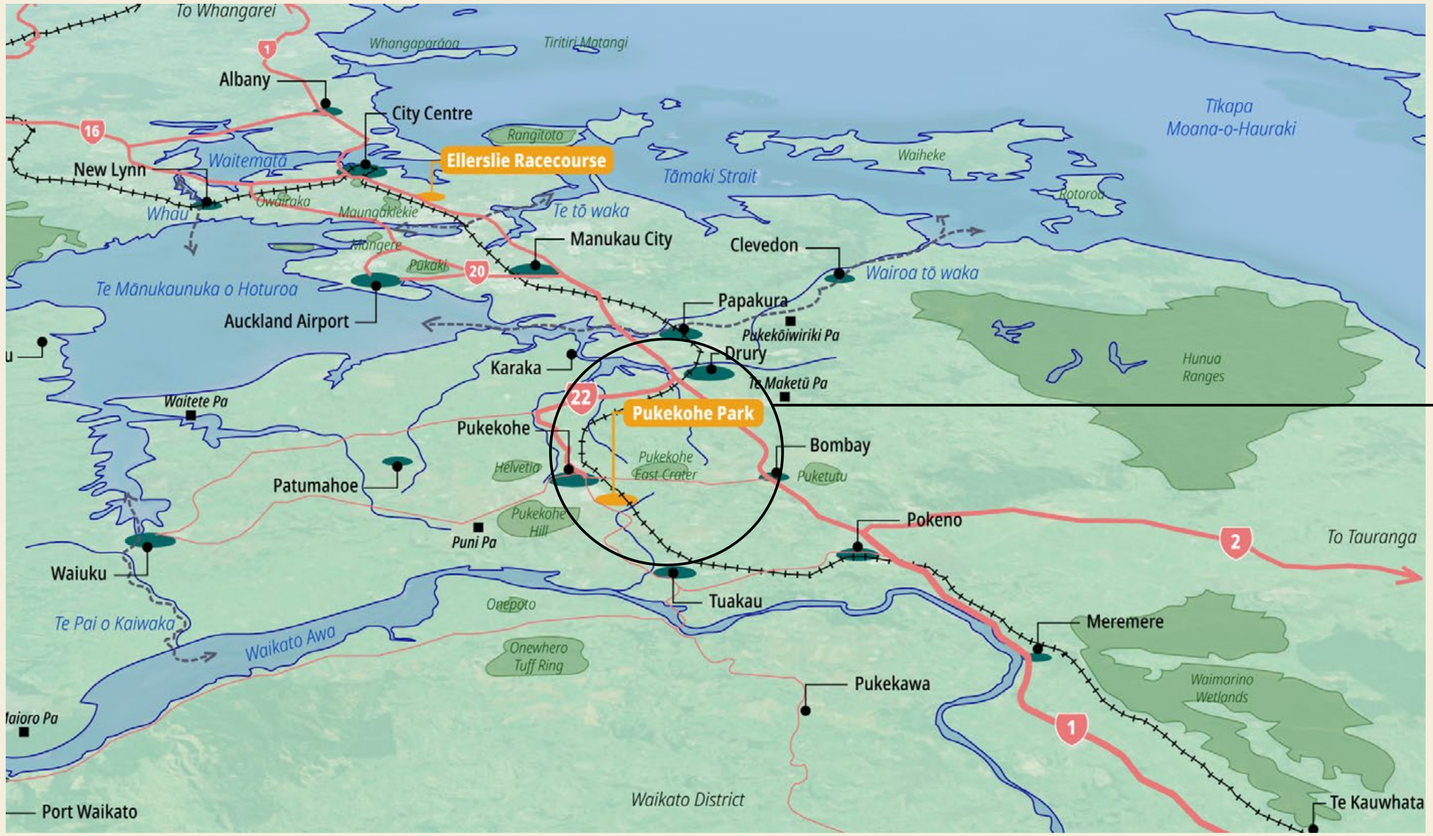


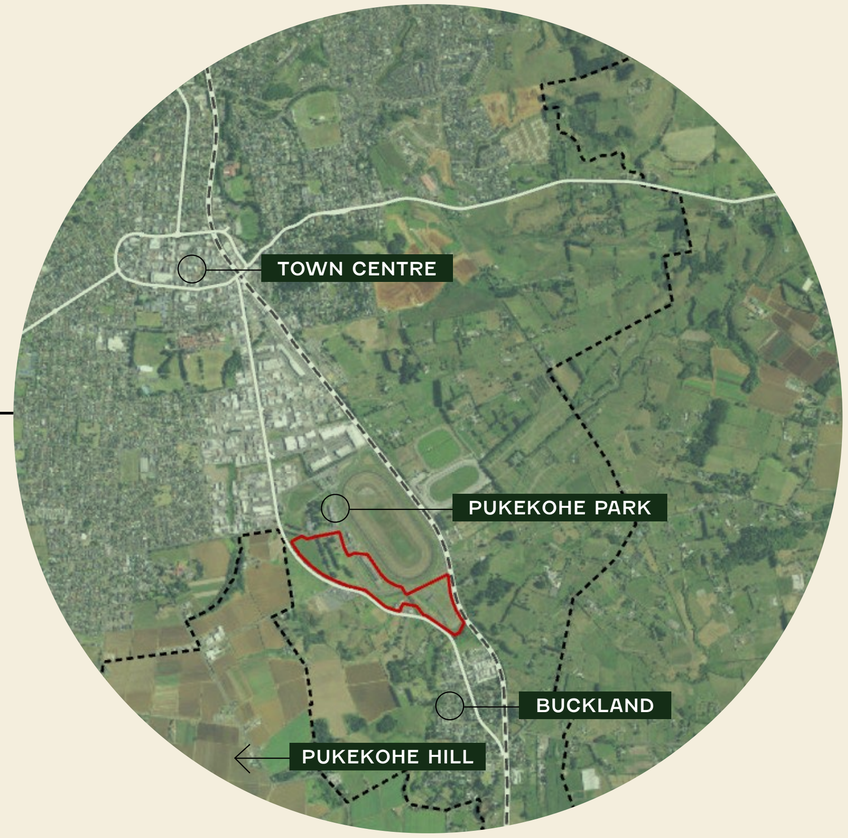
AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PRIVATE PLAN CHANGE ~ PUKEKOHE PARK

SITE LOCATION

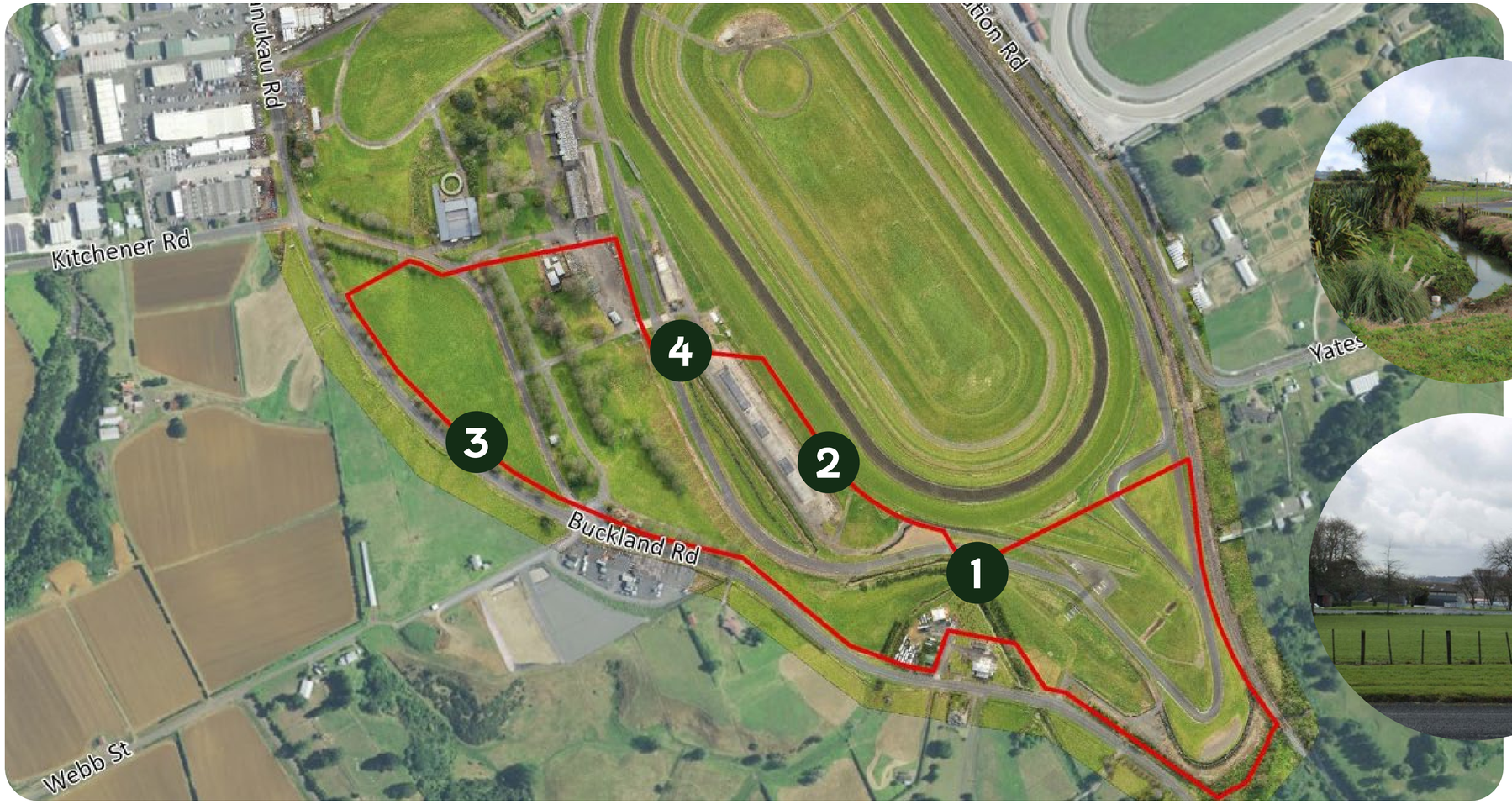




AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

PLAN CHANGE AREA





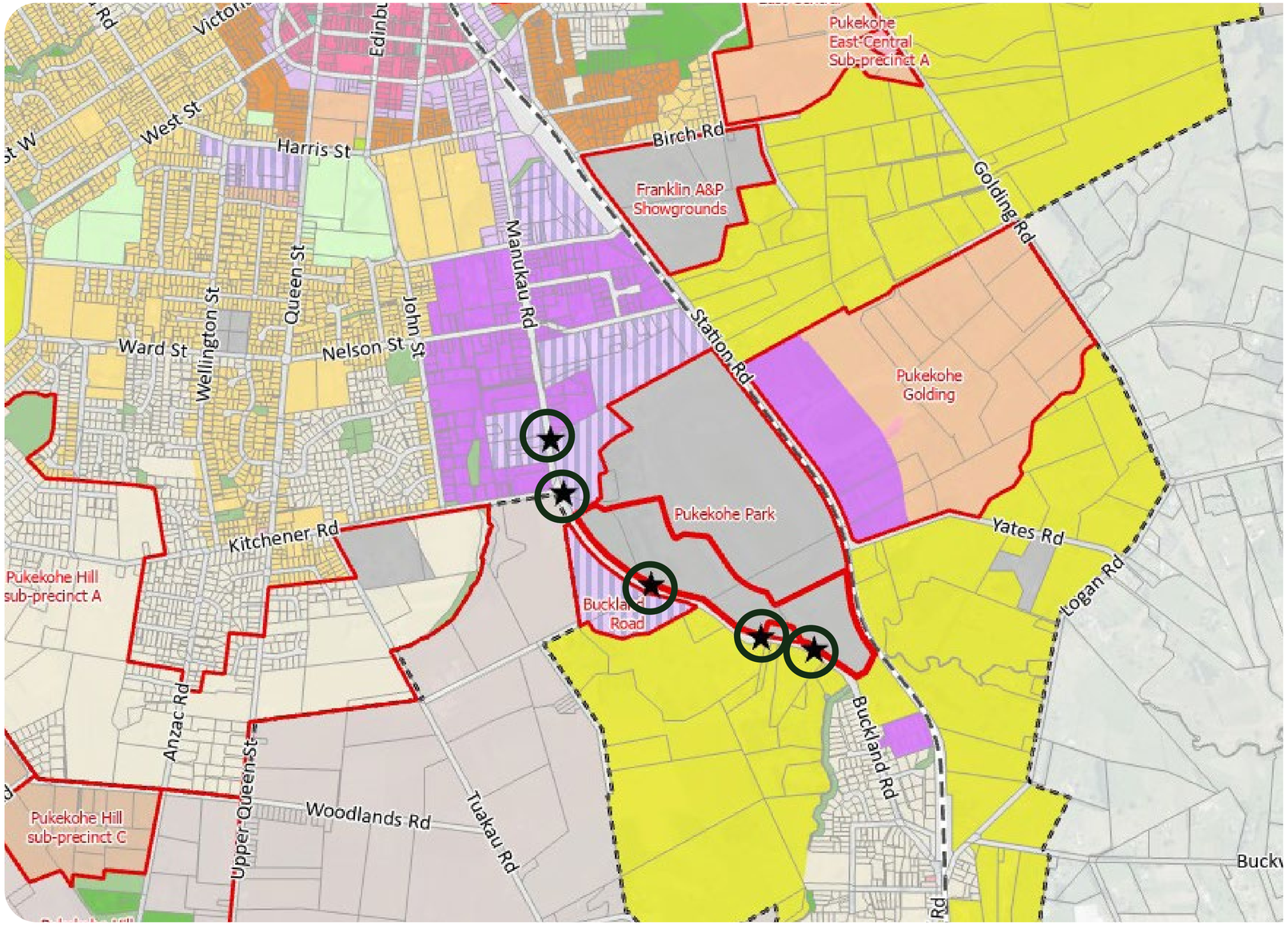






AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



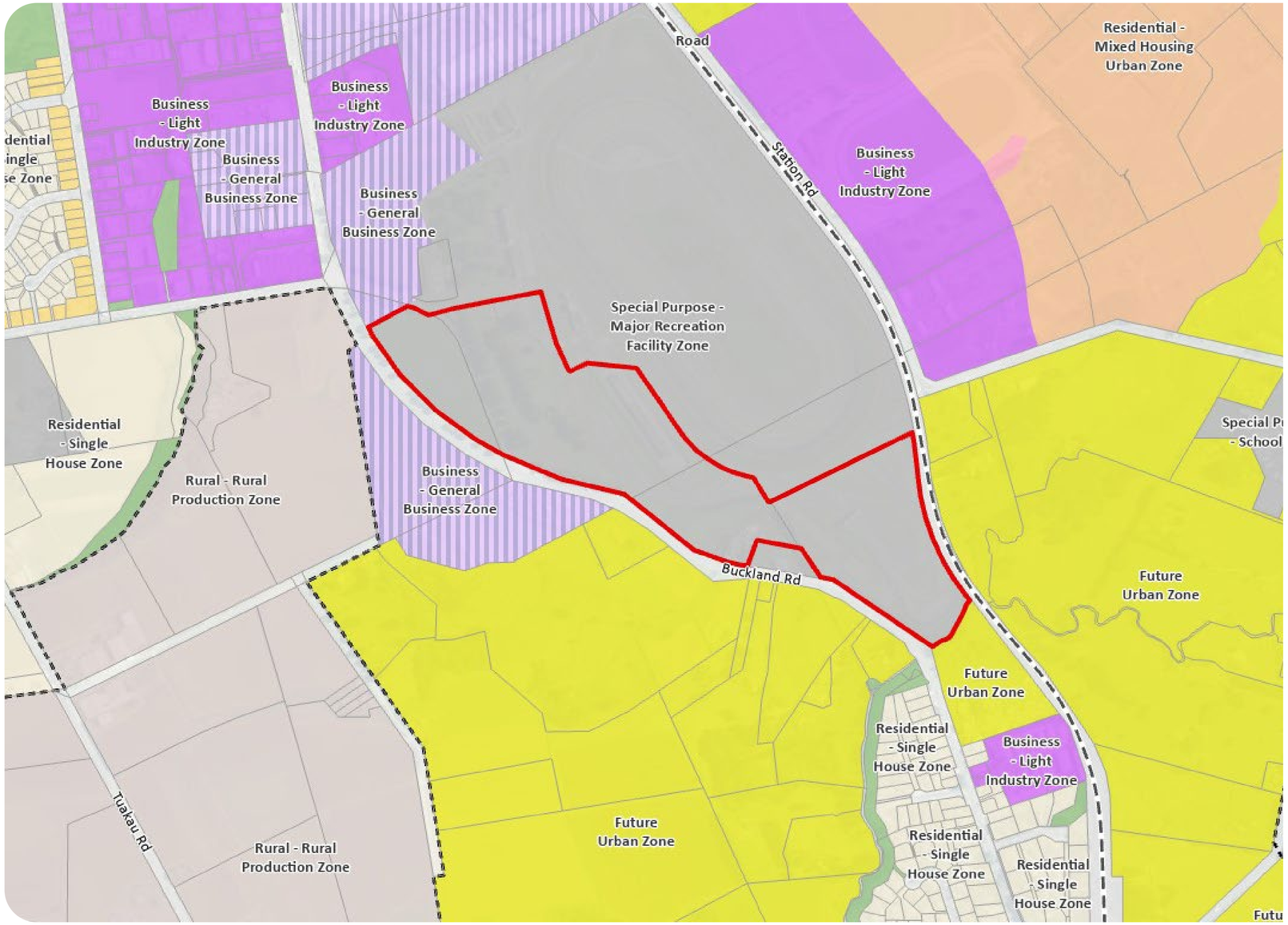
SITE CONTEXT

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south

Five existing access points from Manukau / Buckland Roads

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments



EXISTING AUP ZONING

- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road

AUCKLAND THOROUGHBRED RACING SINCE 1874

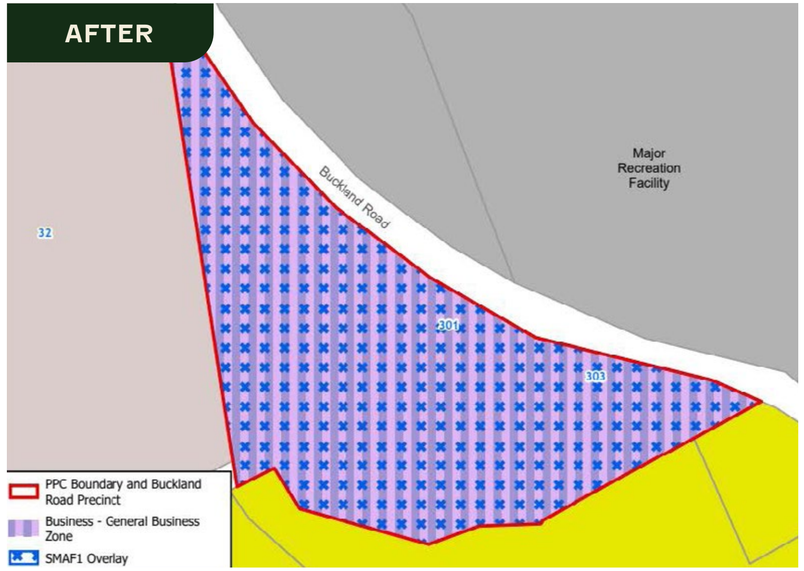
B&A Urban & Environmenta



BEFORE



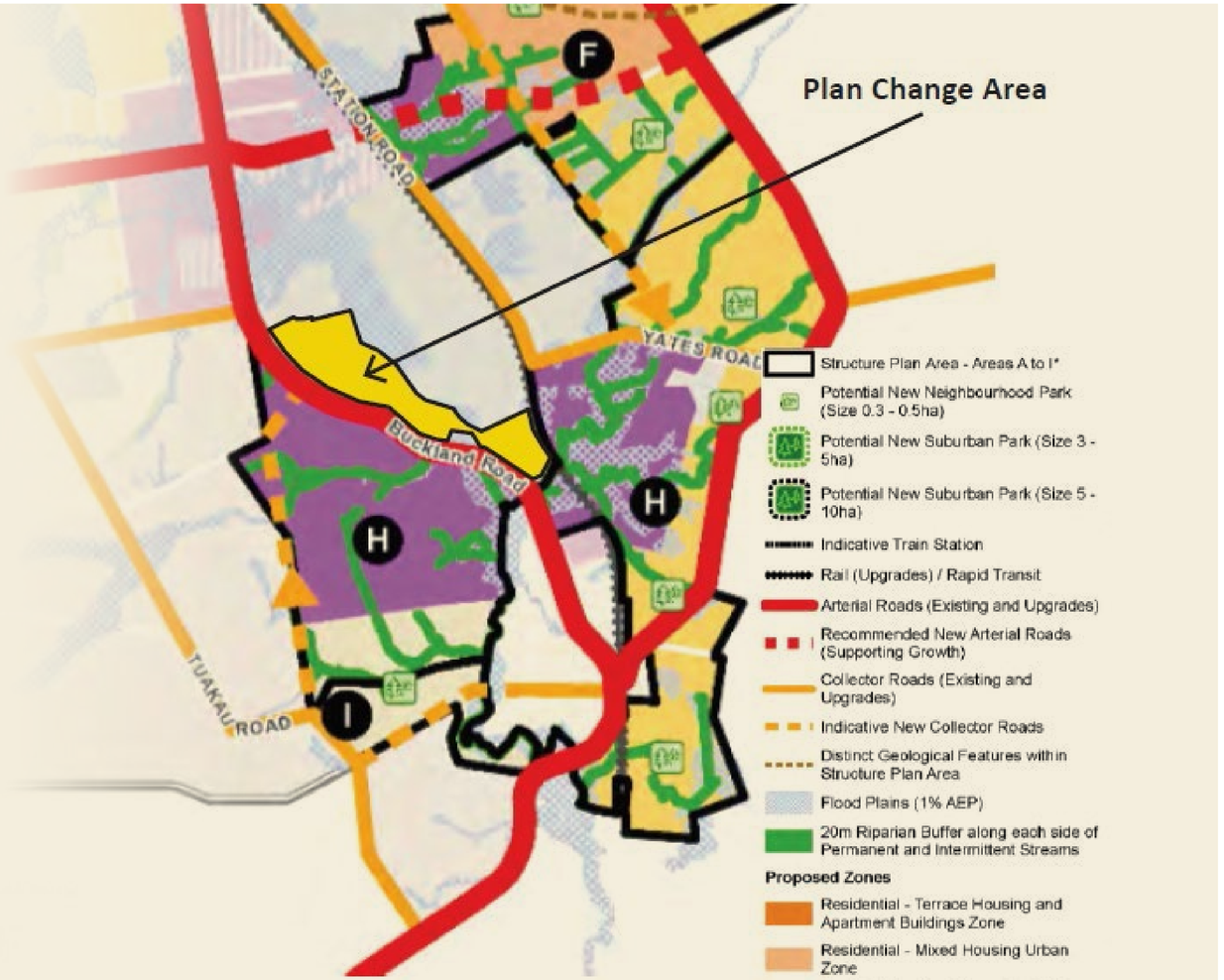
AFTER



PLAN CHANGE 87 CONTEXT

- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

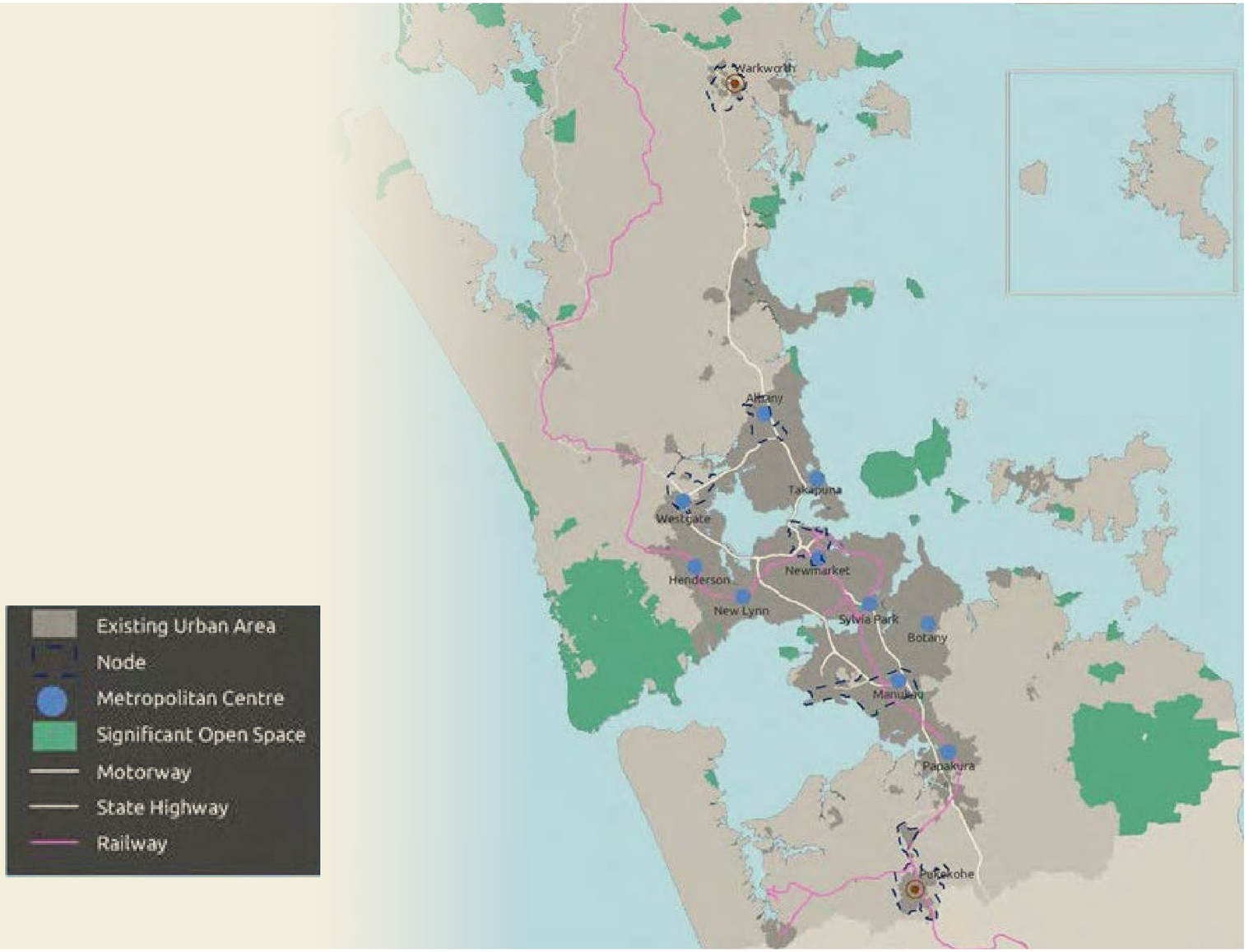


PUKEKOHE-PAERATA STRUCTURE PLAN

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

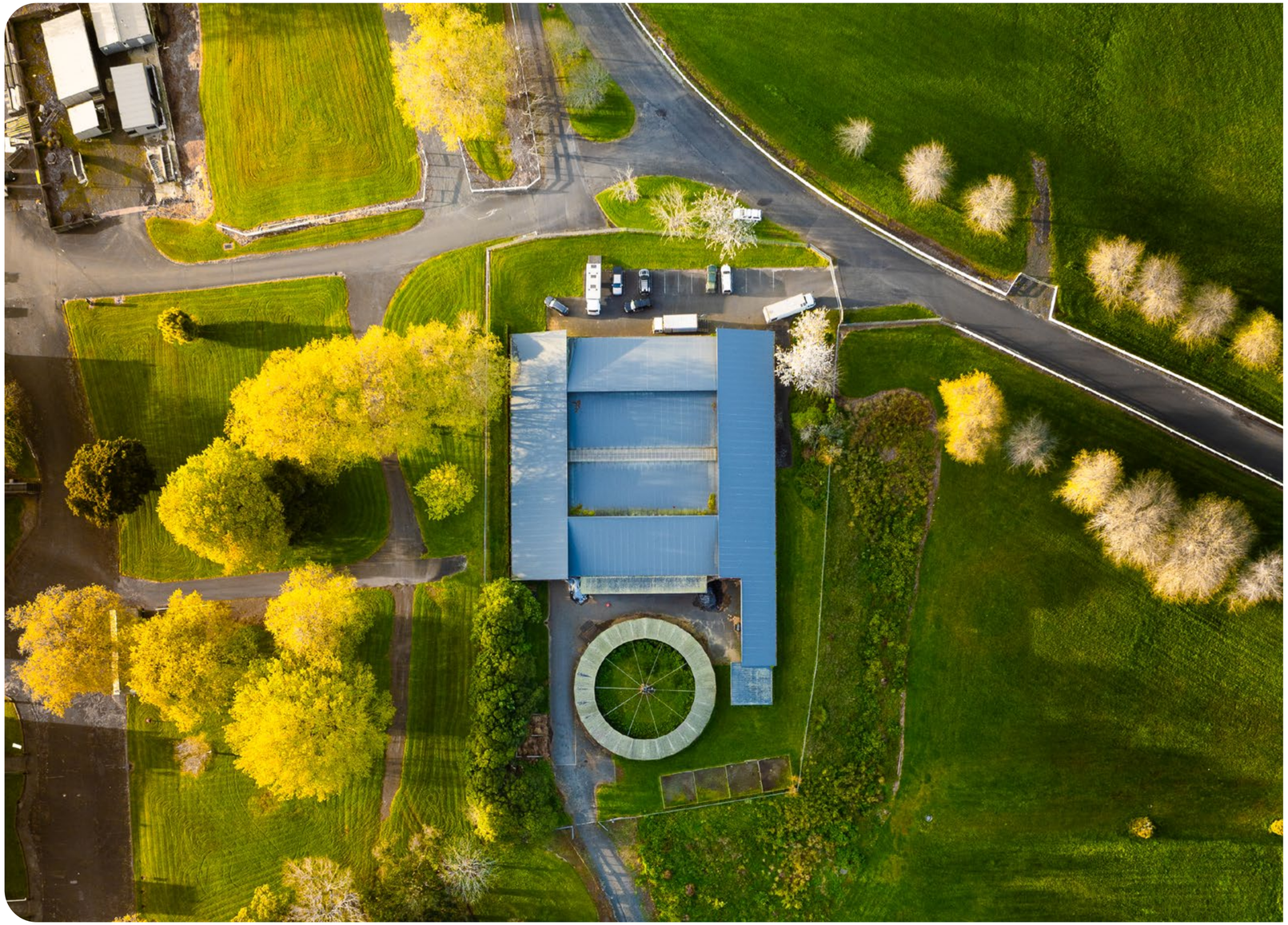


STRATEGIC CONTEXT (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

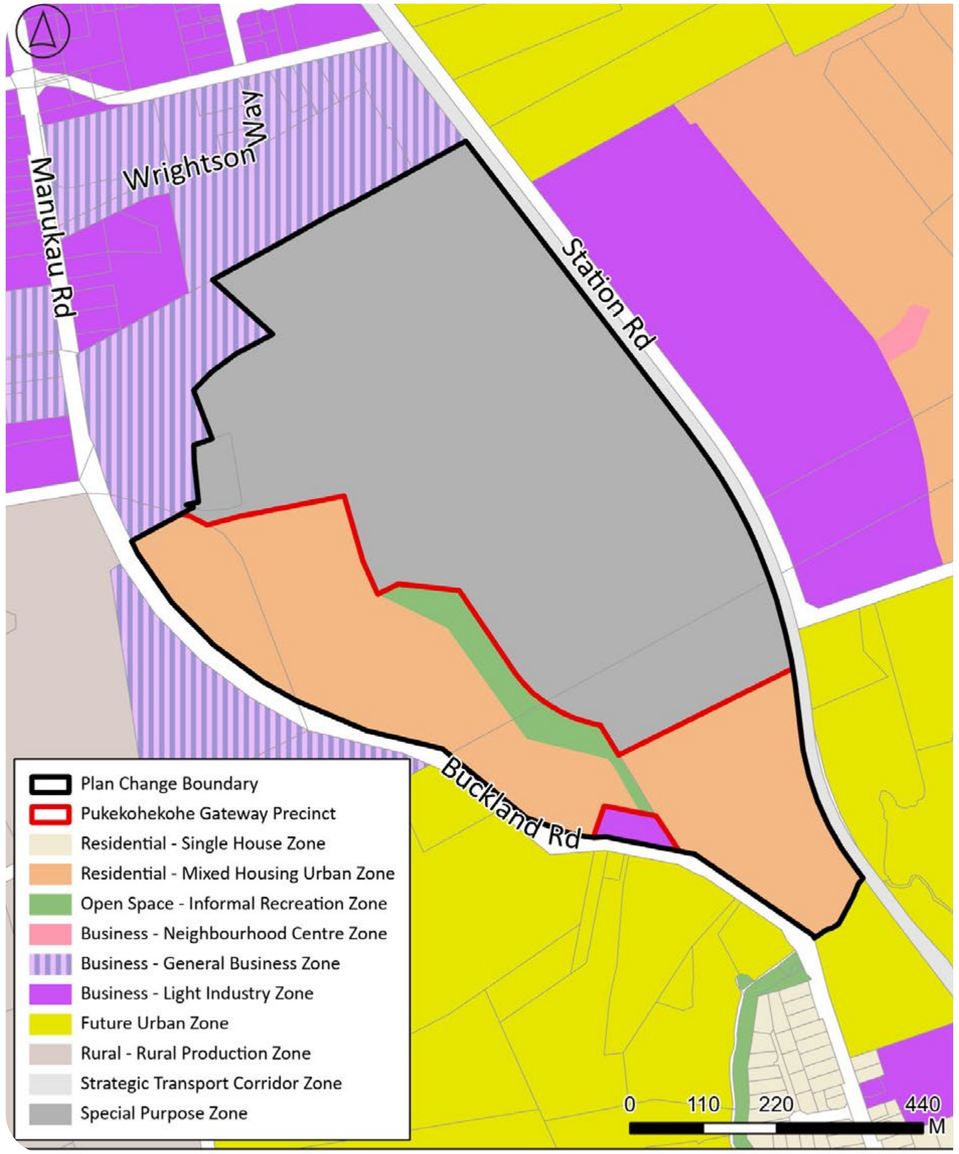


PLAN CHANGE SCOPE

- Rezone ~23ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential along with a channel enhancement and naturalisation opportunity
- Propose a bespoke Precinct to the Plan Change area and amend the existing Pukekohe Park Precinct
- Remove motorsport activities from the Pukekohe Park Precinct
- Update the Notable Tree Schedule using Auckland Councils Guidelines for Nominating a Notable tree for Evaluation

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



PROPOSED ZONING PLAN

- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 400-600 dwellings.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

INDICATIVE WORK IN PROGRESS
RESIDENTIAL SUBDIVISION MASTER PLAN
DRAFT CONCEPT



Conceptual Master Plan
Scale. 1:2500 at A1
Date. 05/03/2025

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PRIVATE PLAN CHANGE ~ PUKEKOHE PARK

INDICATIVE WORK IN PROGRESS
CHANNEL AND STREAM ENHANCEMENT
DRAFT CONCEPT



DRAFT

Conceptual Stream Design
Scale. 1:750 at A1
Date. 05/03/2025

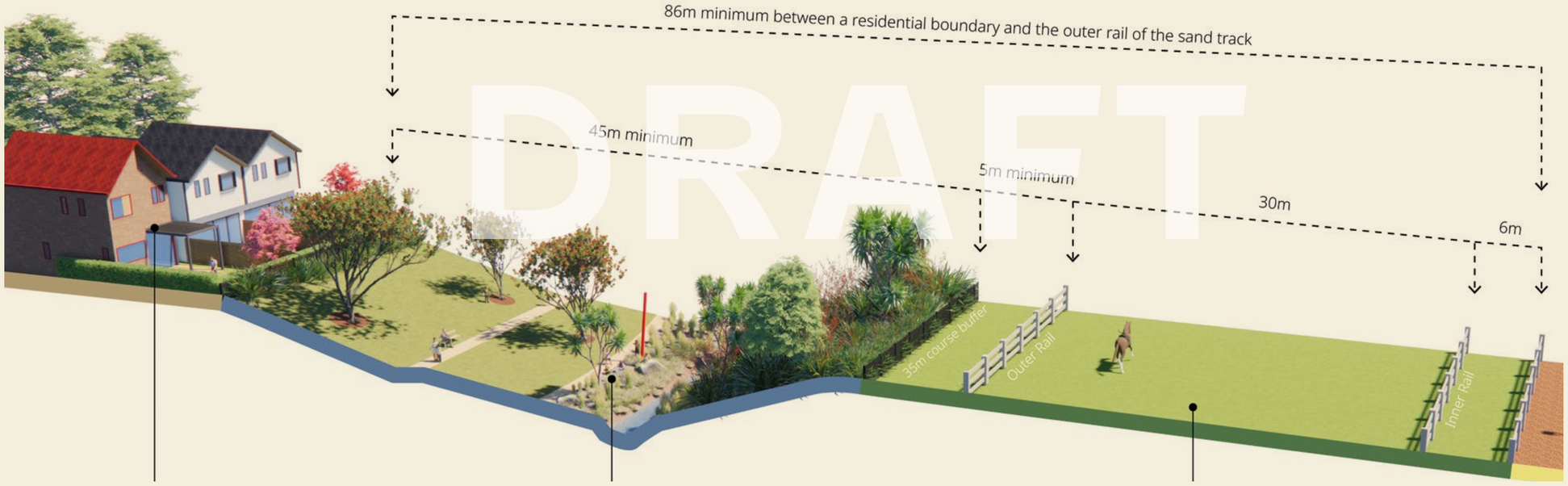
AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

INDICATIVE WORK IN PROGRESS
CHANNEL AND STREAM ENHANCEMENT
DRAFT CONCEPT



Conceptual Section 1
Scale. NTS at A1
Date. 05/03/2025

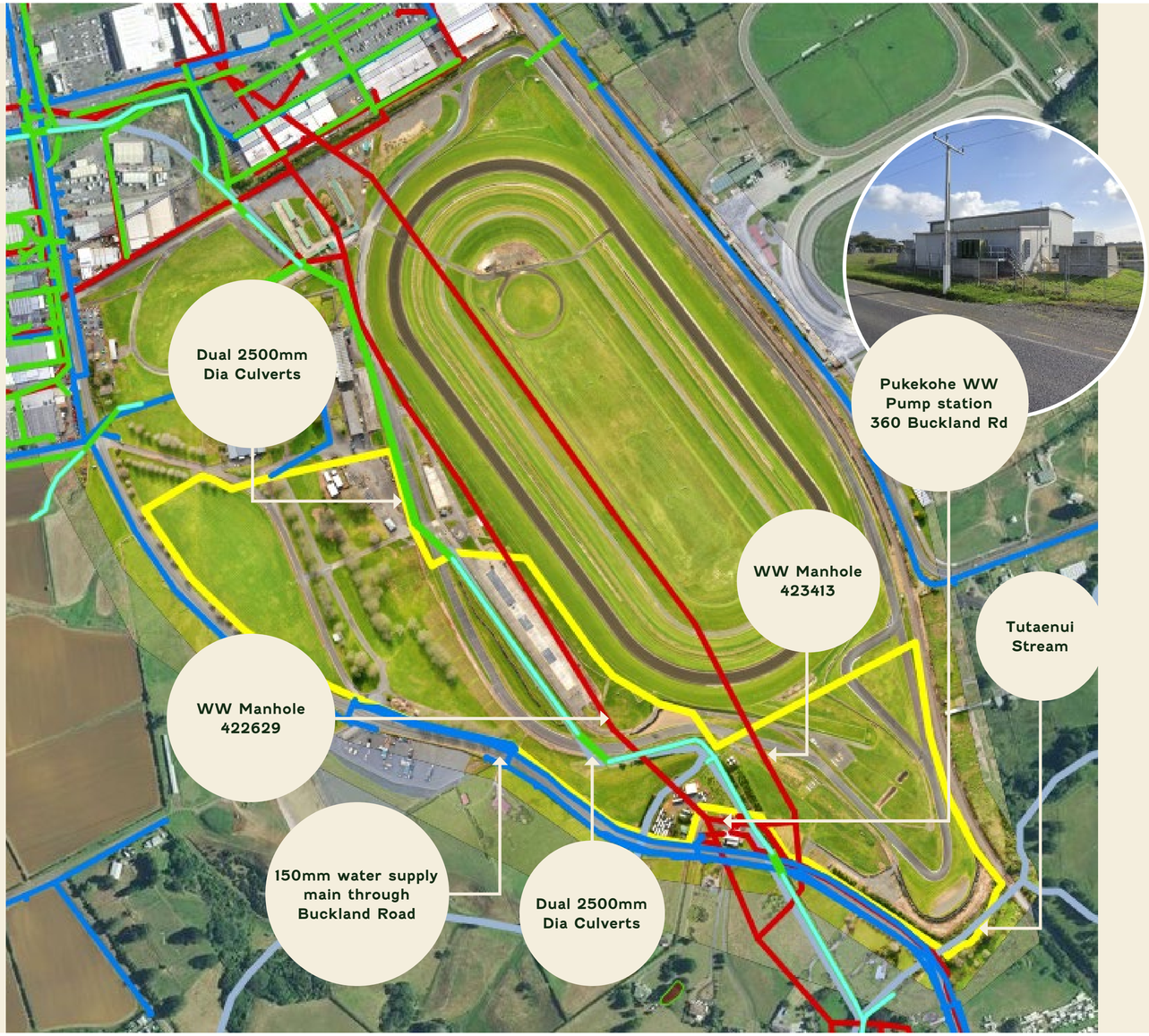


Conceptual Section 2
Scale. NTS at A1
Date. 05/03/2025

DRAFT

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta



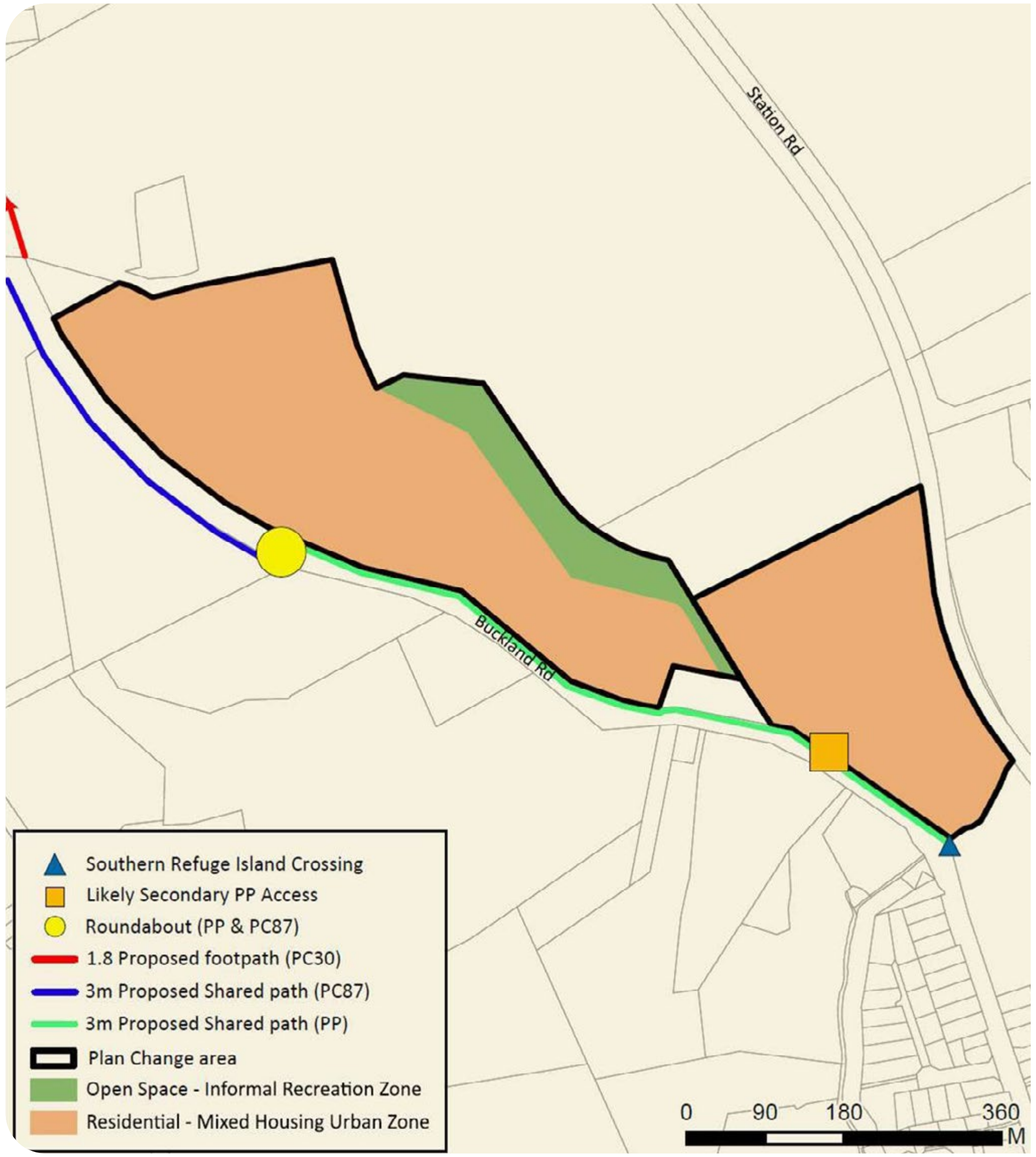
EXISTING INFRASTRUCTURE OVERVIEW

KEY:

- Pukekohekohe Gateway Precinct Area
- Wastewater Infrastructure
- Water Supply Infrastructure
- Open Stormwater Channel
- Stormwater infrastructure
- Tutaenui Stream

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



BUCKLAND ROAD FRONTAGE STRATEGY

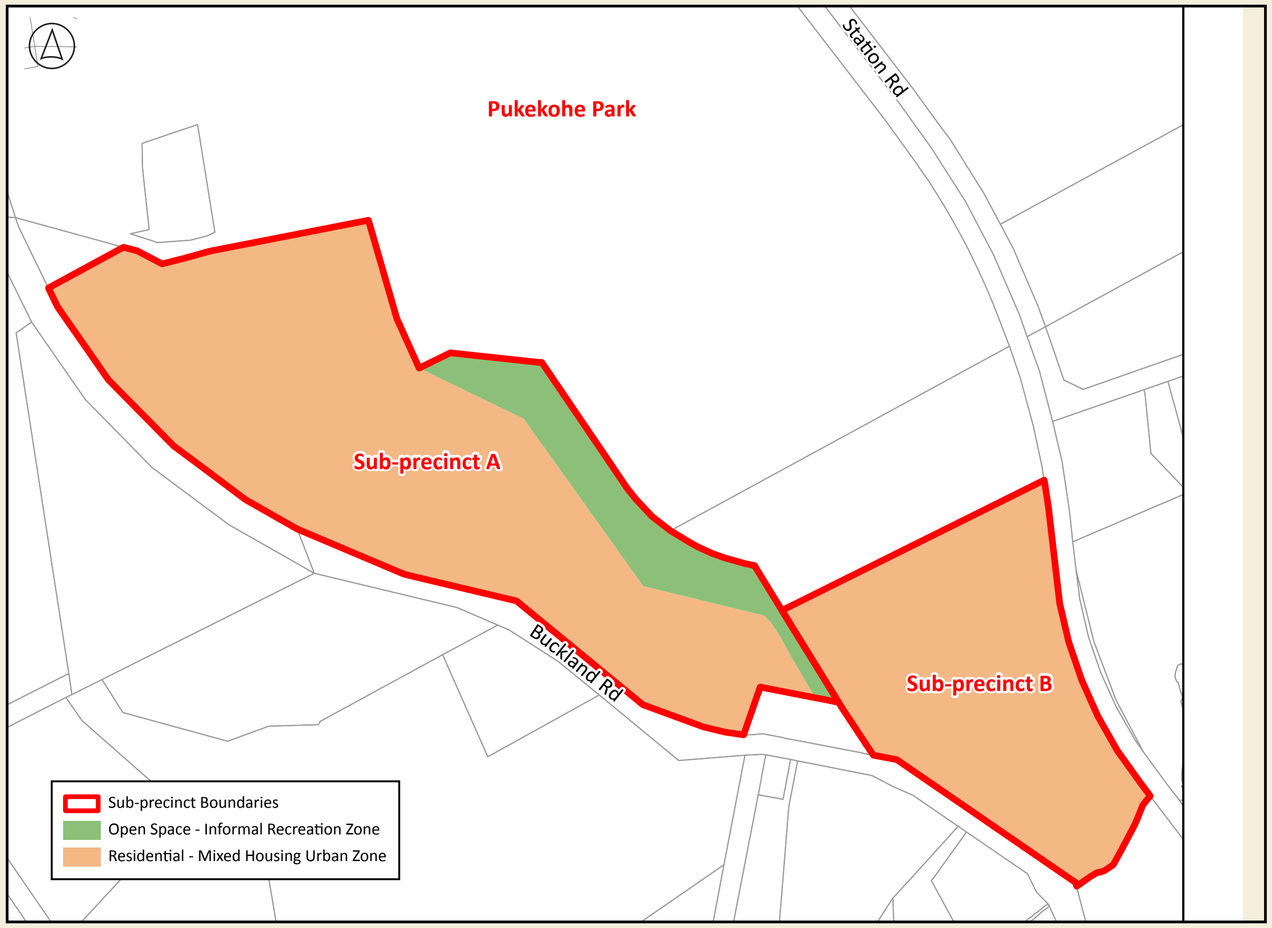
- Designed to integrate with transport upgrades required under PC87 and PC30
- Part of an integrated and cohesive transport environment
- 3m shared path along Buckland Road
- Two access points into the Plan Change area along Buckland Road
- Southern refuge island crossing

AUCKLAND THOROUGHBRED RACING SINCE 1874

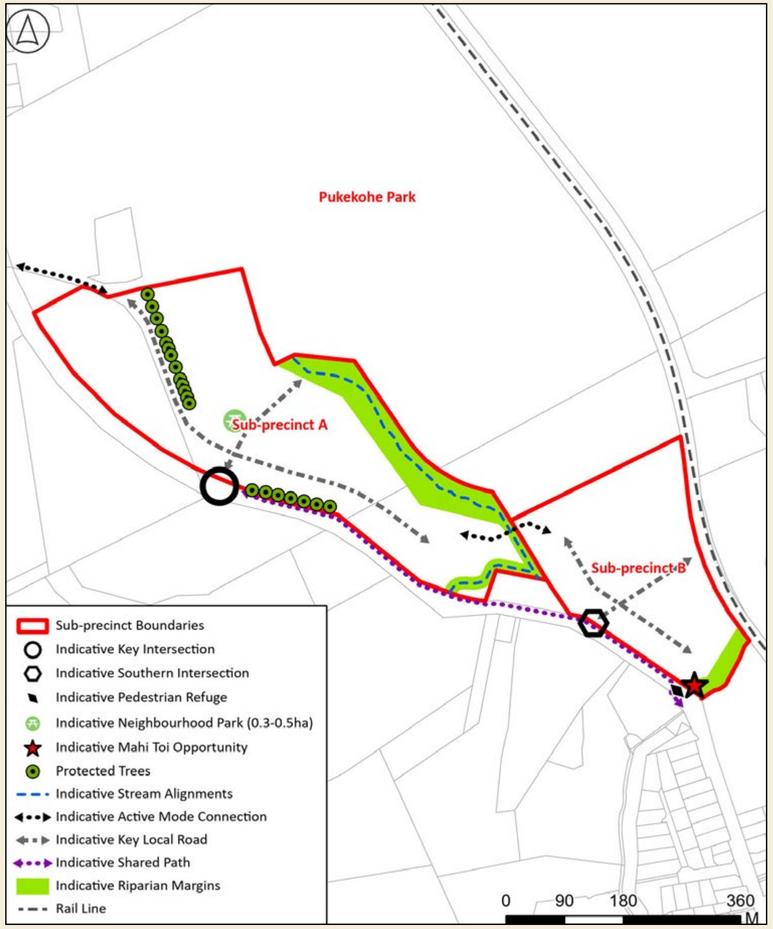
B&A Urban & Environmental

PUKEKOHEKOHE GATEWAY PRECINCT

Pukekohekohe Gatweway Precinct: Zones & Sub-precincts



Pukekohekohe Gatweway Precinct: Plan 1 Structuring Elements



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE PARK SCHEDULED TREE INFORMATION – JULY 2011

Area: Franklin
Address: Pukekohe Park (222 Manukau Road), Pukekohe **Tree No:** 214

Common Name: Elm, Plane, Puriri, English Oak, Pin Oak, Beech, Totara
Botanical Name: *Ulmus sp. Platanus x acerifolia, Quercus palustris, Quercus robur, Podocarpus totara, Vitex lucens, Fagus sylvatica*

Condition Evaluation

Points		3	9	15	21	27	Score
Form		Poor	Moderate	Good	Very Good	Specimen	15
Occurrence		Predominant	Common	Infrequent	Rare	Very Rare	9
Vigour / Vitality		Poor	Some	Good	Very Good	Excellent	15
Function		Minor	Useful	Important	Significant	Major	15
Age (yrs)		10yrs +	20yrs +	40yrs +	80yrs+	100yrs +	21
					SUB TOTAL		75

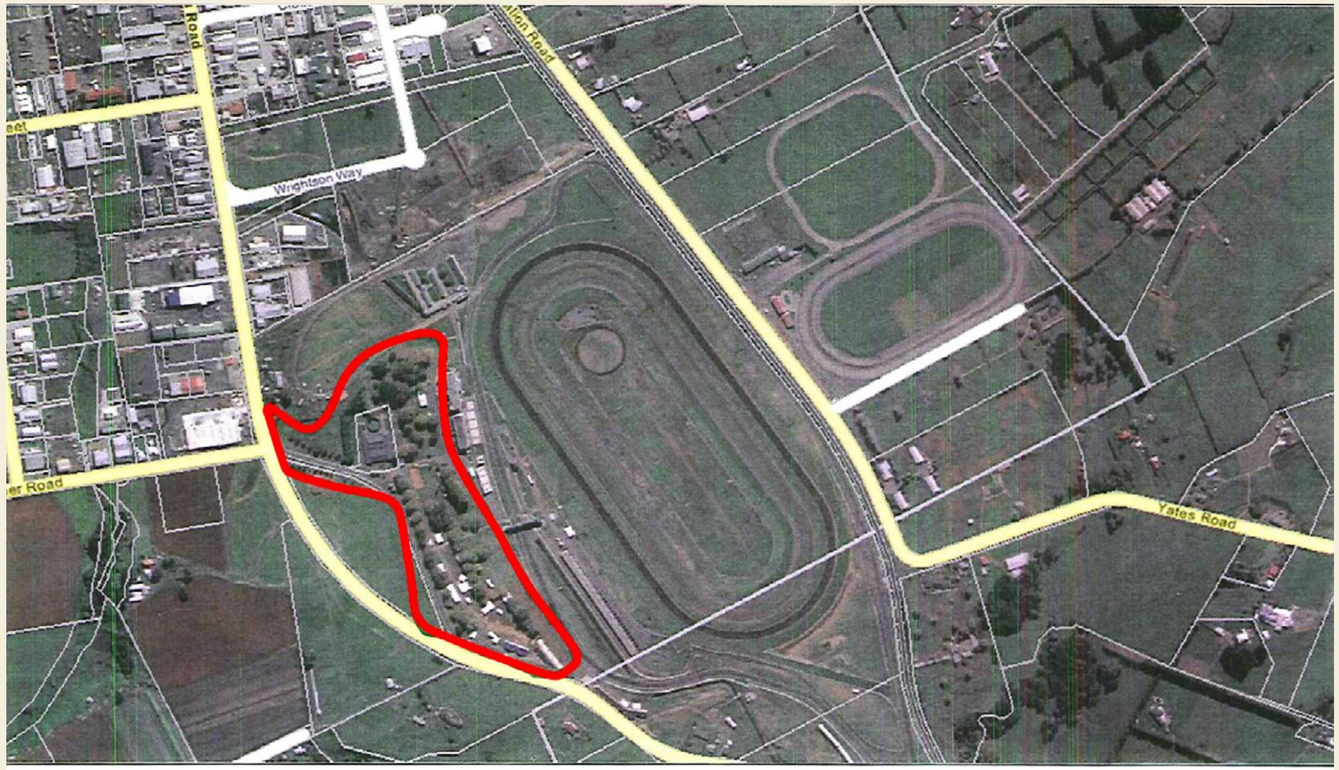
Amenity Evaluation

Points		3	9	15	21	27	Score
Stature (9)		3 to 8	9 to 14	15 to 20	21 to 26	27+	21
Visibility (km)		0.5	1	2	4	8	9
Proximity		Forest	Parkland	Group 10+	Group 3+	Solitary	9
Role		Minor	Moderate	Important	Significant	Major	21
Climate		Minor	Moderate	Important	Significant	Major	9
					SUB TOTAL		69

Notable Evaluation

Points		3	9	15	21	27	Score
Stature	Feature						
	Form						
Historic	Age 100+						
	Association						
	Commemoration						
	Remnant						
	Relict						
Scientific	Source						
	Rarity						
	Endangered						
					SUB TOTAL		0
					GRAND TOTAL		144

Notes: Elm, Plane, Puriri, English Oak, Pin Oak, Beech, Totara



This map/plan is illustrative only and all information should be independently verified on site before taking any action. Copyright Auckland Council. Boundary information from LINZ (Crown Copyright Reserved). Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Height datum: Auckland 1946.

Various - Puke Raceway

Created: Monday, 25 July 2011,10:34:10 a.m.

Scale @ A4 1:8000

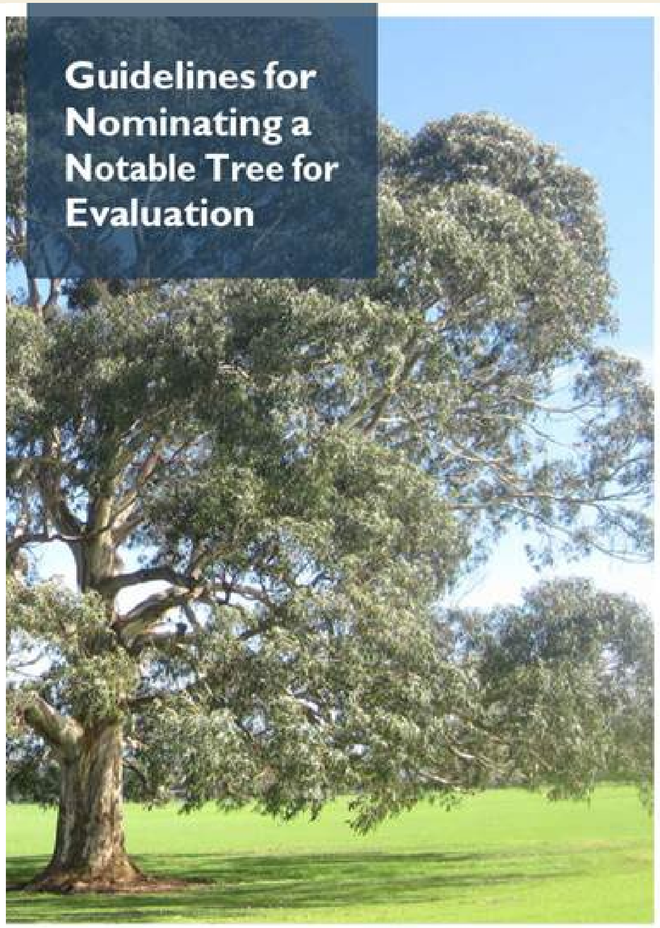
Auckland Council

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

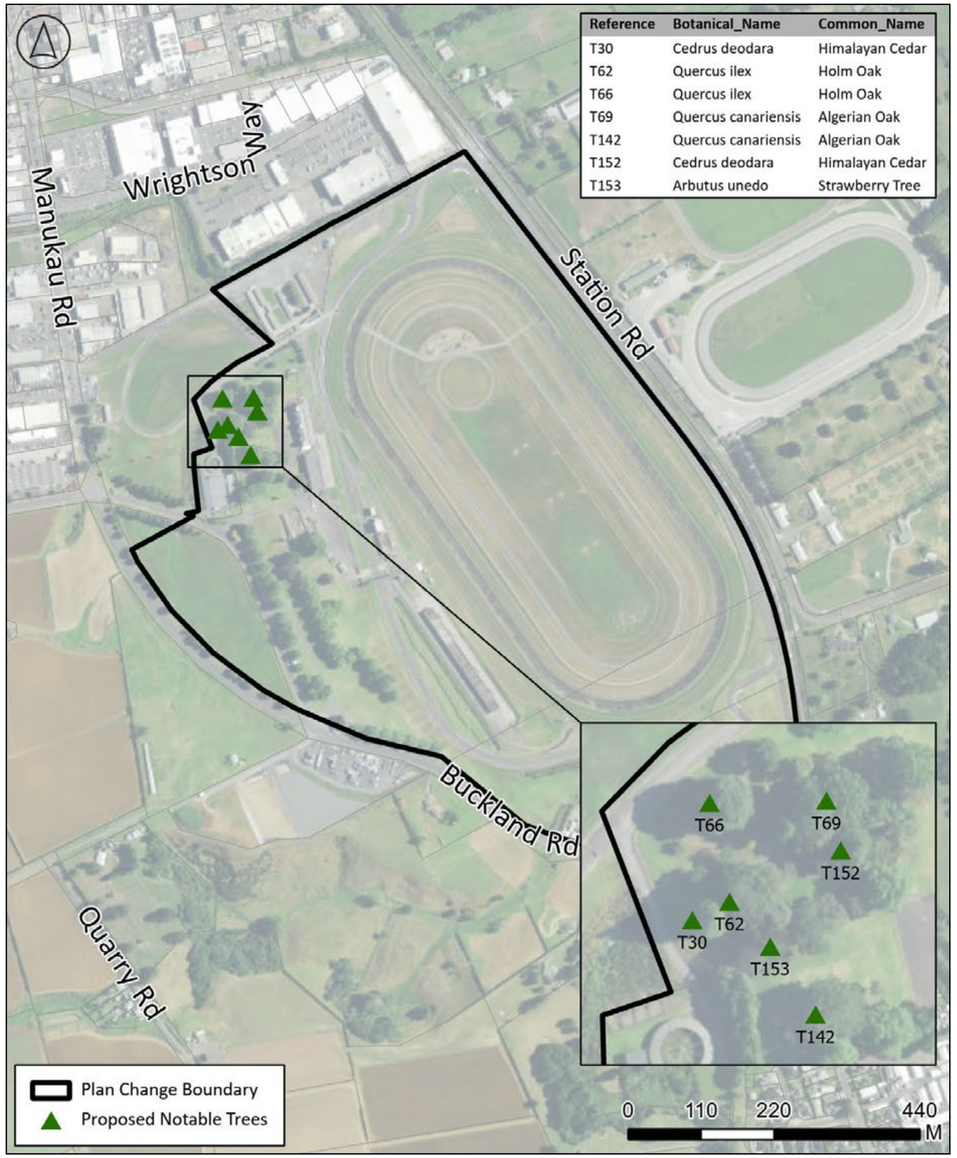
METHODOLOGY FOR ASSESSMENT

- Individual tree survey – August and November 2024
- All trees plotted to GIS-based inventory
- Tree categorisation – British Standards BS5837:2012
- Notable Tree Assessment to identify significant trees using the Auckland Council Guidelines for Nominating a Notable Tree for Evaluation
- Peer Review completed by Paper Street Tree Company December 2024



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

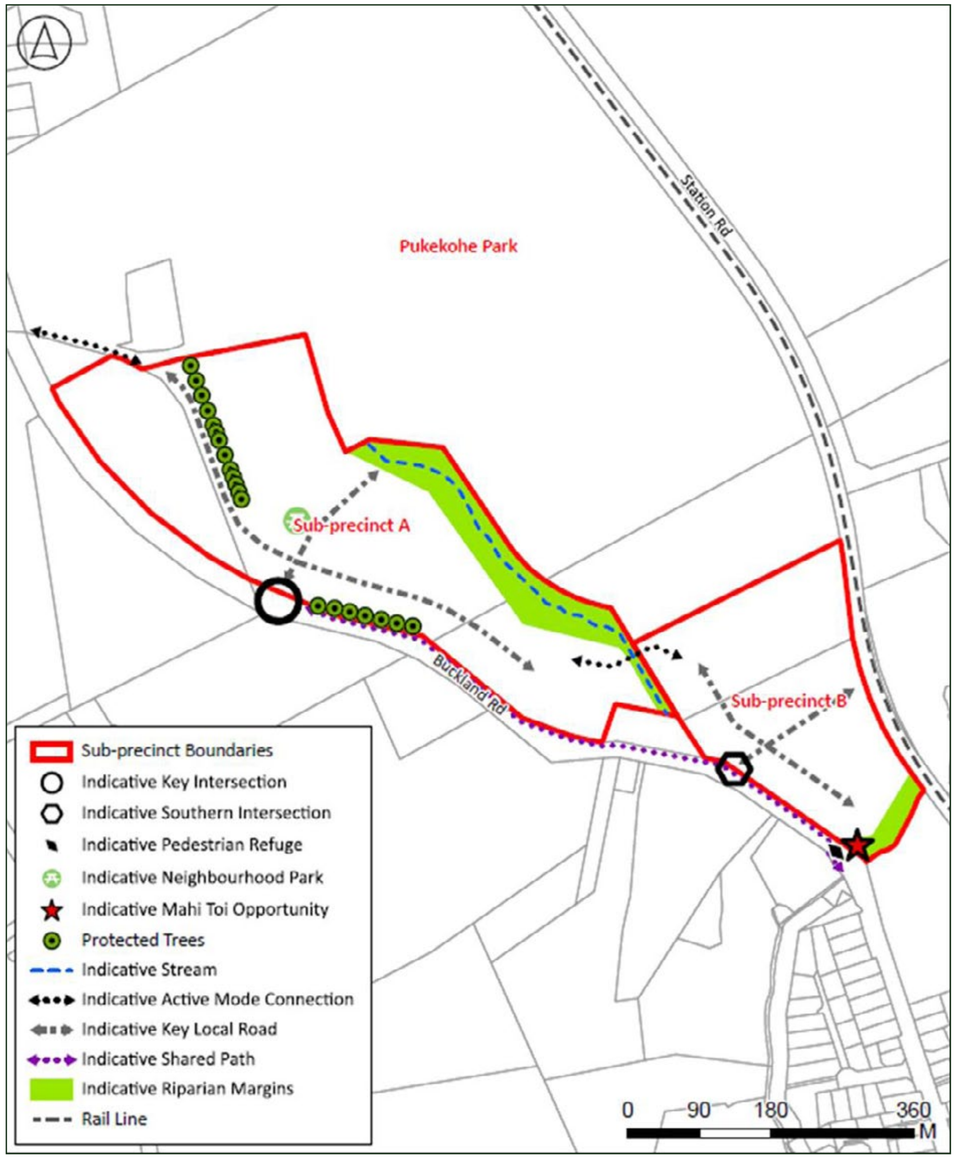


TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10

Ref	Common Name	Botanical Name	Height	Crown Radius	TSF Score
T30	Himalayan Cedar	Cedrus deodara	27.2m	10m	20
T62	Holm Oak	Quercus ilex	18m	14m	21
T66	Holm Oak	Quercus ilex	20.2m	13.5m	28
T69	Algerian Oak	Quercus canariensis	18m	12.6m	23
T142	Algerian Oak	Quercus canariensis	19m	15.7m	23
T152	Himalayan Cedar	Cedrus deodara	16.5m	11.5m	23
T153	Strawberry Tree	Arbutus unedo	13.5m	11.5m	26

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



PRECINCT PLAN IDENTIFYING TREES TO BE PROTECTED THROUGH PRECINCT PROVISIONS

- Pukekohekohe Plan Change proposes to update the current “group” of trees included in Schedule 10 – Notable Trees Schedule of the AUP(OP) and individually schedule and protect the seven trees which have scored >20 using the Councils Guidelines for Nominating a Notable Tree for Evaluation
- In addition it is proposed to identify two groupings of tress through the proposed Pukekohekohe Gateway Precinct for “protection” for amenity values

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

CONSULTATION AND ENGAGEMENT

Extensive engagement and consultation with key stakeholders is underway and will be ongoing, including:

- **Mana Whenua** – Ngaati Te Ata Waiohua and Ngāti Tamaoho have expressed interest in being involved in the Pukekohekohe Plan Change and will be providing CVAs to accompany the application. An on-site cultural induction, introductory hui and site walkover have all been undertaken with mana whenua representatives;
- **Healthy Waters** – Engagement with Healthy Waters staff has commenced. The stormwater management strategy for the site and the flood modelling results have been discussed. Healthy Waters helped develop and have approved the base model used for the flood modelling
- **Watercare** – Two meetings have been held with Watercare. Watercare have advised that they prioritise connecting live zoned land over FUZ, and that there is capacity within the existing bulk Infrastructure to service the PPC, and only local upgrades and connections will be required to service future development;
- **Auckland Transport** – Two meeting have been held with Auckland Transport. The traffic modelling used to inform the ITA and the identified transport infrastructure upgrades required to service future development enabled by the PPC have been discussed;
- **KiwiRail** – An introduction meeting has been held with KiwiRail. Acoustic provisions that have been recently adopted in other PC's adjacent to the rail corridor were agreed as best practice and will be applied to the part of the PC area adjacent to the rail corridor; and
- **Counties Energy** have issued a letter of support for the PPC, and have confirmed that power supply required to service the PC area exists and will be available.

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

UPCOMING ENGAGEMENT AND CONSULTATION

Community and stakeholder engagement will be ongoing, and upcoming engagement includes:

- A community open day will be held early March inviting adjacent landowners, horse trainers who use the Pukekohe Park Racecourse, members of the community as well as Councillors, MoP and LB members to discuss the proposed PC;
- The Plan Change will be presented to the Franklin Local Board at the February meeting;
- Kōrero with mana whenua will be ongoing and various specialists will be meeting with mana whenua representatives to ensure cultural outcomes and recommendations of Ngaati Te Ata Waiohua and Ngāti Tamaoho are expressed through the Plan Change; and
- Pre-lodgement meetings will be scheduled with Auckland Council Plans and Places, Arborists, Healthy Waters, Auckland Transport, Watercare and KiwiRail.

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

SPECIALIST TEAM

- Planning (B&A)
- Urban Design (B&A)
- Landscape (B&A)
- Transport (CKL)
- Stormwater (Woods)
- Infrastructure (Woods)
- Economics (Urban Economics)
- Geotech (ENGEO)
- Contamination (ENGEO)
- Ecology (Viridis)
- Arboriculture (Greenscene)
- Acoustic (Styles Group)
- Archaeology (Archaeology Solutions)
- Legal (Russell McVeagh)
- QS (Cuesko)



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

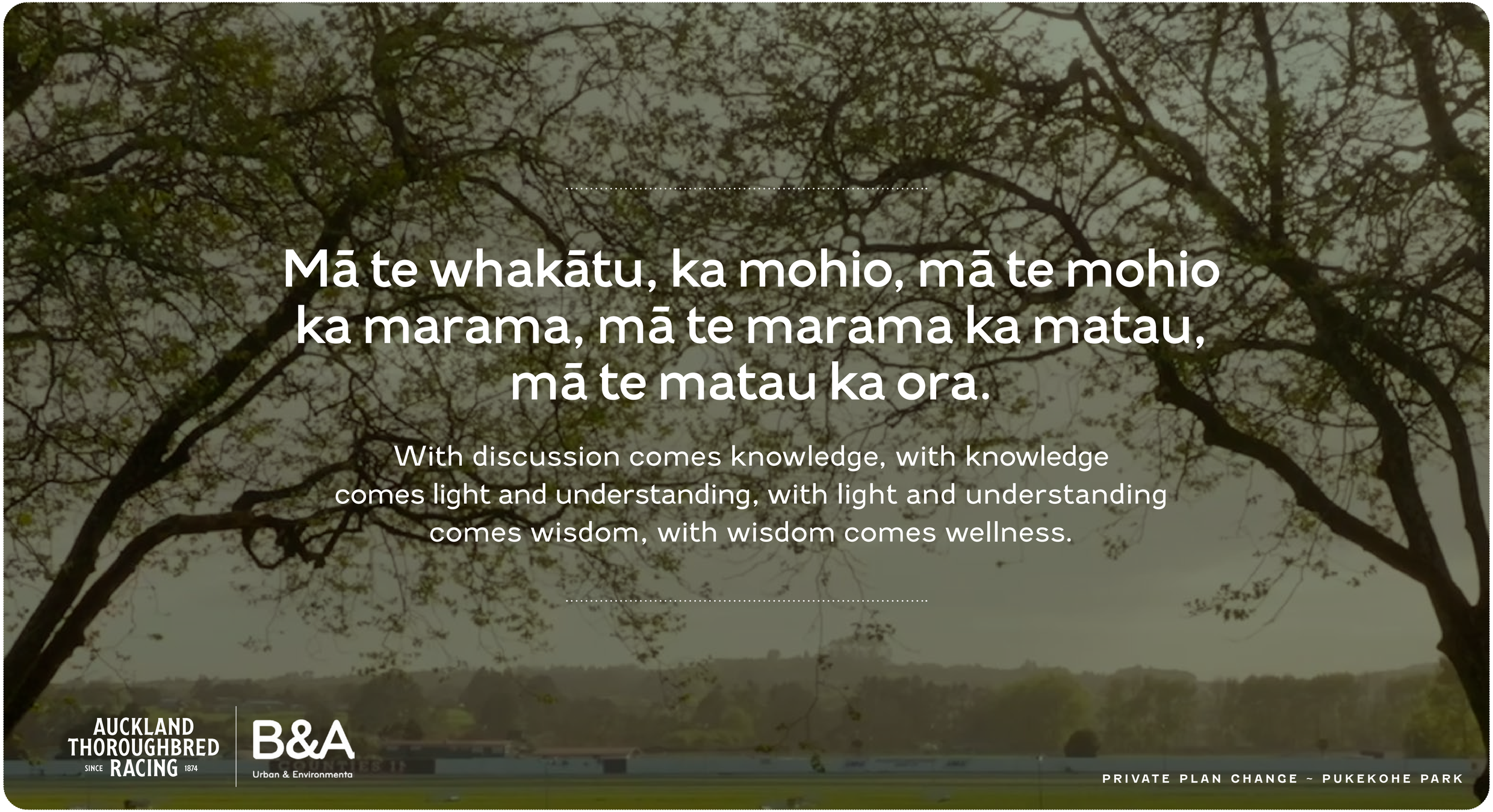


NEXT STEPS

- Plan change preparation and reporting
- Stakeholder engagement and pre-apps
- Plan Change lodgement: March 2024

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta


Mā te whakātu, ka mohio, mā te mohio
ka marama, mā te marama ka matau,
mā te matau ka ora.
With discussion comes knowledge, with knowledge
comes light and understanding, with light and understanding
comes wisdom, with wisdom comes wellness.
AUCKLAND
THOROUGHBRED
SINCE RACING 1874
B&A
Urban & Environmenta
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK

QUESTIONS?

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

KERIKERI | WHANGĀREI | WARKWORTH | AUCKLAND | HAMILTON | CAMBRIDGE

NAPIER | WELLINGTON | CHRISTCHURCH | WANAKA

Minutes

Project: Pukekohe Gateway Plan Change

Date: 8 April 2025

Time: 8:30am – 10:00am

Location: Teams

Attendees:

Name	Role/Organisation
Karl Flavell (KF)	Ngaati Te Ata Waiohua
Kelly Parekowhai (KP)	Ngaati Te Ata Waiohua
Adam Sadgrove (AS)	Auckland Thoroughbred Racing
Cosette Pearson (CP)	Barker & Associates
Joseph McCready (JM)	Barker & Associates
Kasey Zhai (KZ)	Barker & Associates
Pranil Waden (PW)	Woods
Brian Flood (BF)	Woods

Item	Detail	Action
1.	KF opened the hui with a karakia	
2.	CP advised that as confirmed with AT on 7/04, the Plan Change proposal will include land previously rezoned under PC30 to enable a number of transport upgrades that are currently required via private covenant to be transferred to precinct provisions. No new zoning is proposed to this land.	
3.	**Indicative Open Space and channel and stream enhancement area:** • JM spoke to the indicative WIP channel and stream enhancement draft concept plan, which shows the new stream alignment, planting, and opportunities for mahi toi. • CP confirmed that separate hui will be arranged to confirm the landscaping strategy. • CP noted that while the bridge and plans are indicative, the bridge provides for an active mode connection between the two proposed residential sub-precincts, and identified this as a cultural opportunity. • KP queried provision for pest management within the plan change proposal. CP confirmed that the precinct includes provisions for enhancement planting within riparian areas, and that a boundary adjustment has been applied for to reconcile the boundaries of the future open space area/zone. This area will also be retained in ATR	

	ownership rather than vested to Council, where pest management will be at the forefront. • KF queried how the interface between the residential and open space areas will be developed and how high quality outcomes can be achieved. CP confirmed that the standard provisions of the Mixed Housing Urban (MHU) zone are proposed (i.e., no greater building height is sought), and that there are no qualifying matters to justify the Single House zone. CP/AS highlighted that ATR intend to occupy the balance of the race track in the long term, and prioritise choosing high quality build partners to complete the development. • KF queried whether there was opportunity for apartment buildings to be constructed. CP confirmed that the MHU zone does not provide for this, and that a resource consent will be required. • CP noted that a new low fencing standard is proposed between future residential lots and the open space are following hui with Ngāti Tamaoho. The lower fencing height seeks to strike a balance between privacy for residents and retaining passive surveillance to the open space. • B&A Team to share the draft Urban Design Report that has been prepared in support of the masterplan. • KP queried the interface of future dwelling within the northern portion of Sub-precinct B and the existing track. CP confirmed that planting will be provided at this boundary to act as a buffer/visual screening.	B&A Team to circulate
4.	KP queried whether there was an opportunity to formalise discussions/agreements reached between ATR and Ngaati Te Ata Waiohua separate to the Plan Change application and process i.e., an MOU. Ngaati Te Ata Waiohua to consider further and circulate a draft.	
5.	**Other matters proposed within the Plan Change proposal:** • BF confirmed that existing three waters infrastructure is available to service the future development. • CP provided an overview of the transport provisions. • CP spoke to the structuring elements identified in Precinct Plan 1, including key transport linkages, access points to the new Precinct, and trees to be protected for amenity reasons. • CP confirmed that arboriculture assessment has been undertaken for each individual tree within Pukekohe Park, and has identified seven trees which meet the criteria for scheduling. CP confirmed that there are no development plans within the vicinity of those seven trees.	
6.	**Precinct Provisions:** • Overview provided by CP. • KF/CP raised a number of items in relation to the precinct provisions: o KF requested the inclusion of tributaries when referencing the Tutaenui Awa.	B&A Team to review and/or incorporate

	○ KP requested that the Precinct Description recognise that the Precinct name was gifted by Ngaati Te Ata Waiohua. ○ KP queried whether 'development' should be referred in Objective 2 • KF/KP to provide input into defining mahi toi cultural structures within the Precinct. • KP queried whether Te Aranga Principles can be integrated. KF will provide further confirmation on how this could be integrated as part of the Plan Change proposal.	comments prior to lodgement. KF/KP to circulate to B&A Team.
7.	CP provided an overview of amendments proposed to the existing Pukekohe Park Precinct, which are focussed to removing the provision for motorsport activities and reconciling existing nose standards to reflect this. The approach to managing noise generation is in keeping with other Special Purpose – Major Recreation Facilities zone i.e., Ellerslie and Avondale racecourses.	
8.	Next Steps • B&A Team to circulate working version of provisions to Ngaati Te Ata Waiohua. KF/KP to provide comments within a week.	B&A Team to circulate .
9.	KP closed the hui with a Karakia.	



MARCH 2025

PRIVATE PLAN CHANGE
PUKEKOHE PARK

222-250 MANUKAU ROAD, PUKEKOHE

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



INTRODUCTION

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30, PC74 and PC87
- Plan Change Scope
- Next Steps

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta



BACKGROUND & PURPOSE

- Pukekohe Park – 222-250 Manukau Road
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1874) following the amalgamation with Counties Racing in 2020
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park.
- Land to rezoned for residential use ~20.8ha

THE PURPOSE OF THE PRIVATE PLAN CHANGE IS TO:

- Rezone: ~23ha to enable residential development and stream enhancement opportunities
- Remove: provisions relating to motor racing from the Pukekohe Park Precinct (I434)
- The project reflects the next stage in ATR delivering part of the wider strategy for the racing industry. The economic benefits will pass down to trainers, breeders and other parts of this community.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

RESPECTING THE WHENUA, PROTECTING A TAONGA

Pukekohe is renowned as a rohe (region) of fertile soils and abundant wildlife.

For nearly 800 years, the land and its waters have had an inherent and enduring cultural, spiritual, and traditional value for tangata whenua – a taonga to be protected.

Auckland Thoroughbred Racing (ATR) is committed to working with the mana whenua of this rohe. This is a partnership with iwi, and we will work to protect and enhance the mauri (life force) of the environment.

We will ensure that any development aligns with iwi values and obligations.

: **mauri** – respect, protect and enhance the life force of the environment.

: **whakapapa** – we will protect the genealogical connections to the land and its resources.

: **mana** – we will respect the authority and dignity of the iwi.

: **kaitiakitanga** – we will be guided by the iwi's responsibilities as mana whenua.

ATR believes that Pukekohe Park will be a special place where residents, neighbours and visitors will connect – to enjoy its traditions, its energy and its potential.







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A LANDSCAPE OF MANY MEMORIES

Pukekohe Park is a landscape with deep meaning for the wider community.

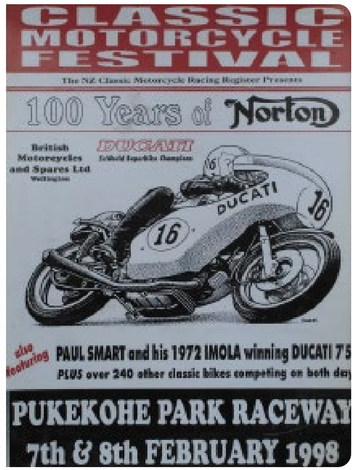
- Different people hold Pukekohe Park close to their hearts for many reasons, almost all are tied to friends' family and memorable occasions.
- From thoroughbred racing, Grand Prix, trotting, Superbikes and country AMP shows, this landscape has strong roots in people's connections to Pukekohe Park.



Figure 130. Panoramic view of the new Pukekohe showgrounds. Spectators watch the riding competition, 1901. Sir George Grey Special Collections, Auckland Libraries, AWNS-19010315-







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A LANDSCAPE OF PLENTY

Pukekohe Park is a focus for many traditions across Southern Auckland and Northern Waikato.

- Founders, previous Chairman and current members have strong connections to the productive heritage of this landscape.
- The whenua provided kai, work, recreation and meaning for generations of locals from all communities – a source of local pride today.











AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A CULTURAL LANDSCAPE

Pukekohe Park and the whenua surrounding it is part of a much longer cultural tradition.

- Pukekohekohe Park has been, and will remain, a place where everyone in our community are welcome.
- From atop Pukekohekohe maunga this location fits into living breathing whenua where we have the opportunity to enhance its mana and mauri through our actions.
- Streams (including the Tutaenui Stream, connecting to the Waikato River) were used as transport routes for communication and trade with hapu/iwi to the south







AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PUKEKOHE: A LIVING COMMUNITY OF INTEREST

This is a place defined by a love of horses and the rich rural culture and lifestyle that they create.

- Pukekohekohe Park brings its wider communities of interest together – to celebrate our shared passion for horses.
- This is living, breathing, working landscape, a place or many fond memories and somewhere many future ones will be created.









AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

THE SITE

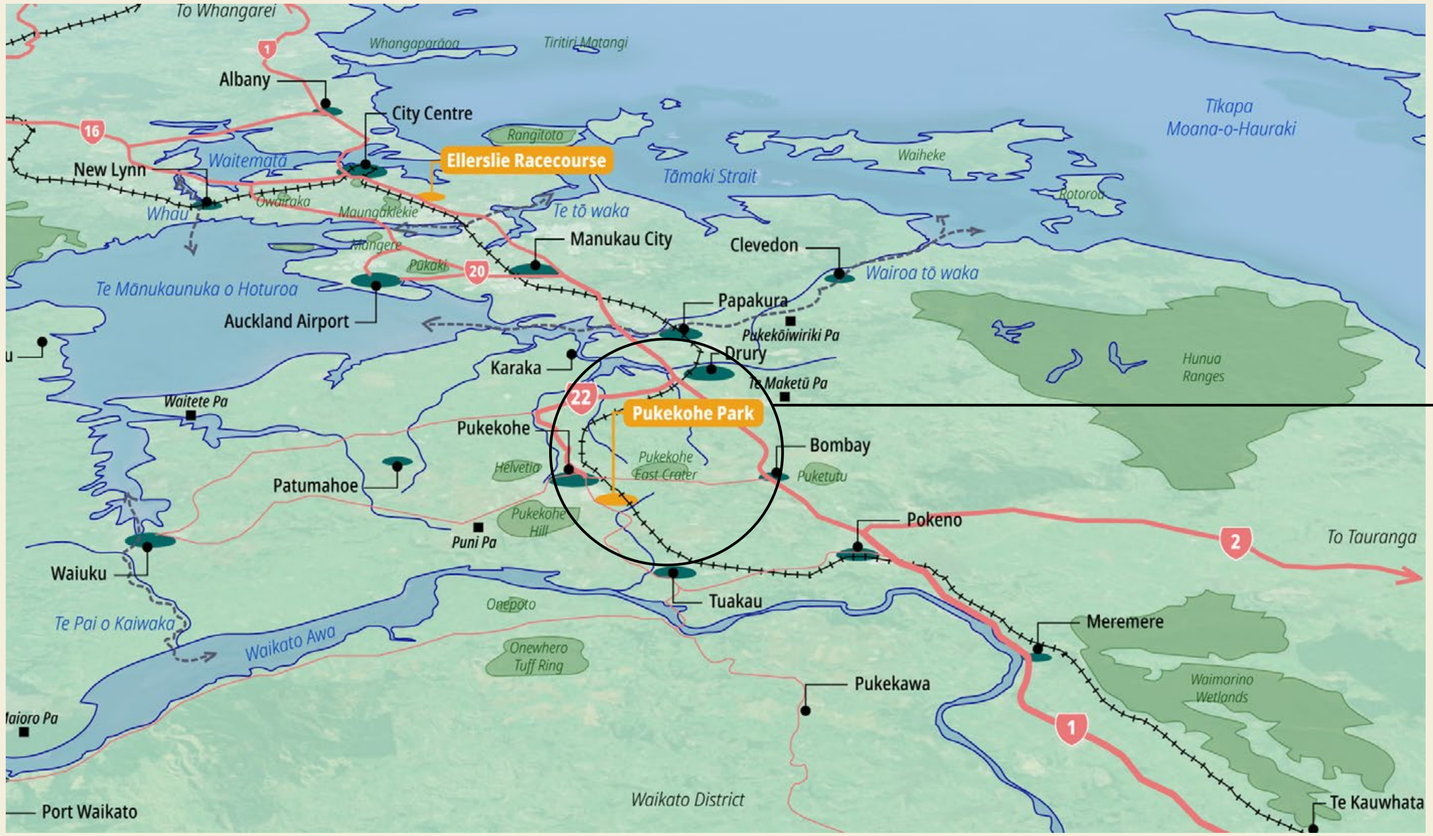


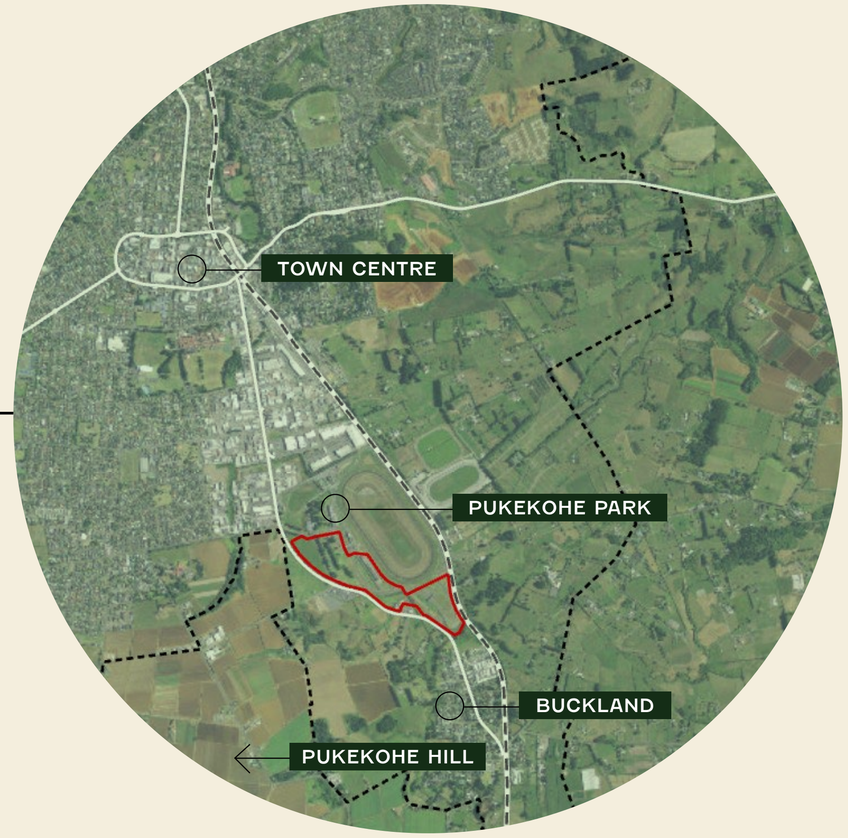
AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PRIVATE PLAN CHANGE ~ PUKEKOHE PARK

SITE LOCATION

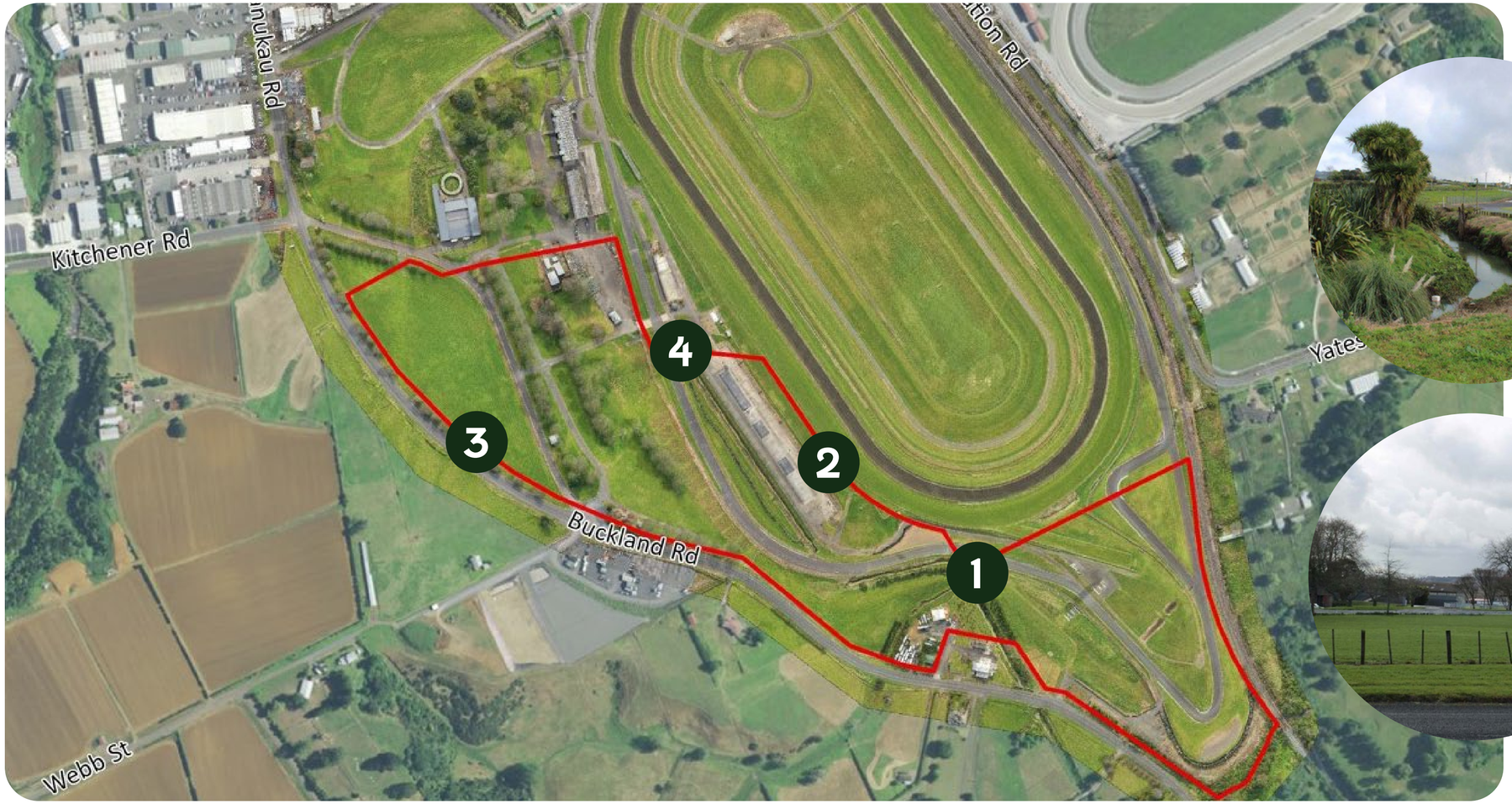




AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

PLAN CHANGE AREA





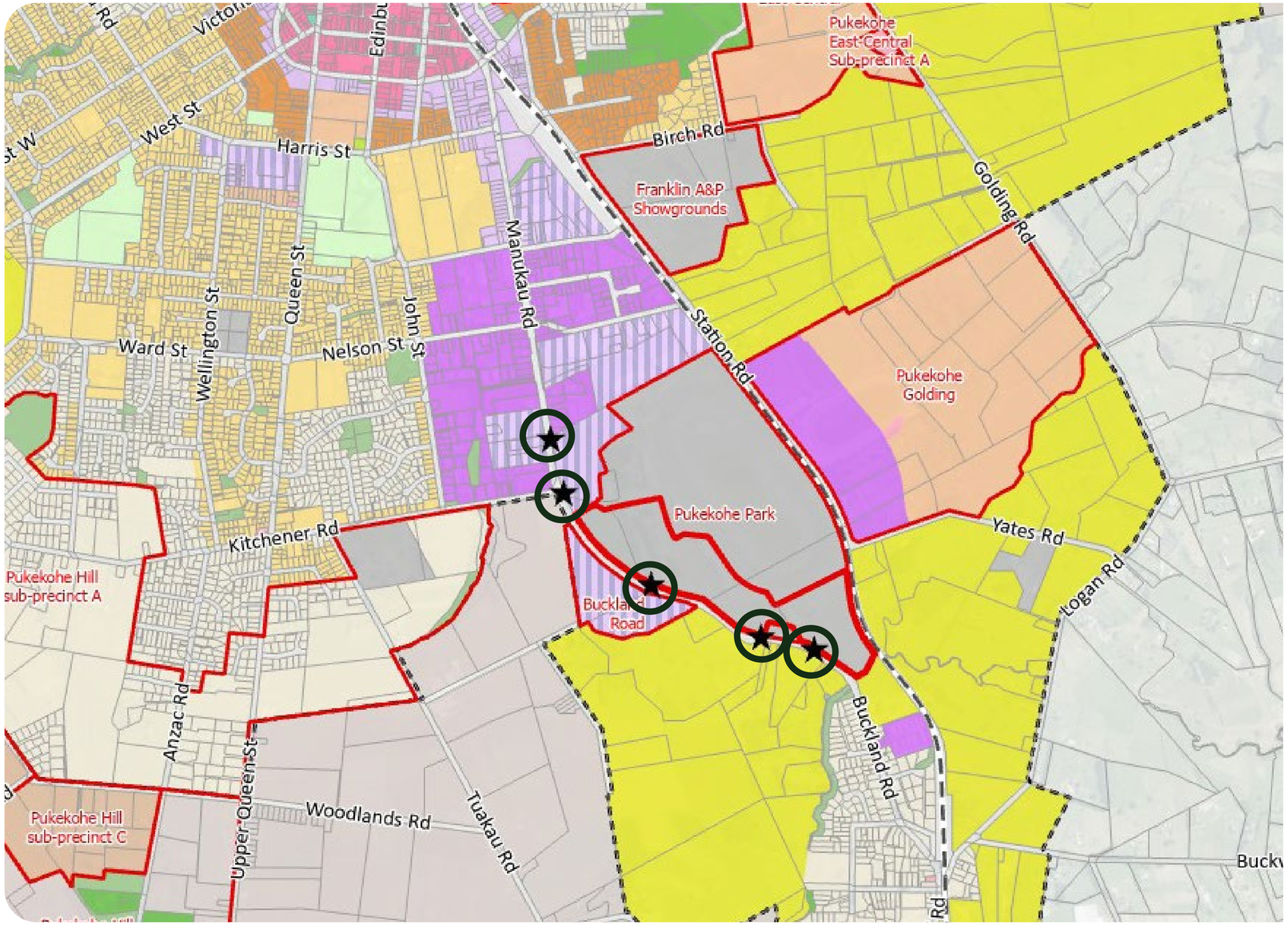






AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



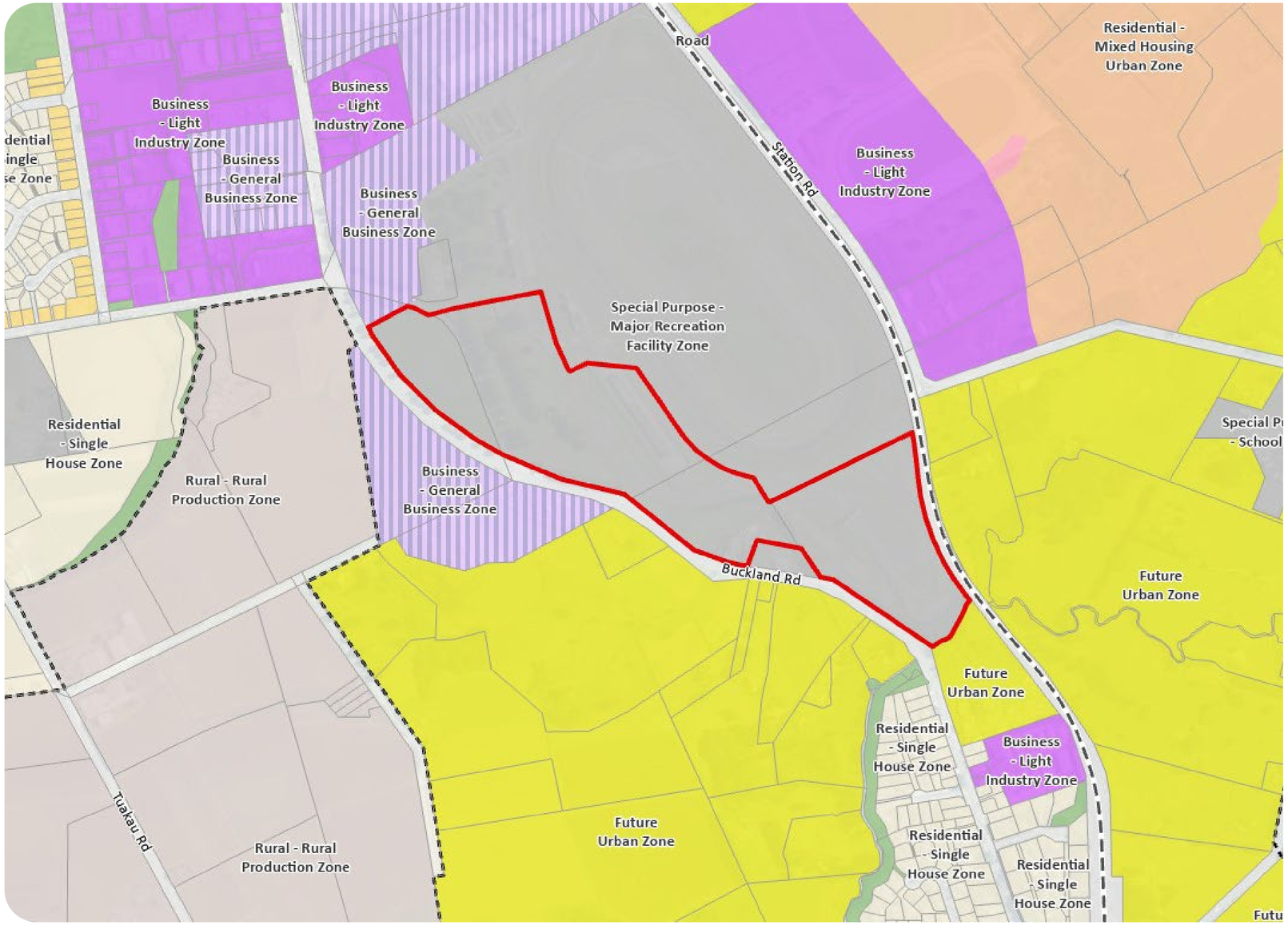
SITE CONTEXT

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south

Five existing access points from Manukau / Buckland Roads

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments



EXISTING AUP ZONING

- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road

AUCKLAND THOROUGHBRED RACING SINCE 1874

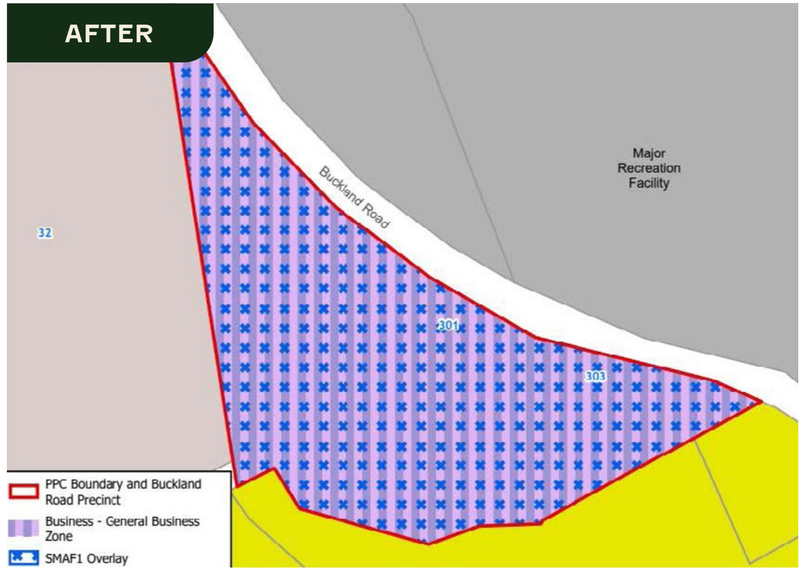
B&A Urban & Environmenta



BEFORE



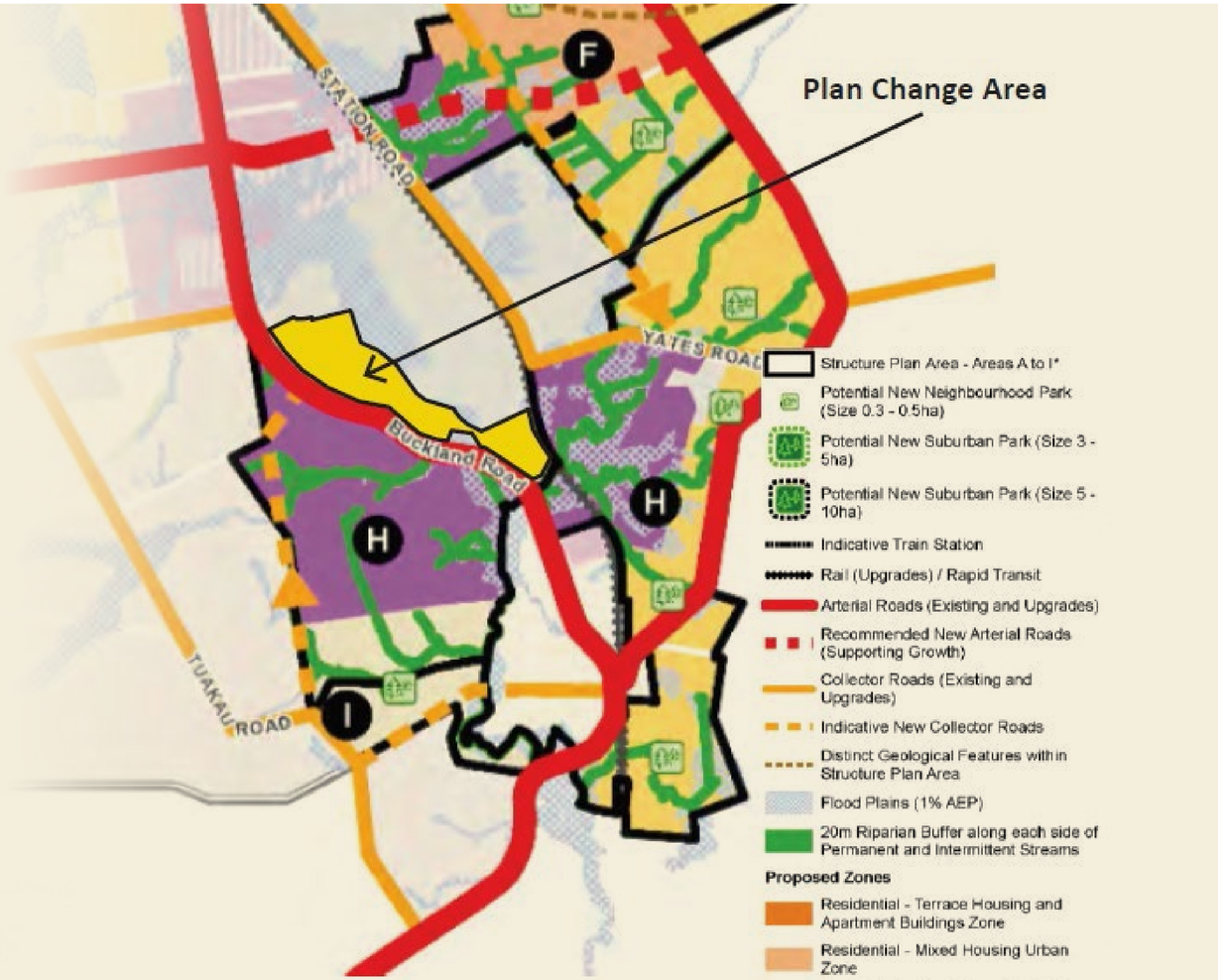
AFTER



PLAN CHANGE 87 CONTEXT

- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

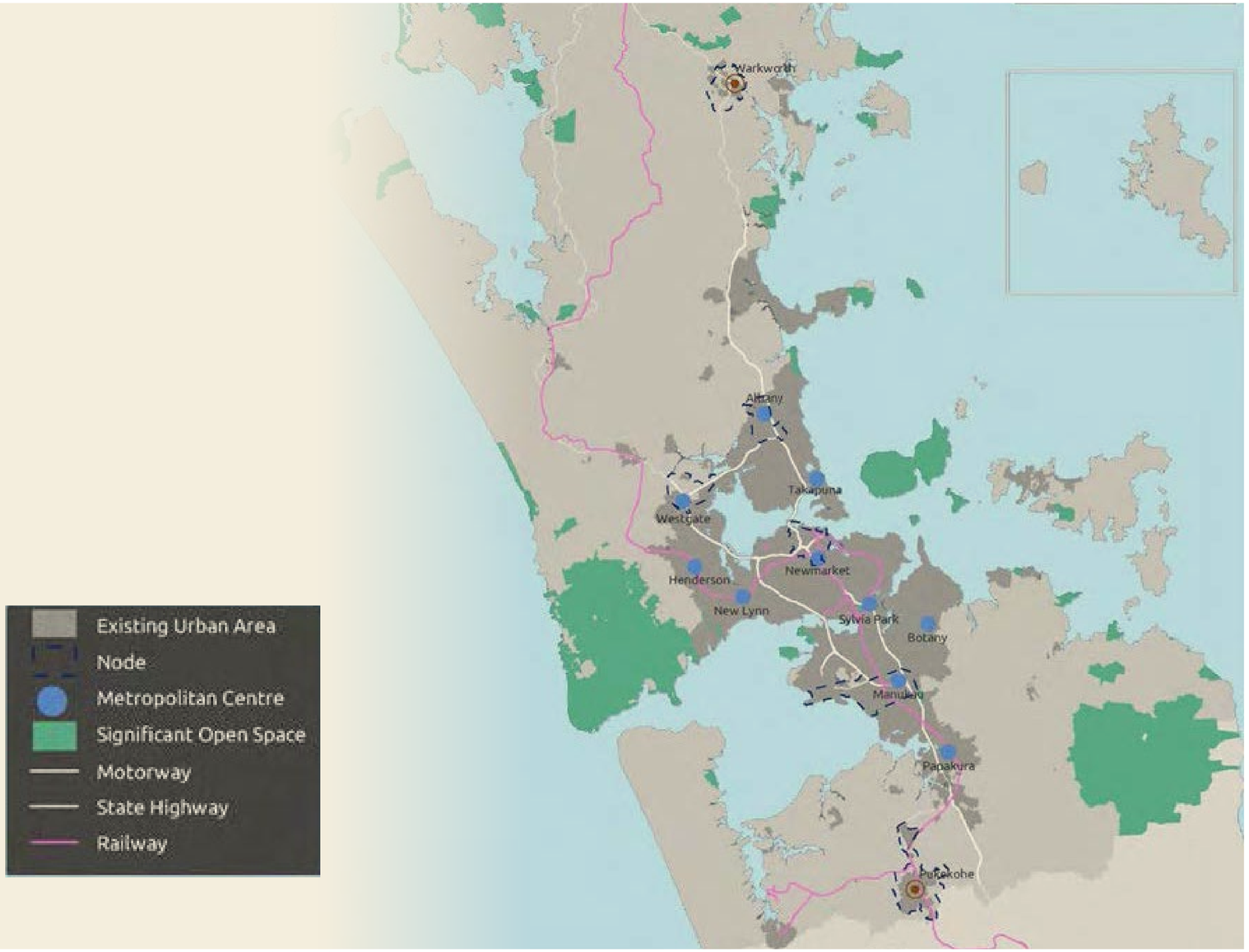


PUKEKOHE-PAERATA STRUCTURE PLAN

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

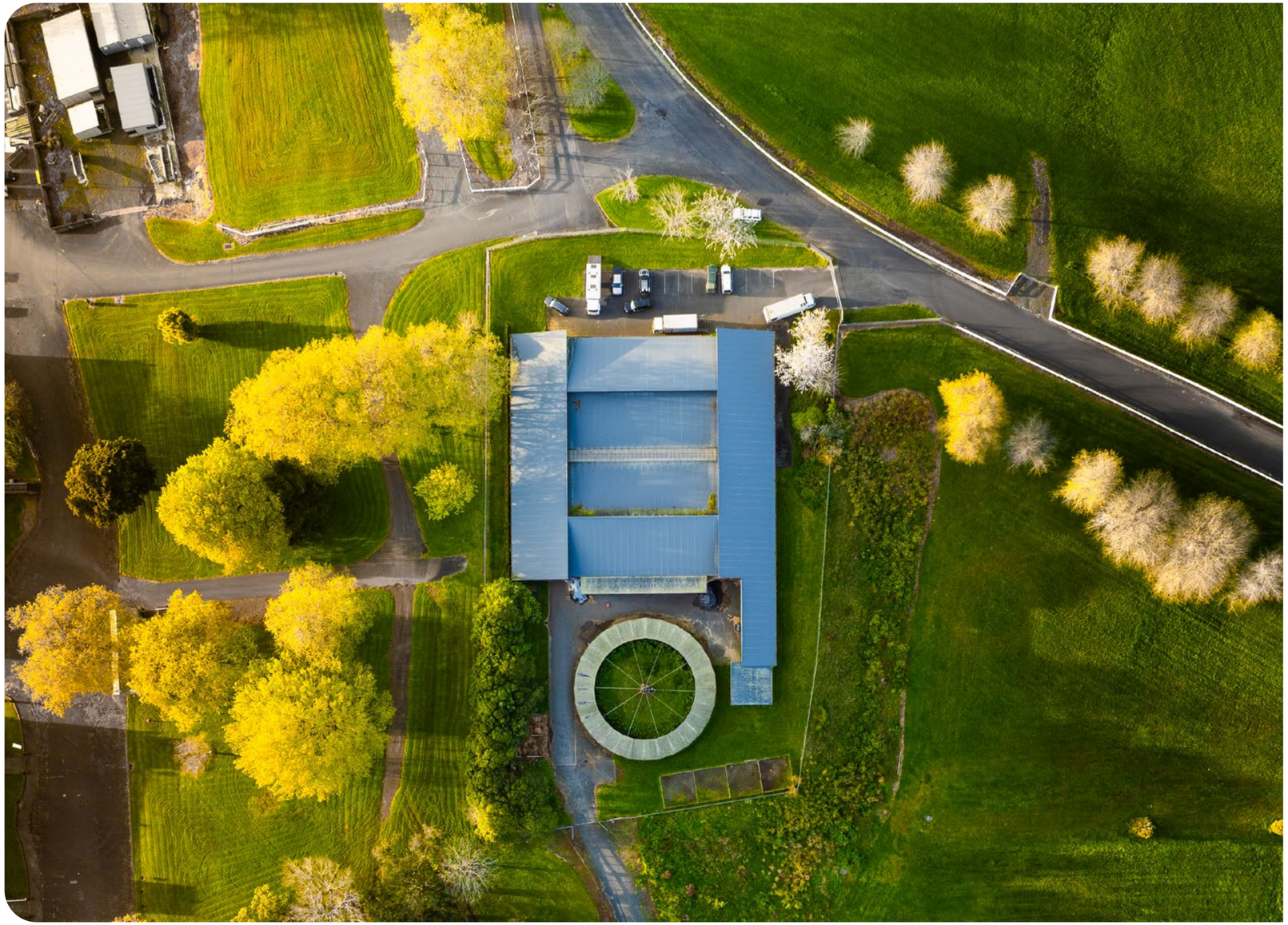


STRATEGIC CONTEXT (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

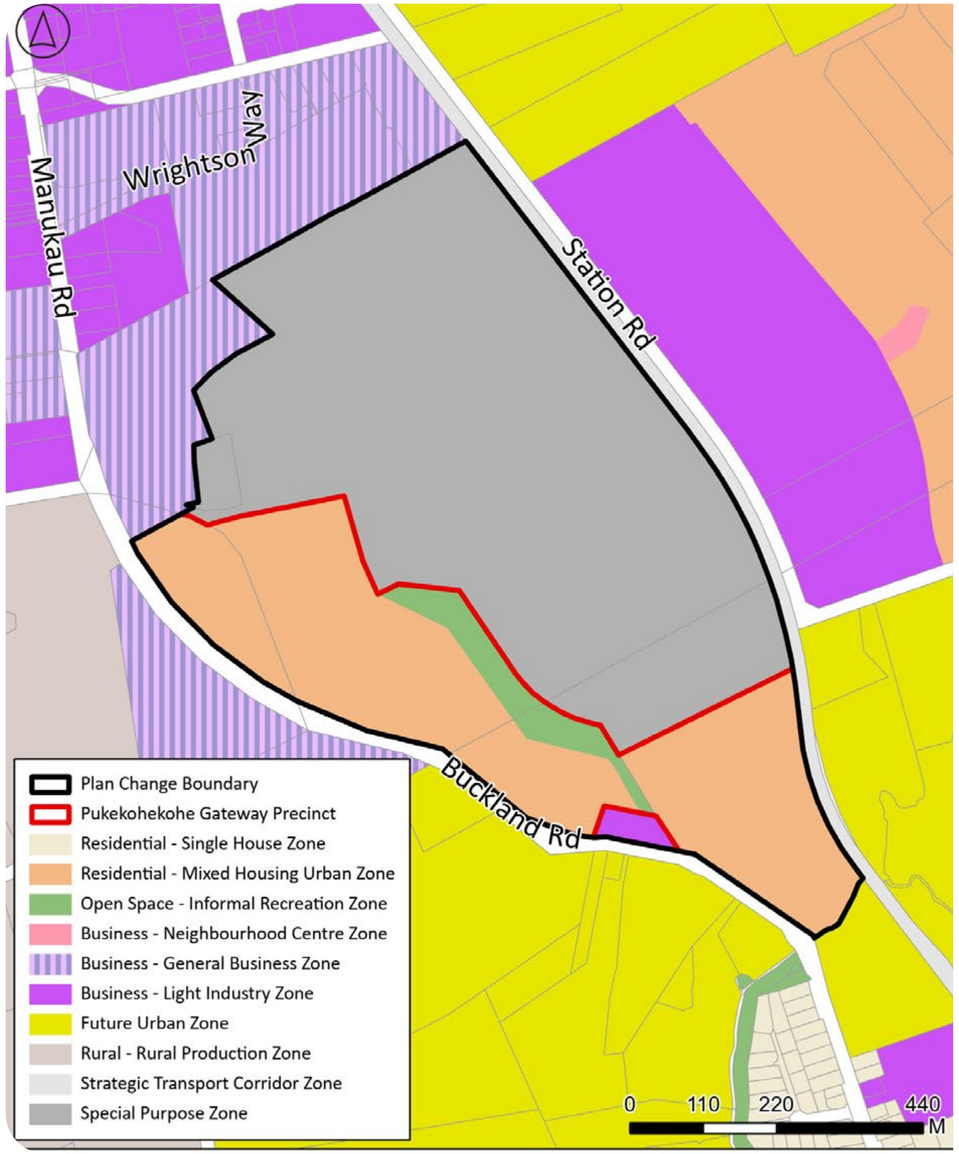


PLAN CHANGE SCOPE

- Rezone ~23ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential along with a channel enhancement and naturalisation opportunity
- Propose a bespoke Precinct to the Plan Change area and amend the existing Pukekohe Park Precinct
- Remove motorsport activities from the Pukekohe Park Precinct
- Update the Notable Tree Schedule using Auckland Councils Guidelines for Nominating a Notable tree for Evaluation

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



PROPOSED ZONING PLAN

- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 400-600 dwellings.

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

INDICATIVE WORK IN PROGRESS
RESIDENTIAL SUBDIVISION MASTER PLAN
DRAFT CONCEPT



Conceptual Master Plan
Scale. 1:2500 at A1
Date. 05/03/2025

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

PRIVATE PLAN CHANGE ~ PUKEKOHE PARK

INDICATIVE WORK IN PROGRESS
CHANNEL AND STREAM ENHANCEMENT
DRAFT CONCEPT



DRAFT

Conceptual Stream Design
Scale. 1:750 at A1
Date. 05/03/2025

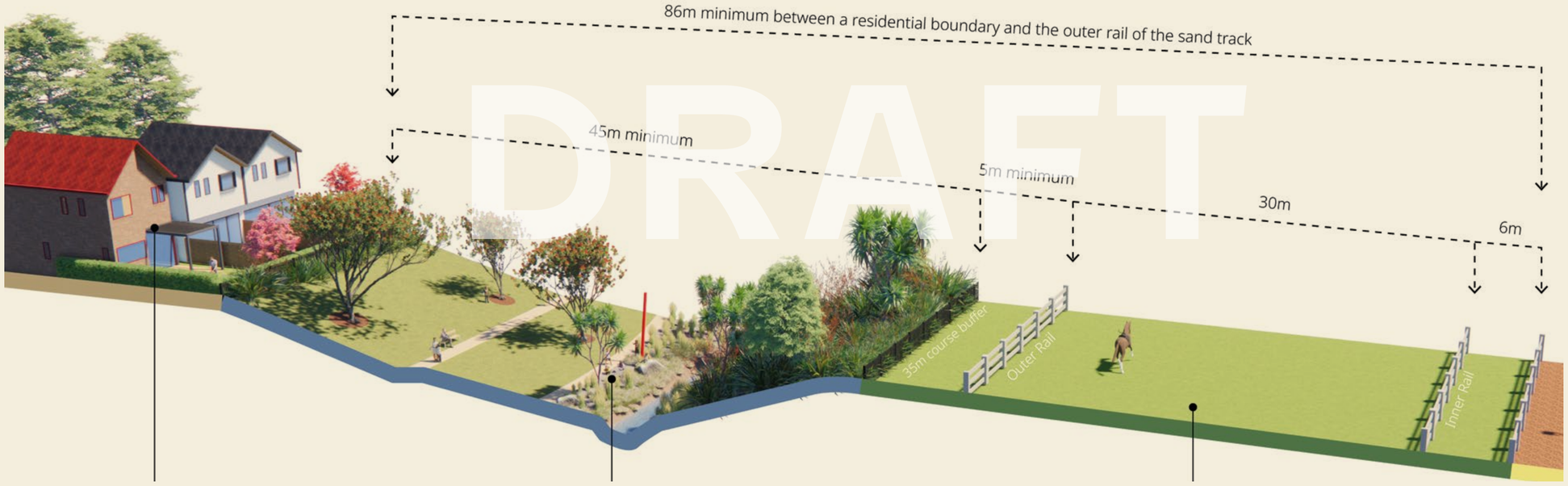
AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

INDICATIVE WORK IN PROGRESS
CHANNEL AND STREAM ENHANCEMENT
DRAFT CONCEPT



Conceptual Section 1
Scale. NTS at A1
Date. 05/03/2025

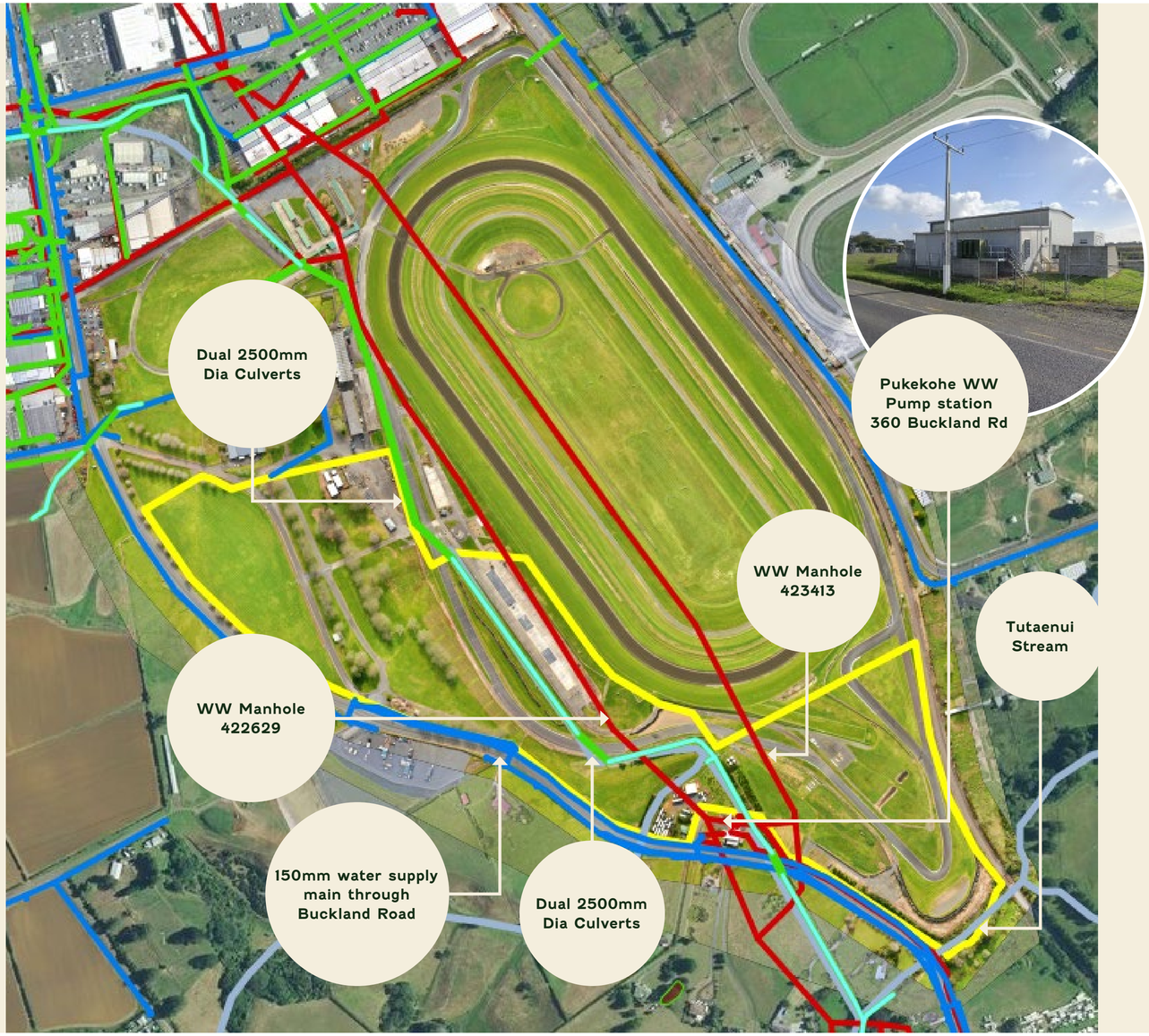


Conceptual Section 2
Scale. NTS at A1
Date. 05/03/2025

DRAFT

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta



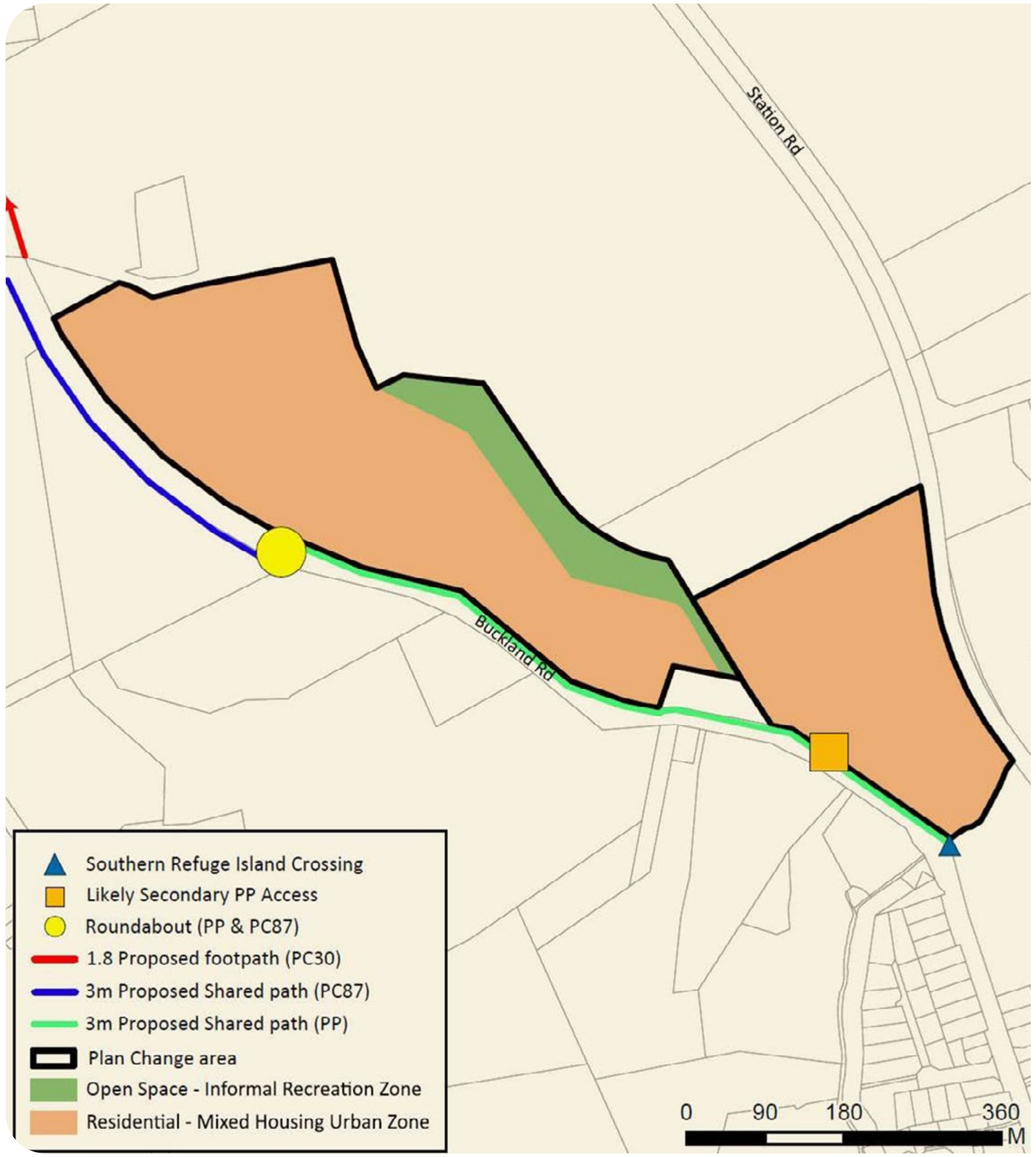
EXISTING INFRASTRUCTURE OVERVIEW

KEY:

- Pukekohekohe Gateway Precinct Area
- Wastewater Infrastructure
- Water Supply Infrastructure
- Open Stormwater Channel
- Stormwater infrastructure
- Tutaenui Stream

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



BUCKLAND ROAD FRONTAGE STRATEGY

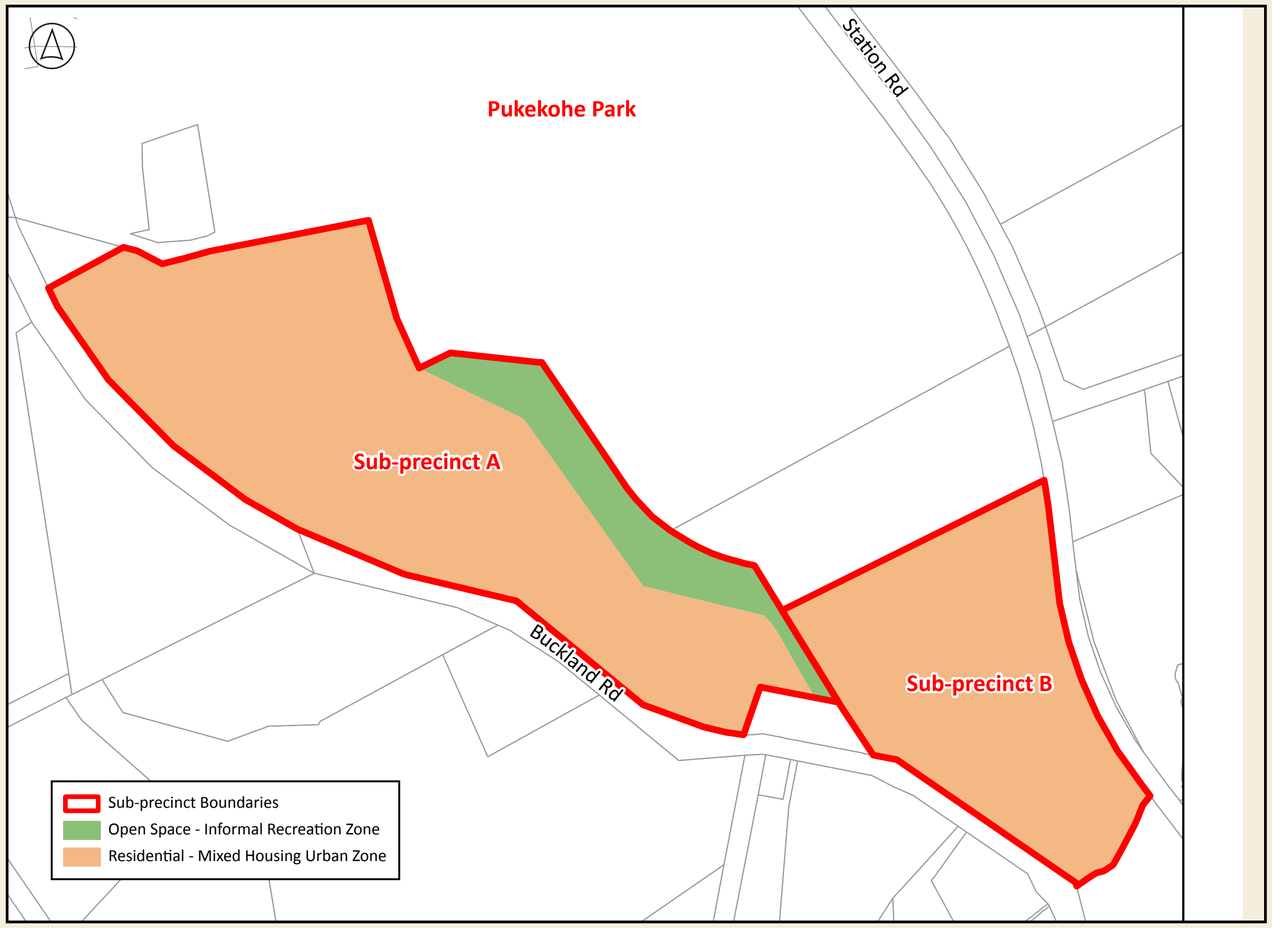
- Designed to integrate with transport upgrades required under PC87 and PC30
- Part of an integrated and cohesive transport environment
- 3m shared path along Buckland Road
- Two access points into the Plan Change area along Buckland Road
- Southern refuge island crossing

AUCKLAND THOROUGHBRED RACING SINCE 1874

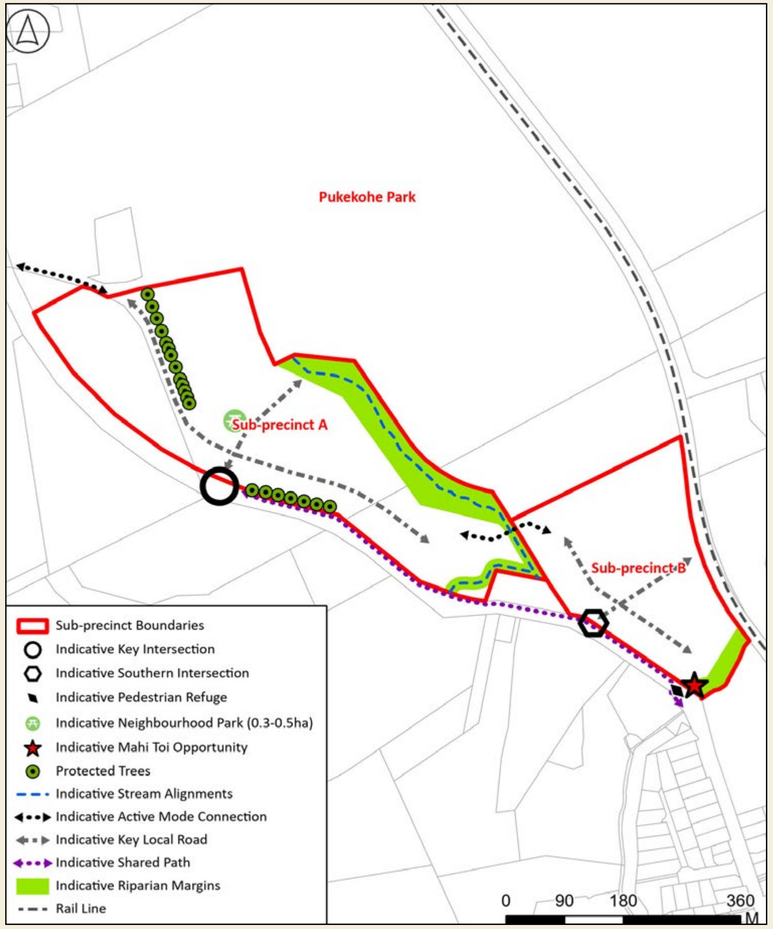
B&A Urban & Environmental

PUKEKOHEKOHE GATEWAY PRECINCT

Pukekohekohe Gatweway Precinct: Zones & Sub-precincts



Pukekohekohe Gatweway Precinct: Plan 1 Structuring Elements



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

PUKEKOHE PARK SCHEDULED TREE INFORMATION – JULY 2011

Area: Franklin
Address: Pukekohe Park (222 Manukau Road), Pukekohe **Tree No:** 214

Common Name: Elm, Plane, Puriri, English Oak, Pin Oak, Beech, Totara
Botanical Name: *Ulmus sp. Platanus x acerifolia, Quercus palustris, Quercus robur, Podocarpus totara, Vitex lucens, Fagus sylvatica*

Condition Evaluation

Points		3	9	15	21	27	Score
Form		Poor	Moderate	Good	Very Good	Specimen	15
Occurrence		Predominant	Common	Infrequent	Rare	Very Rare	9
Vigour / Vitality		Poor	Some	Good	Very Good	Excellent	15
Function		Minor	Useful	Important	Significant	Major	15
Age (yrs)		10yrs +	20yrs +	40yrs +	80yrs+	100yrs +	21
					SUB TOTAL		75

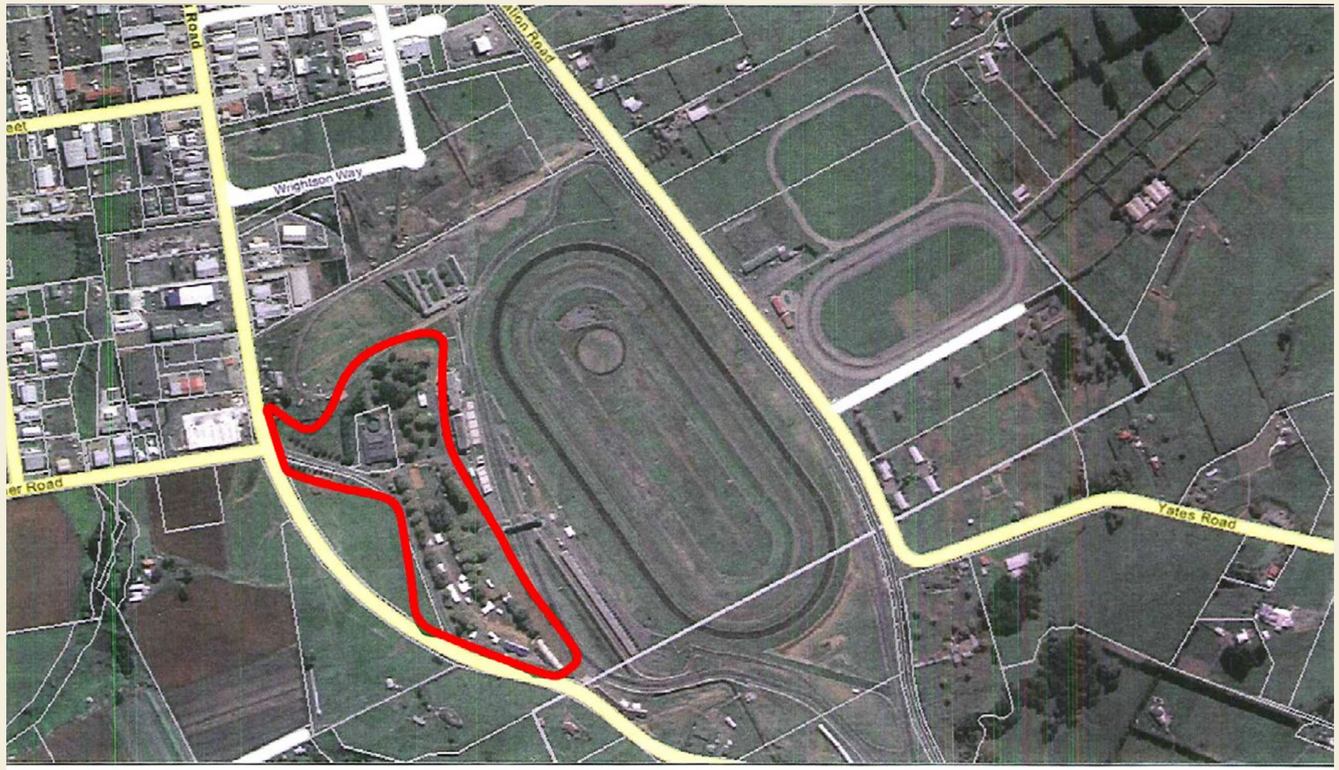
Amenity Evaluation

Points		3	9	15	21	27	Score
Stature (9)		3 to 8	9 to 14	15 to 20	21 to 26	27+	21
Visibility (km)		0.5	1	2	4	8	9
Proximity		Forest	Parkland	Group 10+	Group 3+	Solitary	9
Role		Minor	Moderate	Important	Significant	Major	21
Climate		Minor	Moderate	Important	Significant	Major	9
					SUB TOTAL		69

Notable Evaluation

Points		3	9	15	21	27	Score
Stature	Feature						
	Form						
Historic	Age 100+						
	Association						
	Commemoration						
	Remnant						
	Relict						
Scientific	Source						
	Rarity						
	Endangered						
					SUB TOTAL		0
					GRAND TOTAL		144

Notes: Elm, Plane, Puriri, English Oak, Pin Oak, Beech, Totara



This map/plan is illustrative only and all information should be independently verified on site before taking any action. Copyright Auckland Council. Boundary information from LINZ (Crown Copyright Reserved). Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information. Height datum: Auckland 1946.

Various - Puke Raceway

Created: Monday, 25 July 2011,10:34:10 a.m.

Scale @ A4 1:8000

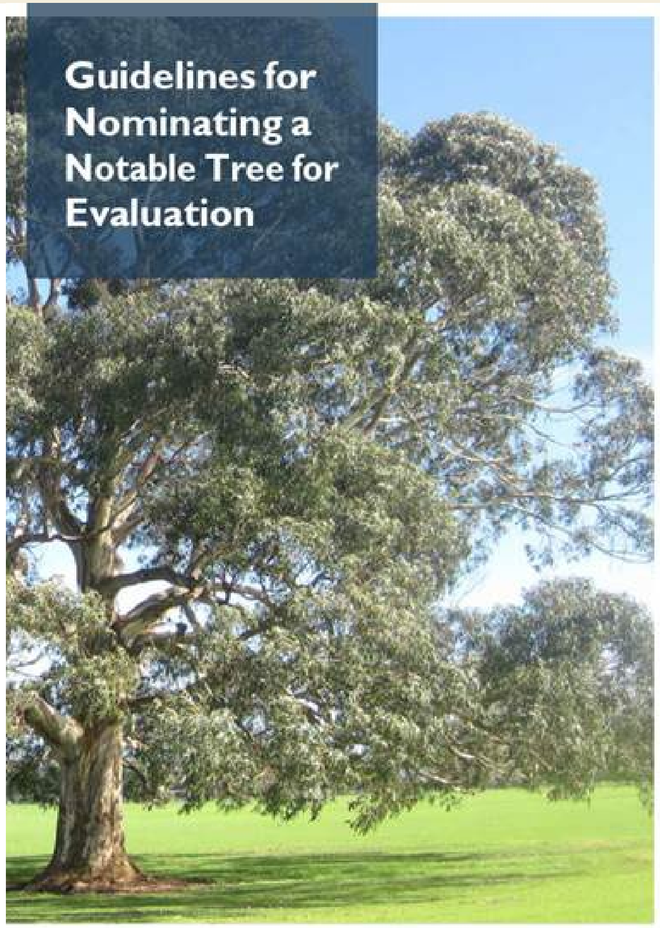
Auckland Council

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environments

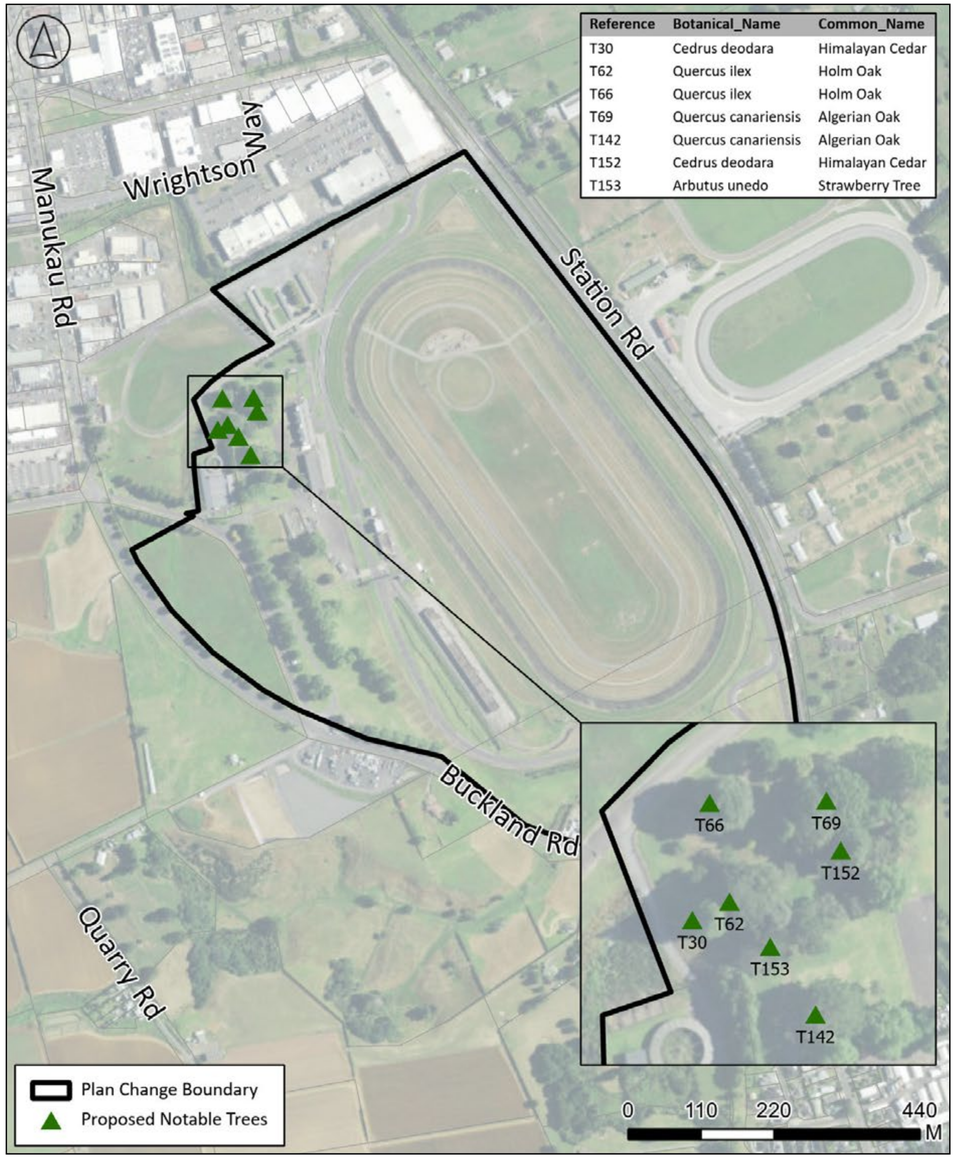
METHODOLOGY FOR ASSESSMENT

- Individual tree survey – August and November 2024
- All trees plotted to GIS-based inventory
- Tree categorisation – British Standards BS5837:2012
- Notable Tree Assessment to identify significant trees using the Auckland Council Guidelines for Nominating a Notable Tree for Evaluation
- Peer Review completed by Paper Street Tree Company December 2024



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta

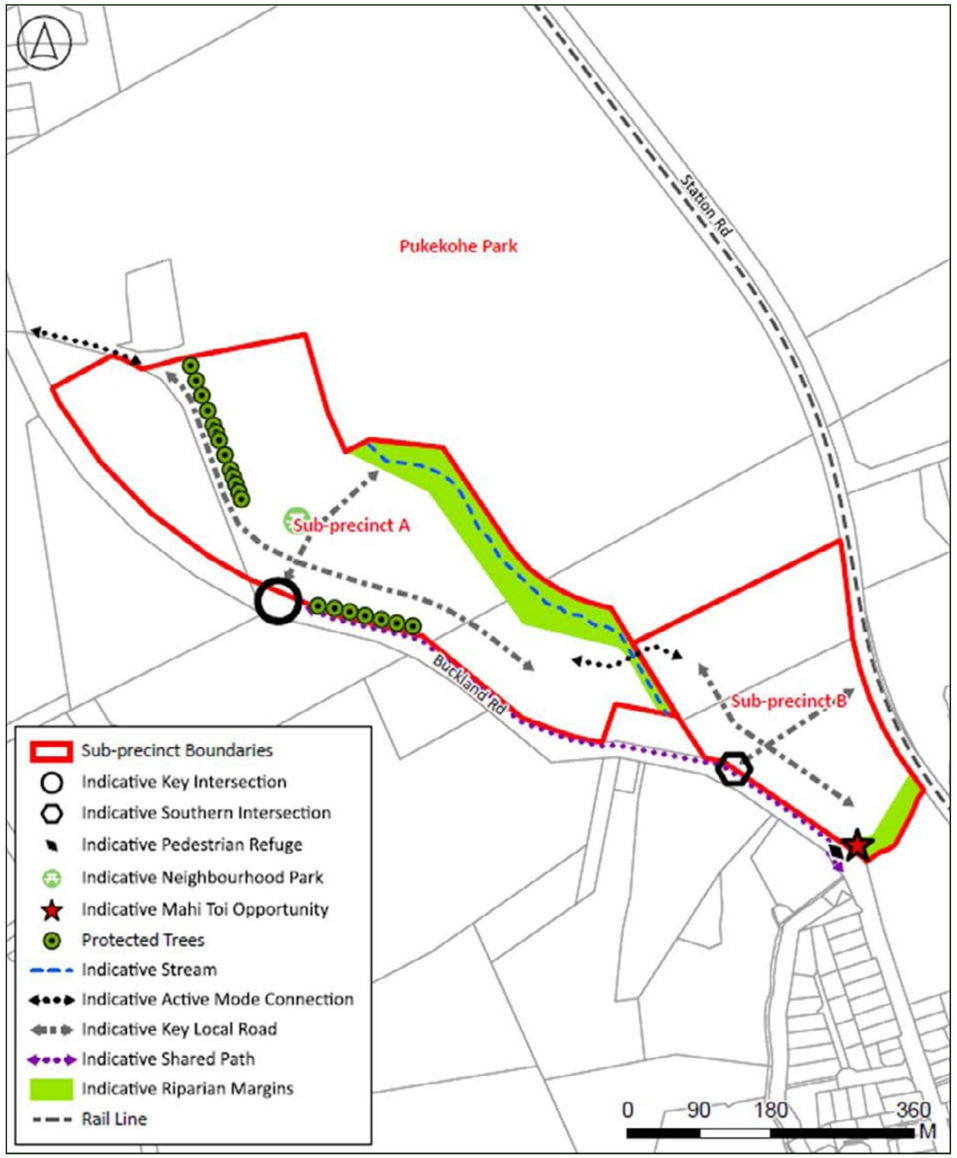


TREES RECOMMENDED TO BE INCLUDED IN SCHEDULE 10

Ref	Common Name	Botanical Name	Height	Crown Radius	TSF Score
T30	Himalayan Cedar	Cedrus deodara	27.2m	10m	20
T62	Holm Oak	Quercus ilex	18m	14m	21
T66	Holm Oak	Quercus ilex	20.2m	13.5m	28
T69	Algerian Oak	Quercus canariensis	18m	12.6m	23
T142	Algerian Oak	Quercus canariensis	19m	15.7m	23
T152	Himalayan Cedar	Cedrus deodara	16.5m	11.5m	23
T153	Strawberry Tree	Arbutus unedo	13.5m	11.5m	26

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental



PRECINCT PLAN IDENTIFYING TREES TO BE PROTECTED THROUGH PRECINCT PROVISIONS

- Pukekohekohe Plan Change proposes to update the current “group” of trees included in Schedule 10 – Notable Trees Schedule of the AUP(OP) and individually schedule and protect the seven trees which have scored >20 using the Councils Guidelines for Nominating a Notable Tree for Evaluation
- In addition it is proposed to identify two groupings of tress through the proposed Pukekohekohe Gateway Precinct for “protection” for amenity values

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

CONSULTATION AND ENGAGEMENT

Extensive engagement and consultation with key stakeholders is underway and will be ongoing, including:

- **Mana Whenua** – Ngaati Te Ata Waiohua and Ngāti Tamaoho have expressed interest in being involved in the Pukekohekohe Plan Change and will be providing CVAs to accompany the application. An on-site cultural induction, introductory hui and site walkover have all been undertaken with mana whenua representatives;
- **Healthy Waters** – Engagement with Healthy Waters staff has commenced. The stormwater management strategy for the site and the flood modelling results have been discussed. Healthy Waters helped develop and have approved the base model used for the flood modelling
- **Watercare** – Two meetings have been held with Watercare. Watercare have advised that they prioritise connecting live zoned land over FUZ, and that there is capacity within the existing bulk Infrastructure to service the PPC, and only local upgrades and connections will be required to service future development;
- **Auckland Transport** – Two meeting have been held with Auckland Transport. The traffic modelling used to inform the ITA and the identified transport infrastructure upgrades required to service future development enabled by the PPC have been discussed;
- **KiwiRail** – An introduction meeting has been held with KiwiRail. Acoustic provisions that have been recently adopted in other PC's adjacent to the rail corridor were agreed as best practice and will be applied to the part of the PC area adjacent to the rail corridor; and
- **Counties Energy** have issued a letter of support for the PPC, and have confirmed that power supply required to service the PC area exists and will be available.

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

UPCOMING ENGAGEMENT AND CONSULTATION

Community and stakeholder engagement will be ongoing, and upcoming engagement includes:

- A community open day will be held early March inviting adjacent landowners, horse trainers who use the Pukekohe Park Racecourse, members of the community as well as Councillors, MoP and LB members to discuss the proposed PC;
- The Plan Change will be presented to the Franklin Local Board at the February meeting;
- Kōrero with mana whenua will be ongoing and various specialists will be meeting with mana whenua representatives to ensure cultural outcomes and recommendations of Ngaati Te Ata Waiohua and Ngāti Tamaoho are expressed through the Plan Change; and
- Pre-lodgement meetings will be scheduled with Auckland Council Plans and Places, Arborists, Healthy Waters, Auckland Transport, Watercare and KiwiRail.

AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmenta

SPECIALIST TEAM

- Planning (B&A)
- Urban Design (B&A)
- Landscape (B&A)
- Transport (CKL)
- Stormwater (Woods)
- Infrastructure (Woods)
- Economics (Urban Economics)
- Geotech (ENGEO)
- Contamination (ENGEO)
- Ecology (Viridis)
- Arboriculture (Greenscene)
- Acoustic (Styles Group)
- Archaeology (Archaeology Solutions)
- Legal (Russell McVeagh)
- QS (Cuesko)



AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

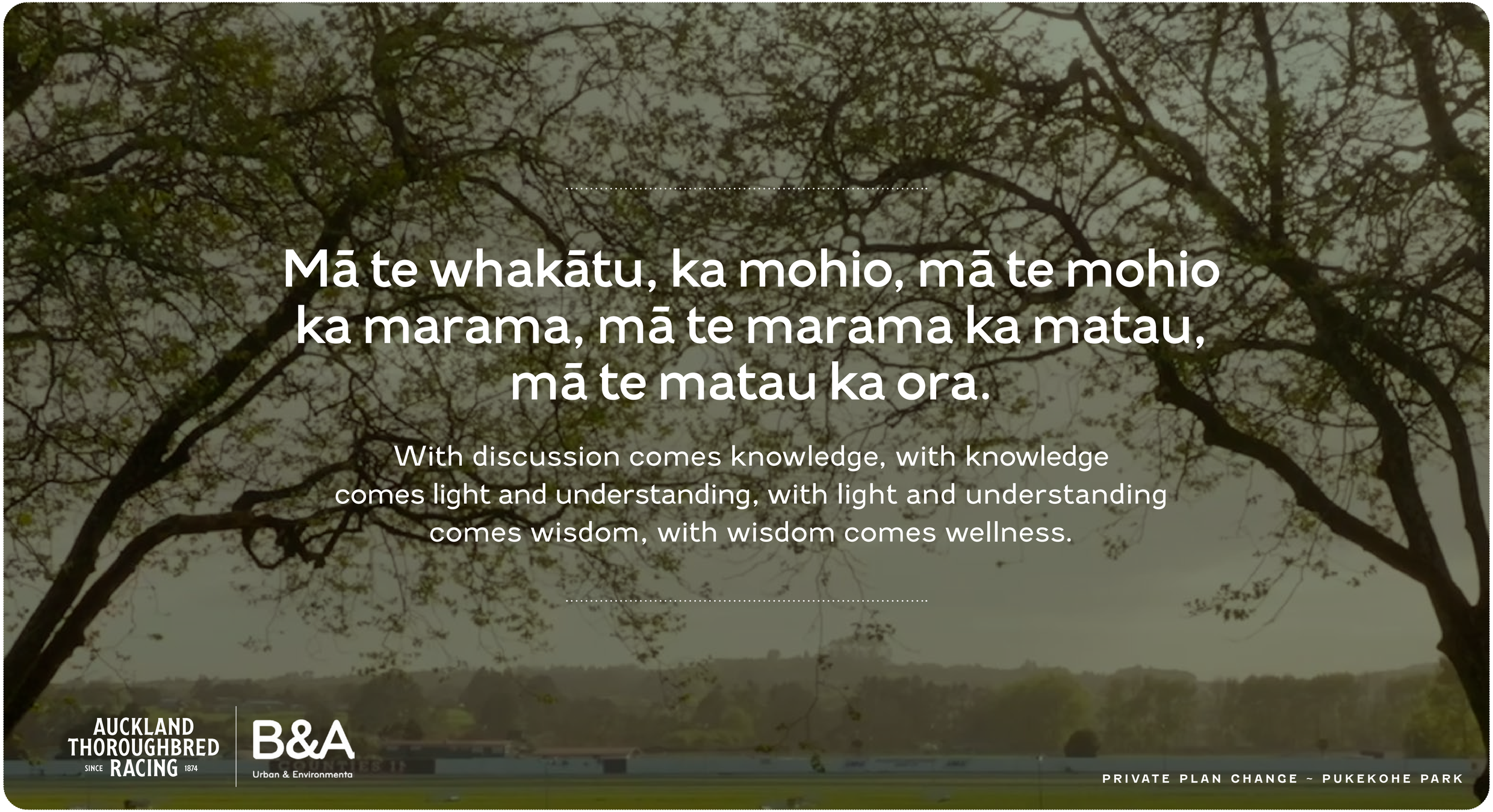


NEXT STEPS

- Plan change preparation and reporting
- Stakeholder engagement and pre-apps
- Plan Change lodgement: March 2024

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmenta


Mā te whakātu, ka mohio, mā te mohio
ka marama, mā te marama ka matau,
mā te matau ka ora.
With discussion comes knowledge, with knowledge
comes light and understanding, with light and understanding
comes wisdom, with wisdom comes wellness.
AUCKLAND
THOROUGHBRED
SINCE RACING 1874
B&A
Urban & Environmenta
PRIVATE PLAN CHANGE ~ PUKEKOHE PARK

QUESTIONS?

AUCKLAND THOROUGHBRED RACING SINCE 1874

B&A Urban & Environmental

KERIKERI | WHANGĀREI | WARKWORTH | AUCKLAND | HAMILTON | CAMBRIDGE

NAPIER | WELLINGTON | CHRISTCHURCH | WANAKA

Appendix 8

Record of Correspondence with Mana Whenua

B&A

Urban & Environmental

From: Nick Roberts
To: kaitiaki@teakitai.com
Cc: Cassandra Rippon; Cosette Pearson; Adam Sadgrove
Subject: Proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe
Date: Monday, 5 August 2024 11:22:00 am
Attachments: Pukekohe Park PC_Intro Letter to Te Akitai Waiohua_v1.0.pdf

Tēnā koe Nigel,

On behalf of Auckland Thoroughbred Racing, please find attached a letter outlining and inviting your involvement on a proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe.

If you have any questions, please do not hesitate to contact me.

Ngā mihi | Kind regards,

NICK ROBERTS
Managing Director
029 666 8330
nickr@barker.co.nz

PO Box 1986,
Shortland Street, Auckland 1140
Level 4, Old South British Building,
3-13 Shortland Street, Auckland

barker.co.nz

B&A Logo

Kerikeri, Whangārei, Warkworth,
Auckland, Hamilton, Cambridge,
Tauranga, Napier, Wellington,
Christchurch, Queenstown, Wānaka

This email and any attachments are confidential. They may contain privileged information or copyright material. If you are not an intended recipient, please do not read, copy, use or disclose the contents without authorisation and we request you delete it and contact us at once by return email.

Barker & Associates
Auckland

PO Box 1986, Shortland Street, Auckland 1140
Level 4, Old South British Building, 3-13 Shortland Street, Auckland

30 July 2024

Te Ākitai Waiohua
Attention: Nigel Denny
Via email: kaitiaki@teakitai.com

Tēnā koe Nigel

Re: Pukekohe Park Racetrack Private Plan Change

We are writing on behalf of Auckland Thoroughbred Racing ('ATR') in relation to the area of land identified in Figure 1 below. ATR is seeking to rezone the land identified in red below under the Auckland Unitary Plan ('AUP') through a Private Plan Change process. This land is located at Pukekohe Park Racetrack at 222-250 Manukau Road, Pukekohe and has been identified by ATR as surplus to their needs for horse racing and training and therefore ATR propose to rezone this to enable future residential development. We understand from the Auckland Council register that Te Ākitai Waiohua have expressed an interest in this area, and would welcome any feedback you have on the rezoning proposal.

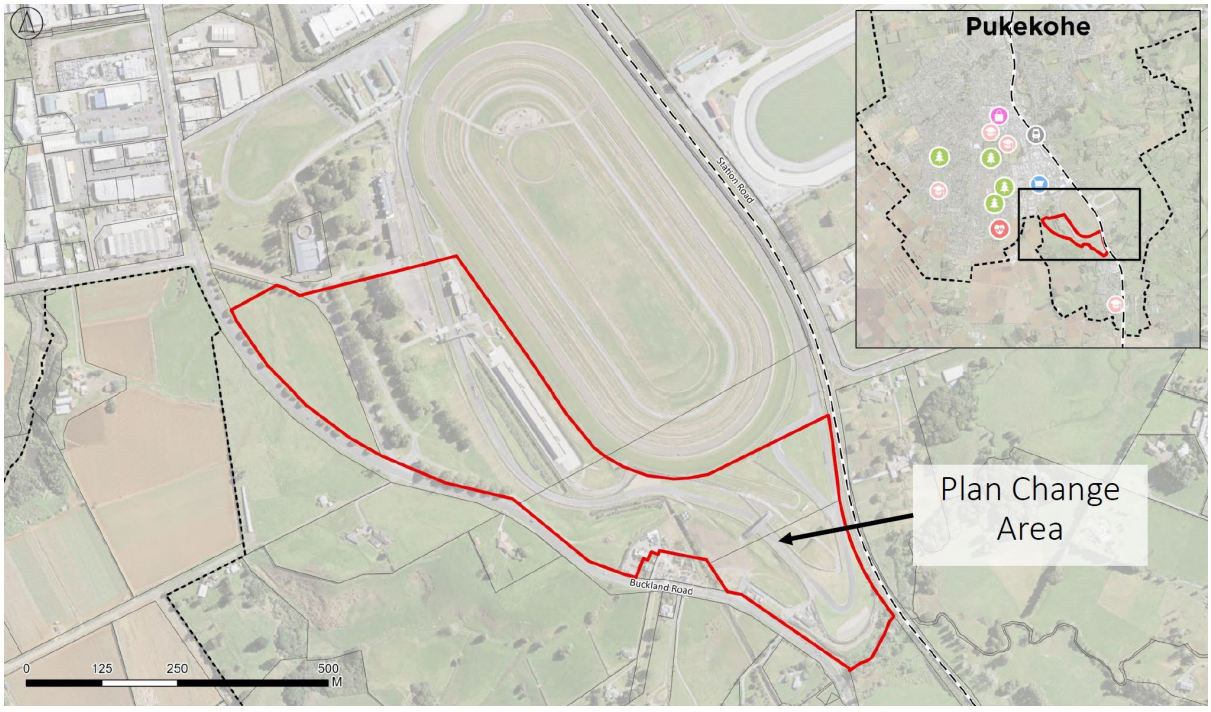


Figure 1: Pukekohe Park Private Plan Change Site Locality Plan

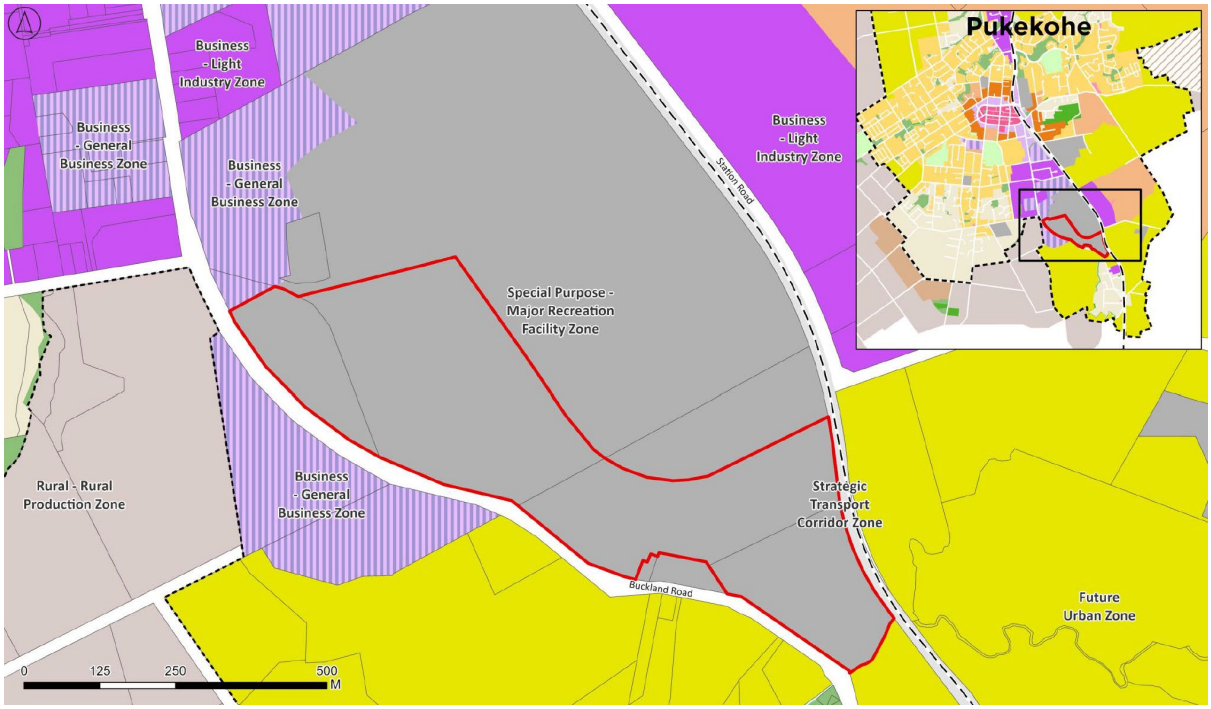


Figure 2: Current Zoning of the Site under the AUP

The proposed plan change area comprises approximately 24.84 hectares of land, within the wider Pukekohe Park Racetrack site. The current zoning of the plan change area under the AUP is Special Purpose – Major Recreation Facility Zone (refer to Figure 2 above), and the site is also within the Pukekohe Park Precinct under the AUP. The plan change area is immediately to the south-east of the Pukekohe's existing light industrial / business / large format retail ('LFR'), adjacent to recently live zoned land to the north (being the Pukekohe Golding Precinct) and south (being the Buckland Road Precinct) and to the south-east of existing residential areas and the Pukekohe town centre.

ATR are currently undertaking work to inform the Private Plan Change request to rezone from the Plan Change area from Special Purpose – Major Recreation Facility to a Medium Density Residential zone. The Plan Change will be informed by various specialist's assessments of the site. ATR are also wishing to engage with interested mana whenua throughout the duration of the project, and therefore welcome you to register in being involved and engaged with on the Plan Change project on an ongoing basis.

The proposed Plan Change will facilitate rezoning only. Any future development of the site will be subject to the usual requirements under the AUP for the relevant zone, including any earthworks or stormwater discharge.

Should you wish to discuss this proposal or provide feedback, please contact Cassandra Rippon at cassandrar@barker.co.nz. It would be appreciated if you could confirm your interest or involvement to us by Friday 30 August 2024.

Yours sincerely | Nāku noa, nā

Barker & Associates Limited



Nick Roberts
Managing Director

From:	Karl Flavell
To:	Nick Roberts
Cc:	Cassandra Rippon; Cosette Pearson; Adam Sadgrove
Subject:	Re: Proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe
Date:	Tuesday, 6 August 2024 6:38:25 pm

Acknowledging receipt.

Ngaa mihi.

Get Outlook for Android

From: Nick Roberts <NickR@barker.co.nz>
Sent: Monday, August 5, 2024 11:21:54 am
To: Karl Flavell <karl_flavell@hotmail.com>
Cc: Cassandra Rippon <CassandraR@barker.co.nz>; Cosette Pearson <CosetteP@barker.co.nz>; Adam Sadgrove <adams@ellerslie.co.nz>
Subject: Proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe

Tēnā kōrua Karl and Paora,

On behalf of Auckland Thoroughbred Racing, please find attached a letter outlining and inviting your involvement on a proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe.

If you have any questions, please do not hesitate to contact me.

Ngā mihi | Kind regards,

NICK ROBERTS
Managing Director
029 666 8330
nickr@barker.co.nz

PO Box 1986,
Shortland Street, Auckland 1140
Level 4, Old South British Building,
3-13 Shortland Street, Auckland

barker.co.nz

B&A Logo

Kerikeri, Whangārei, Warkworth,
Auckland, Hamilton, Cambridge,
Tauranga, Napier, Wellington,
Christchurch, Queenstown, Wānaka

This email and any attachments are confidential. They may contain privileged information or copyright material. If you are not an intended recipient, please do not read, copy, use or disclose the contents without authorisation and we request you delete it and contact us at once by return email.

Barker & Associates
Auckland

PO Box 1986, Shortland Street, Auckland 1140
Level 4, Old South British Building, 3-13 Shortland Street, Auckland

30 July 2024

Ngāti Te Ata
Attention: Karl Flavell, Paora Puru
Via email: karl_flavell@hotmail.com

Tēnā kōrua Karl and Paora,

Re: Pukekohe Park Racetrack Private Plan Change

We understand that Adam Sadgrove of Auckland Thoroughbred Racing ('ATR') has already been in contact with you regarding this project. However, we write on behalf of ATR to formally invite Ngāti Te Ata's involvement and introduce you to ATR's proposal in relation to the area of land identified in Figure 1 below. ATR is seeking to rezone the land identified in red below under the Auckland Unitary Plan ('AUP') through a Private Plan Change process. This land is located at Pukekohe Park Racetrack at 222-250 Manukau Road, Pukekohe and has been identified by ATR as surplus to their needs for horse racing and training and therefore ATR propose to rezone this to enable future residential development. We understand from the Auckland Council register that Ngāti Te Ata have expressed an interest in this area, and would welcome any feedback you have on the rezoning proposal.

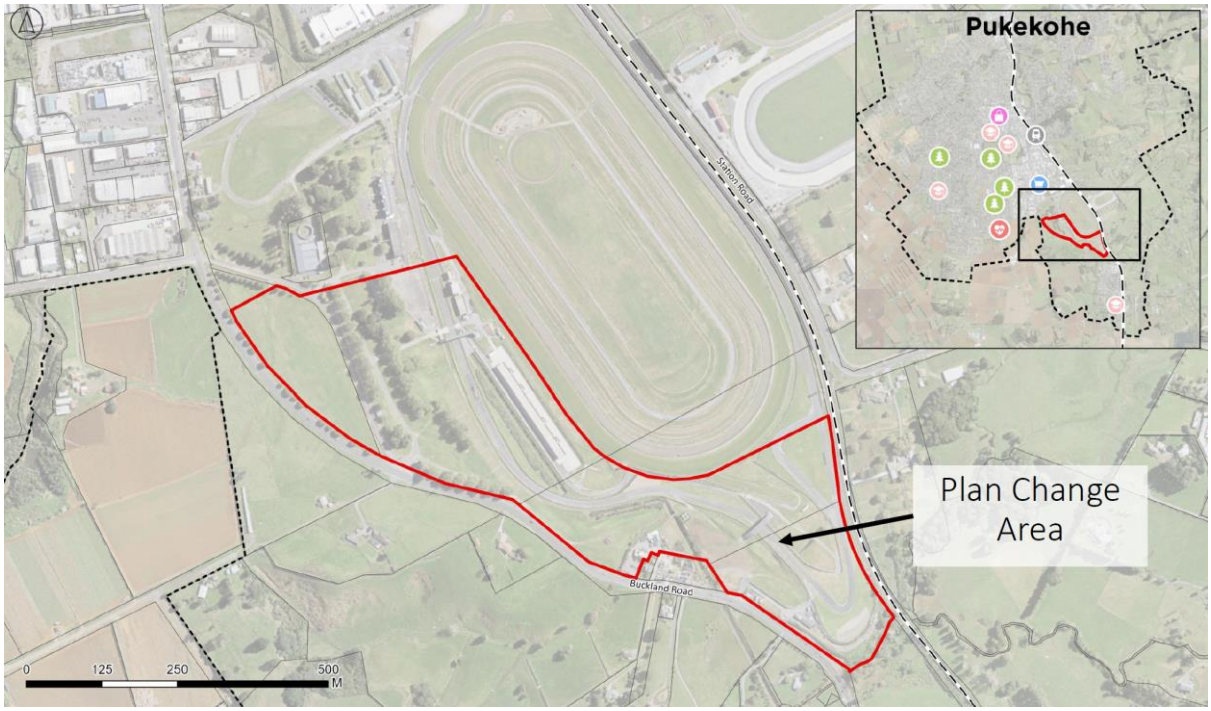


Figure 1: Pukekohe Park Private Plan Change Site Locality Plan

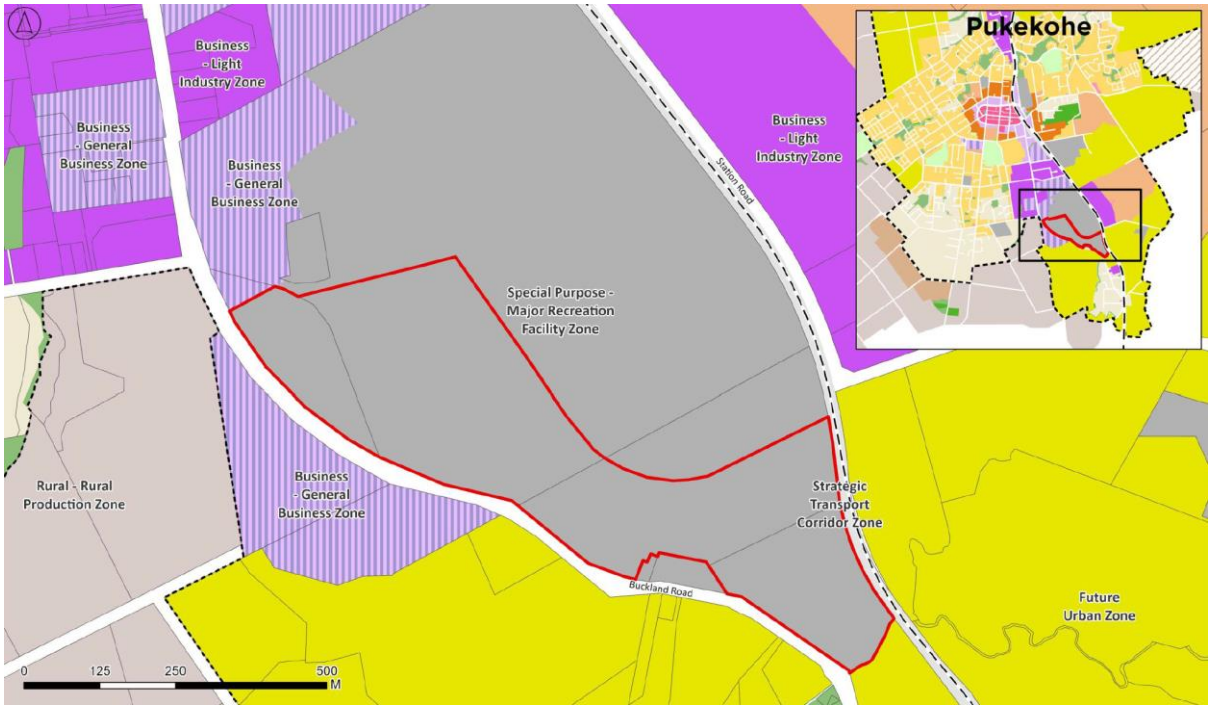


Figure 2: Current Zoning of the Site under the AUP

The proposed plan change area comprises approximately 24.84 hectares of land, within the wider Pukekohe Park Racetrack site. The current zoning of the plan change area under the AUP is Special Purpose – Major Recreation Facility Zone (refer to Figure 2 above), and the site is also within the Pukekohe Park Precinct under the AUP. The plan change area is immediately to the south-east of the Pukekohe's existing light industrial / business / large format retail ('LFR'), adjacent to recently live zoned land to the north (being the Pukekohe Golding Precinct) and south (being the Buckland Road Precinct) and to the south-east of existing residential areas and the Pukekohe town centre.

ATR are currently undertaking work to inform the Private Plan Change request to rezone from the Plan Change area from Special Purpose – Major Recreation Facility to a Medium Density Residential zone. The Plan Change will be informed by various specialist's assessments of the site. ATR are also wishing to engage with interested mana whenua throughout the duration of the project, and therefore welcome you to register in being involved and engaged with on the Plan Change project on an ongoing basis.

The proposed Plan Change will facilitate rezoning only. Any future development of the site will be subject to the usual requirements under the AUP for the relevant zone, including any earthworks or stormwater discharge.

Should you wish to discuss this proposal or provide feedback, please contact Cassandra Rippon at cassandrar@barker.co.nz. It would be appreciated if you could confirm your interest or involvement to us by Friday 30 August 2024.

Yours sincerely | Nāku noa, nā

Barker & Associates Limited



Nick Roberts
Managing Director

From:	Lucie Rutherfurd
To:	Nick Roberts; Edith Tuhimata
Cc:	Cassandra Rippon; Dennis Kirkwood; Cosette Pearson; Adam Sadgrove
Subject:	Re: Proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe
Date:	Monday, 5 August 2024 1:24:31 pm
Attachments:	Outlook-5xljamii.png Pukekohe Park PC_Intro Letter to Ngati Tamaoho_v1.0.pdf

Kia Ora Nick

Thank you for your email
Ngati Tamaoho do have an interest here and we will require ongoing engagement
Perhaps starting with an onsite?

Nga mihi
Lucie

Lucille Rutherfurd
RMA Technical Officer
Ph:09 930 7823 Mob:0211708543
E: rmaofficer@tamaoho.maori.nz
128 Hingaia Road, Karaka,
PO Box 2721652, Papakura
Auckland 2244
www.tamaoho.maori.nz
Subscribe to our e-panui

From: Nick Roberts <NickR@barker.co.nz>
Sent: Monday, 5 August 2024 11:21 am
To: Lucie Rutherfurd <rmaofficer@tamaoho.maori.nz>; Edith Tuhimata <Edith@tamaoho.maori.nz>
Cc: Cassandra Rippon <CassandraR@barker.co.nz>; Cosette Pearson <CosetteP@barker.co.nz>; Adam Sadgrove <adams@ellerslie.co.nz>
Subject: Proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe

Tēnā kōrua Lucille and Edith,

On behalf of Auckland Thoroughbred Racing, please find attached a letter outlining and inviting your involvement on a proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe.

If you have any questions, please do not hesitate to contact me.

Ngā mihi | Kind regards,

NICK ROBERTS
Managing Director

029 666 8330
nickr@barker.co.nz

PO Box 1986,
Shortland Street, Auckland 1140
Level 4, Old South British Building,
3-13 Shortland Street, Auckland

barker.co.nz

B&A Logo

Kerikeri, Whangārei, Warkworth,
Auckland, Hamilton, Cambridge,
Tauranga, Napier, Wellington,
Christchurch, Queenstown, Wānaka

This email and any attachments are confidential. They may contain privileged information or copyright material. If you are not an intended recipient, please do not read, copy, use or disclose the contents without authorisation and we request you delete it and contact us at once by return email.

Barker & Associates
Auckland

PO Box 1986, Shortland Street, Auckland 1140
Level 4, Old South British Building, 3-13 Shortland Street, Auckland

30 July 2024

Ngāti Tamaoho
Attention: Lucille Rutherford, Edith Tuhimata
Via email: rmaofficer@tamaoho.maori.nz , edith@tamaoho.maori.nz

Tēnā kōrua Lucille and Edith,

Re: Pukekohe Park Racetrack Private Plan Change

We understand that Adam Sadgrove of Auckland Thoroughbred Racing ('ATR') has already been in contact with you regarding this project. However, we write on behalf of ATR to formally invite Ngāti Tamaoho's involvement and introduce you to ATR's proposal in relation to the area of land identified in Figure 1 below. ATR is seeking to rezone the land identified in red below under the Auckland Unitary Plan ('AUP') through a Private Plan Change process. This land is located at Pukekohe Park Racetrack at 222-250 Manukau Road, Pukekohe and has been identified by ATR as surplus to their needs for horse racing and training and therefore ATR propose to rezone this to enable future residential development. We understand from the Auckland Council register that Ngāti Tamaoho have expressed an interest in this area, and would welcome any feedback you have on the rezoning proposal.

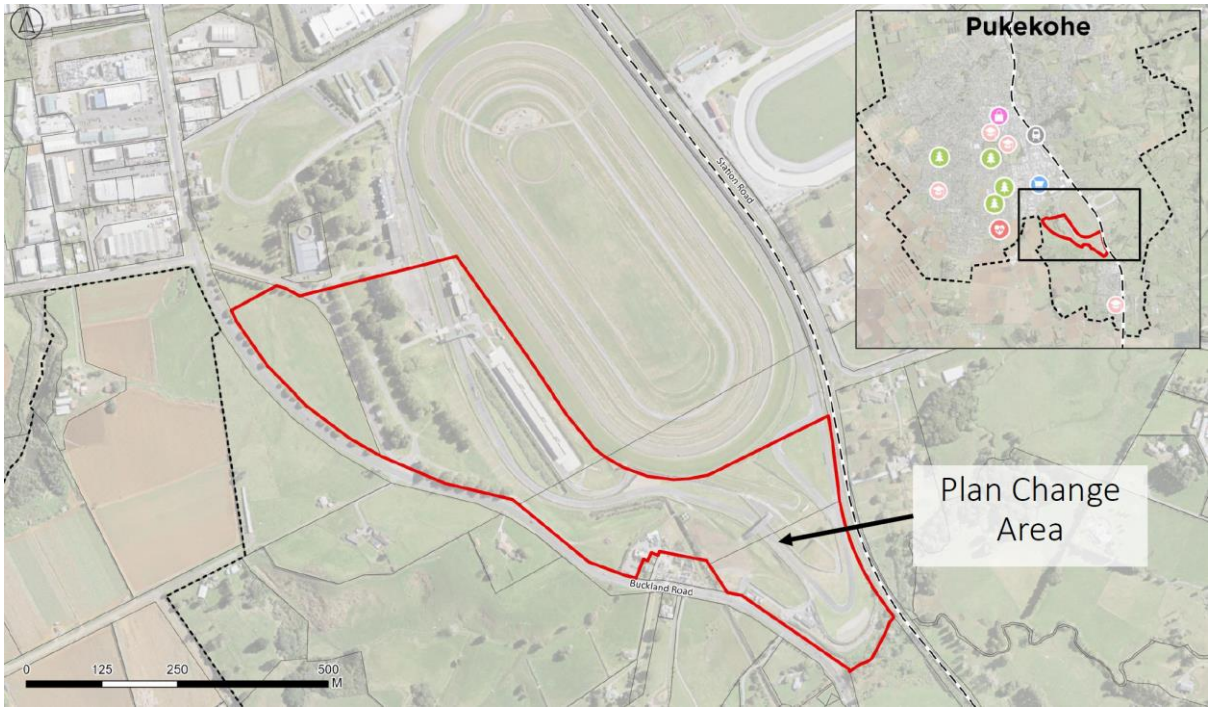


Figure 1: Pukekohe Park Private Plan Change Site Locality Plan

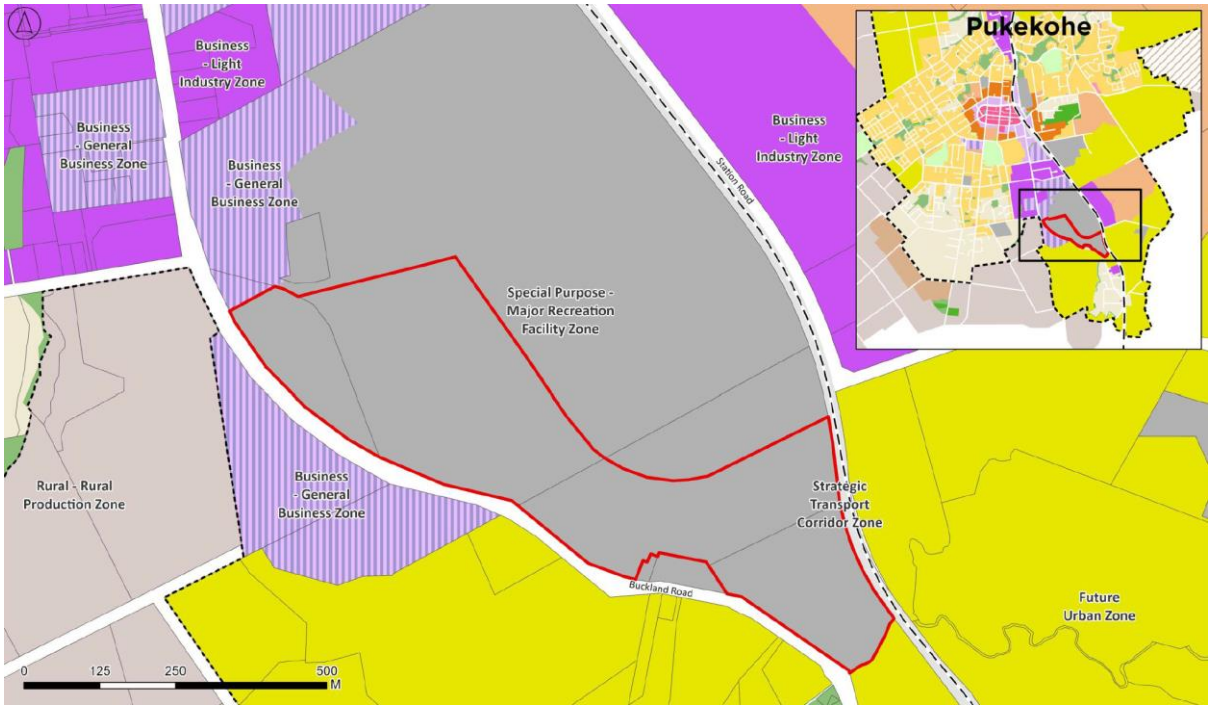


Figure 2: Current Zoning of the Site under the AUP

The proposed plan change area comprises approximately 24.84 hectares of land, within the wider Pukekohe Park Racetrack site. The current zoning of the plan change area under the AUP is Special Purpose – Major Recreation Facility Zone (refer to Figure 2 above), and the site is also within the Pukekohe Park Precinct under the AUP. The plan change area is immediately to the south-east of the Pukekohe's existing light industrial / business / large format retail ('LFR'), adjacent to recently live zoned land to the north (being the Pukekohe Golding Precinct) and south (being the Buckland Road Precinct) and to the south-east of existing residential areas and the Pukekohe town centre.

ATR are currently undertaking work to inform the Private Plan Change request to rezone from the Plan Change area from Special Purpose – Major Recreation Facility to a Medium Density Residential zone. The Plan Change will be informed by various specialist's assessments of the site. ATR are also wishing to engage with interested mana whenua throughout the duration of the project, and therefore welcome you to register in being involved and engaged with on the Plan Change project on an ongoing basis.

The proposed Plan Change will facilitate rezoning only. Any future development of the site will be subject to the usual requirements under the AUP for the relevant zone, including any earthworks or stormwater discharge.

Should you wish to discuss this proposal or provide feedback, please contact Cassandra Rippon at cassandrar@barker.co.nz. It would be appreciated if you could confirm your interest or involvement to us by Friday 30 August 2024.

Yours sincerely | Nāku noa, nā

Barker & Associates Limited



Nick Roberts
Managing Director

From: Nick Roberts
To: eu@ngatimaru.iwi.nz
Cc: Cassandra Rippon; Cosette Pearson; Adam Sadgrove
Subject: Proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe
Date: Monday, 5 August 2024 11:21:15 am
Attachments: Pukekohe Park PC_Intro Letter to Ngati Maru_v1.0.pdf

---

Tēnā koe Ngāti Maru

On behalf of Auckland Thoroughbred Racing, please find attached a letter outlining and inviting your involvement on a proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe.

If you have any questions, please do not hesitate to contact me.

Ngā mihi | Kind regards,

NICK ROBERTS
Managing Director
029 666 8330
nickr@barker.co.nz

PO Box 1986,
Shortland Street, Auckland 1140
Level 4, Old South British Building,
3-13 Shortland Street, Auckland

barker.co.nz

B&A Logo

Kerikeri, Whangārei, Warkworth,
Auckland, Hamilton, Cambridge,
Tauranga, Napier, Wellington,
Christchurch, Queenstown, Wānaka

This email and any attachments are confidential. They may contain privileged information or copyright material. If you are not an intended recipient, please do not read, copy, use or disclose the contents without authorisation and we request you delete it and contact us at once by return email.

Barker & Associates
Auckland

PO Box 1986, Shortland Street, Auckland 1140
Level 4, Old South British Building, 3-13 Shortland Street, Auckland

30 July 2024

Ngāti Maru
Via email: eu@ngatimaru.iwi.nz

Tēnā koe Ngāti Maru,

Re: Pukekohe Park Racetrack Private Plan Change

We write on behalf of Auckland Thoroughbred Racing ('ATR') in relation to the area of land identified in Figure 1 below. ATR is seeking to rezone the land identified in red below under the Auckland Unitary Plan ('AUP') through a Private Plan Change process. This land is located at Pukekohe Park Racetrack at 222-250 Manukau Road, Pukekohe and has been identified by ATR as surplus to their needs for horse racing and training and therefore ATR propose to rezone this to enable future residential development. We understand from the Auckland Council register that Ngāti Maru, have expressed an interest in this area, and would welcome any feedback you have on the rezoning proposal.

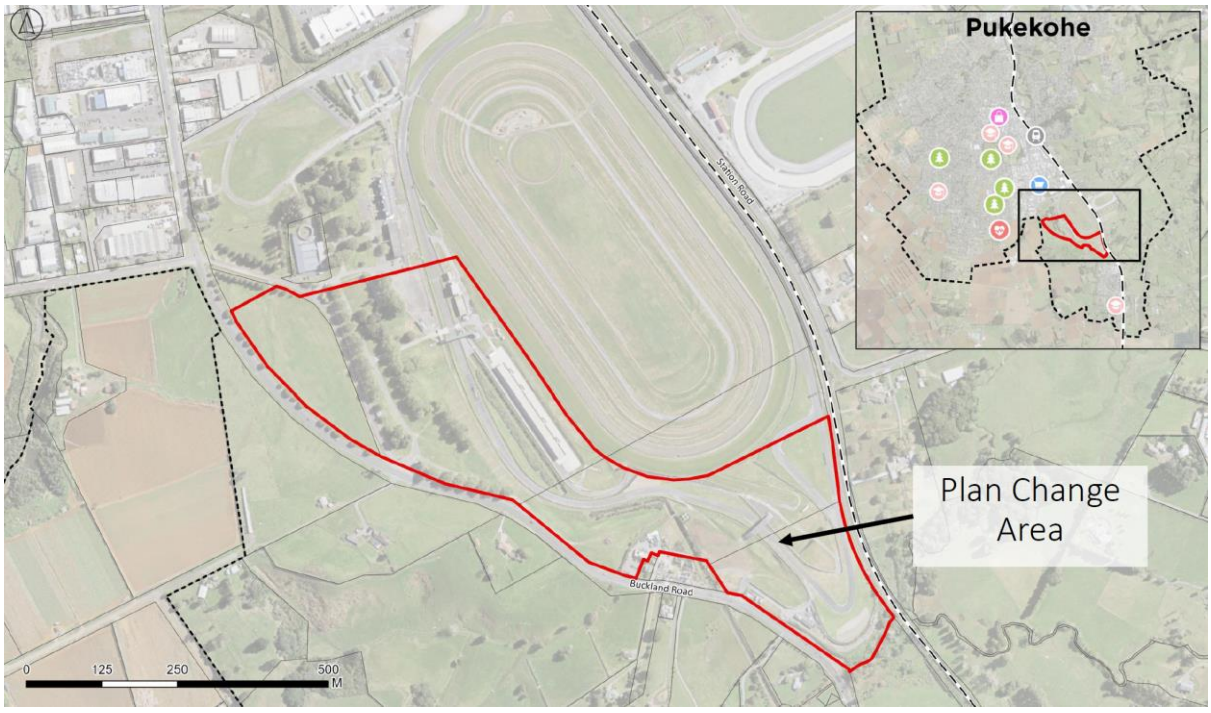


Figure 1: Pukekohe Park Private Plan Change Site Locality Plan

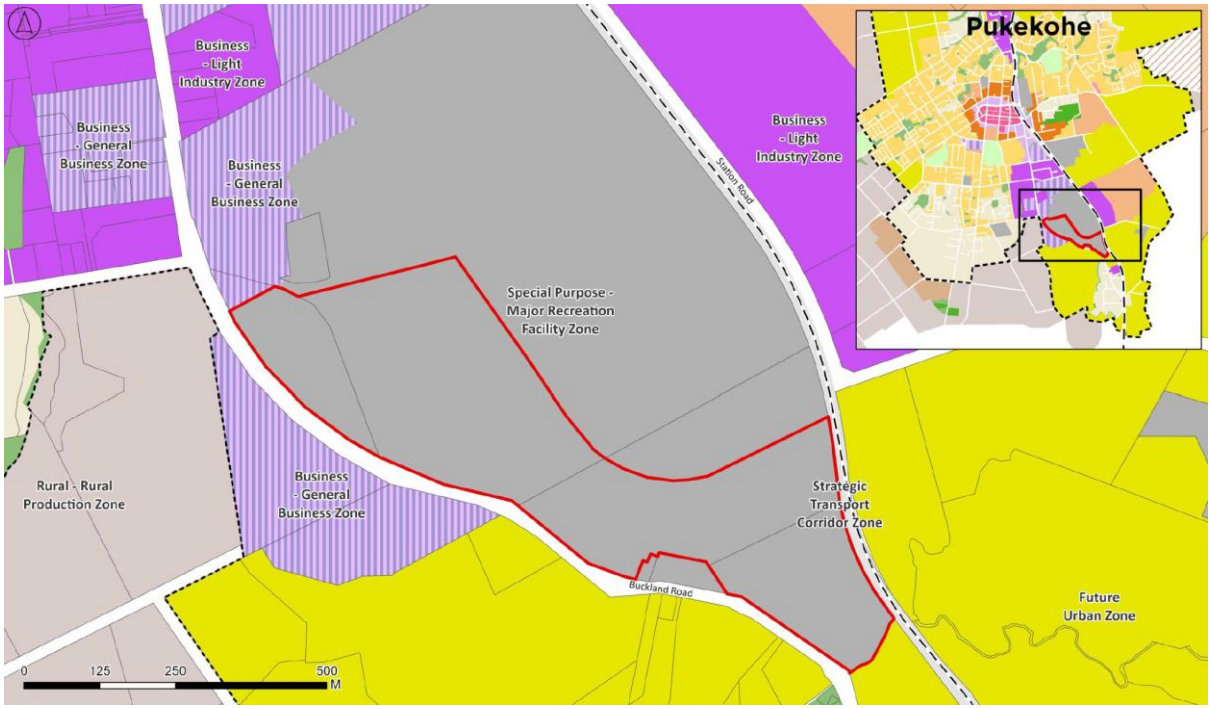


Figure 2: Current Zoning of the Site under the AUP

The proposed plan change area comprises approximately 24.84 hectares of land, within the wider Pukekohe Park Racetrack site. The current zoning of the plan change area under the AUP is Special Purpose – Major Recreation Facility Zone (refer to Figure 2 above), and the site is also within the Pukekohe Park Precinct under the AUP. The plan change area is immediately to the south-east of the Pukekohe's existing light industrial / business / large format retail ('LFR'), adjacent to recently live zoned land to the north (being the Pukekohe Golding Precinct) and south (being the Buckland Road Precinct) and to the south-east of existing residential areas and the Pukekohe town centre.

ATR are currently undertaking work to inform the Private Plan Change request to rezone from the Plan Change area from Special Purpose – Major Recreation Facility to a Medium Density Residential zone. The Plan Change will be informed by various specialist's assessments of the site. ATR are also wishing to engage with interested mana whenua throughout the duration of the project, and therefore welcome you to register in being involved and engaged with on the Plan Change project on an ongoing basis.

The proposed Plan Change will facilitate rezoning only. Any future development of the site will be subject to the usual requirements under the AUP for the relevant zone, including any earthworks or stormwater discharge.

Should you wish to discuss this proposal or provide feedback, please contact Cassandra Rippon at cassandrar@barker.co.nz. It would be appreciated if you could confirm your interest or involvement to us by Friday 30 August 2024.

Yours sincerely | Nāku noa, nā

Barker & Associates Limited



Nick Roberts
Managing Director

From: Adam Sadgrove
To: Nick Roberts
Cc: Cassandra Rippon; Cosette Pearson
Subject: Pukekohe Park - Response from Ngai Tai Ki Tamaki withdrawing from kaupapa
Date: Wednesday, 14 August 2024 1:31:25 pm
Attachments: image001.jpg

Kia ora Nick

From: Zaelene Maxwell-Butler <zaelene@ngaitaitamaki.iwi.nz>
Sent: Wednesday, August 14, 2024 12:23 PM
To: Adam Sadgrove <adams@ellerslie.co.nz>
Cc: Revell Butler <revell@ngaitaitamaki.iwi.nz>
Subject: RE: Pukekohe Park - Residential Housing Private Plan Change

Tēnā koe Adam

Thank you for your letter. I advise that Ngāi Tai ki Tāmaki will withdraw from this kaupapa.

Noho ahuru mai rā
Zaelene Maxwell-Butler
Pou Pākaekae – Taiaomaurikura

Physical Address: 11 Papakura-Clevedon Rd, Clevedon
Postal: PO Box 141, Clevedon, 2248
Mobile: 027 653 3010 **Office:** (09) 292 8484
Email: zaelene@ngaitaitamaki.iwi.nz

NTT logo_strapline

From: Adam Sadgrove <adams@ellerslie.co.nz>
Sent: Tuesday, August 13, 2024 5:25 PM
To: Zaelene Maxwell-Butler <zaelene@ngaitaitamaki.iwi.nz>; Kaitiaki <kaitiaki@ngaitaitamaki.iwi.nz>
Subject: Pukekohe Park - Residential Housing Private Plan Change

E ngaa Rangatira, teenaa koutou.

On the 5th of August you received an e-mail and letter from Barker and Associates (copy attached). This correspondence was sent without Auckland Thoroughbred Racing's knowledge and was therefore 'in draft form ' before we had the opportunity to review and provide feedback.

We would like to apologise for what you received and give you a clearer

understanding of our intentions.

In line with our discussions to date, Auckland Thoroughbred Racing (ATR) are progressing an opportunity to enable residential development of a portion of its land holding within Pukekohe Park. Enabled with the approval of a Private Plan Change.

The park has hosted thoroughbred racing since the 1920s, followed by Motor Racing in the 1960's. Our intention remains to continue to stable, train, trial and race thoroughbred horses on the property as we have for over 100 years. ATR sees an even brighter future as engagement and planning begins to create an opportunity for people to call our place home.

We acknowledge the cultural significance of Pukekohe to your iwi and your traditional relationship to it.

We are extremely proud of Pukekohe Park and understand it is a very special place for many New Zealanders, iwi and our local community.

In time we will look to secure a partner to purchase and develop the property in a manner which celebrates the history of the whenua, our vibrant community and the future ATR operating requirements. However our first task is to understand our communities thoroughly – both their needs and aspirations. This will allow us to create a rich, authentic narrative of which we will all be proud.

This project represents an opportunity of regional significance for Tamaki Makerau, Auckland Throughbred Racing and the Horse Racing Industry.

We would like to be in a position to lodge the Private Plan Change to enable Residential Development on 20ha of the Pukekohe Park Property by the end of 2024.

Please contact me if you would like to learn more about what we are proposing and answer any questions you may have.

Naku noa, na

Adam Sadgrove
Development Manager Property
021 829 881

Barker & Associates
Auckland

PO Box 1986, Shortland Street, Auckland 1140
Level 4, Old South British Building, 3-13 Shortland Street, Auckland

30 July 2024

Ngāi Tai ki Tāmaki
Via email: kaitiaki@ngaitaitamaki.iwi.nz

Tēnā koe Ngāi Tai ki Tāmaki,

Re: Pukekohe Park Racetrack Private Plan Change

We write on behalf of Auckland Thoroughbred Racing ('ATR') in relation to the area of land identified in Figure 1 below. ATR is seeking to rezone the land identified in red below under the Auckland Unitary Plan ('AUP') through a Private Plan Change process. This land is located at Pukekohe Park Racetrack at 222-250 Manukau Road, Pukekohe and has been identified by ATR as surplus to their needs for horse racing and training and therefore ATR propose to rezone this to enable future residential development. We understand from the Auckland Council register that Ngāi Tai ki Tāmaki have expressed an interest in this area, and would welcome any feedback you have on the rezoning proposal.

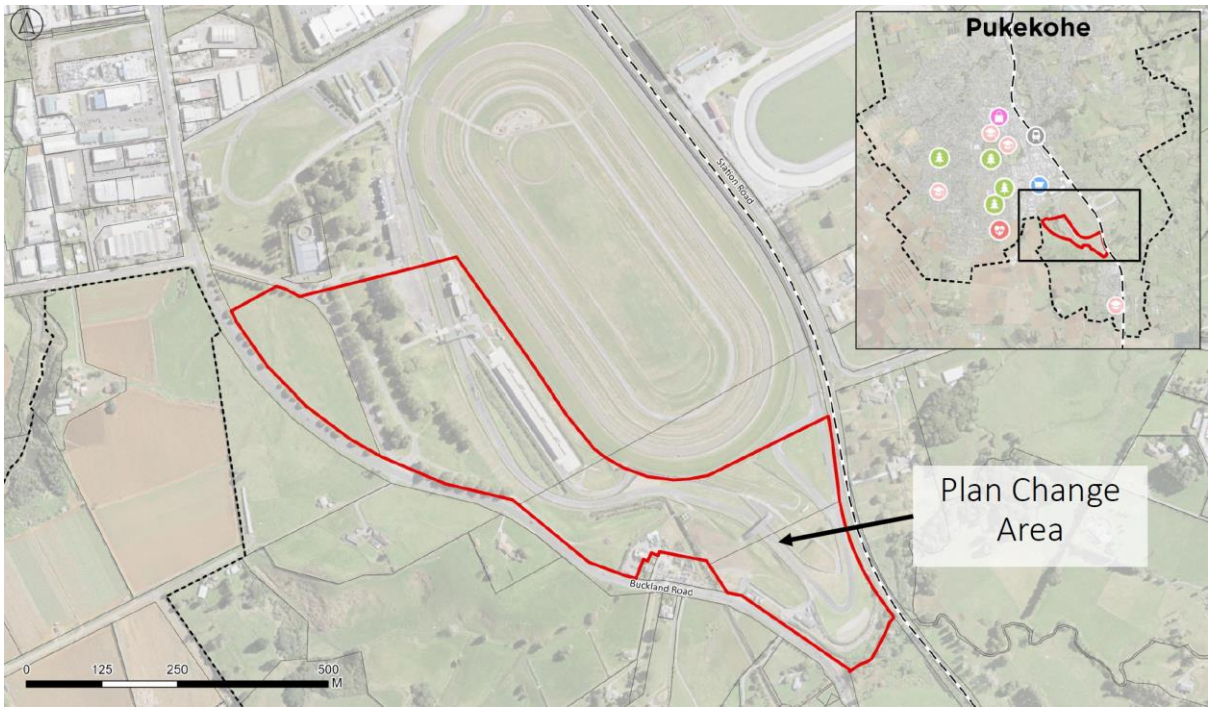


Figure 1: Pukekohe Park Private Plan Change Site Locality Plan

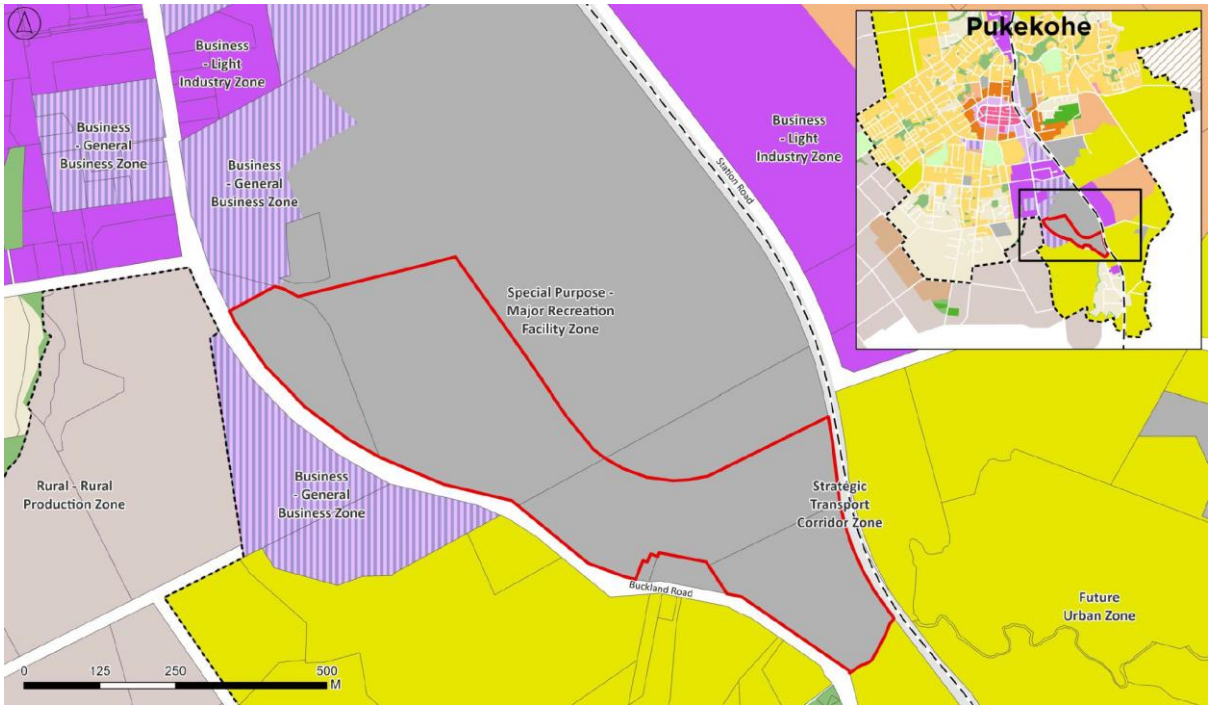


Figure 2: Current Zoning of the Site under the AUP

The proposed plan change area comprises approximately 24.84 hectares of land, within the wider Pukekohe Park Racetrack site. The current zoning of the plan change area under the AUP is Special Purpose – Major Recreation Facility Zone (refer to Figure 2 above), and the site is also within the Pukekohe Park Precinct under the AUP. The plan change area is immediately to the south-east of the Pukekohe's existing light industrial / business / large format retail ('LFR'), adjacent to recently live zoned land to the north (being the Pukekohe Golding Precinct) and south (being the Buckland Road Precinct) and to the south-east of existing residential areas and the Pukekohe town centre.

ATR are currently undertaking work to inform the Private Plan Change request to rezone from the Plan Change area from Special Purpose – Major Recreation Facility to a Medium Density Residential zone. The Plan Change will be informed by various specialist's assessments of the site. ATR are also wishing to engage with interested mana whenua throughout the duration of the project, and therefore welcome you to register in being involved and engaged with on the Plan Change project on an ongoing basis.

The proposed Plan Change will facilitate rezoning only. Any future development of the site will be subject to the usual requirements under the AUP for the relevant zone, including any earthworks or stormwater discharge.

Should you wish to discuss this proposal or provide feedback, please contact Cassandra Rippon at cassandrar@barker.co.nz. It would be appreciated if you could confirm your interest or involvement to us by Friday 30 August 2024.

Yours sincerely | Nāku noa, nā

Barker & Associates Limited



Nick Roberts
Managing Director

From: Nick Roberts
To: Lorraine.dixon@tainui.co.nz
Cc: Cassandra Rippon; Cosette Pearson; Adam Sadgrove
Subject: Proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe
Date: Monday, 5 August 2024 11:22:17 am
Attachments: Pukekohe Park PC_Intro Letter to Waikato-Tainui_v1.0.pdf

Tēnā koe Lorraine,

On behalf of Auckland Thoroughbred Racing, please find attached a letter outlining and inviting your involvement on a proposed Private Plan Change at Pukekohe Park Racetrack, 222-250 Manukau Road, Pukekohe.

If you have any questions, please do not hesitate to contact me.

Ngā mihi | Kind regards,

NICK ROBERTS
Managing Director
029 666 8330
nickr@barker.co.nz

PO Box 1986,
Shortland Street, Auckland 1140
Level 4, Old South British Building,
3-13 Shortland Street, Auckland

barker.co.nz

B&A Logo

Kerikeri, Whangārei, Warkworth,
Auckland, Hamilton, Cambridge,
Tauranga, Napier, Wellington,
Christchurch, Queenstown, Wānaka

This email and any attachments are confidential. They may contain privileged information or copyright material. If you are not an intended recipient, please do not read, copy, use or disclose the contents without authorisation and we request you delete it and contact us at once by return email.

Barker & Associates
Auckland

PO Box 1986, Shortland Street, Auckland 1140
Level 4, Old South British Building, 3-13 Shortland Street, Auckland

30 July 2024

Waikato-Tainui
Attention: Lorraine Dixon
Via email: Lorraine.dixon@tainui.co.nz

Tēnā koe Lorraine

Re: Pukekohe Park Racetrack Private Plan Change

We are writing on behalf of Auckland Thoroughbred Racing ('ATR') in relation to the area of land identified in Figure 1 below. ATR is seeking to rezone the land identified in red below under the Auckland Unitary Plan ('AUP') through a Private Plan Change process. This land is located at Pukekohe Park Racetrack at 222-250 Manukau Road, Pukekohe and has been identified by ATR as surplus to their needs for horse racing and training and therefore ATR propose to rezone this to enable future residential development. We understand from the Auckland Council register that Waikato-Tainui have expressed an interest in this area, and would welcome any feedback you have on the rezoning proposal.

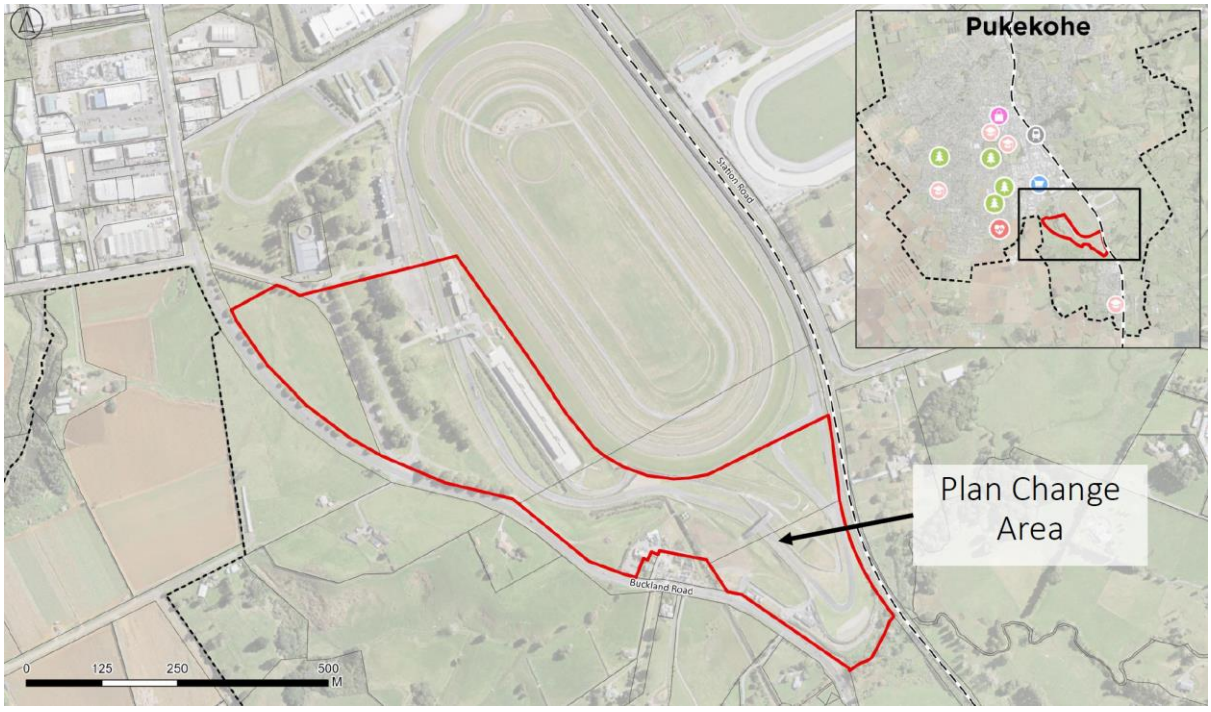


Figure 1: Pukekohe Park Private Plan Change Site Locality Plan

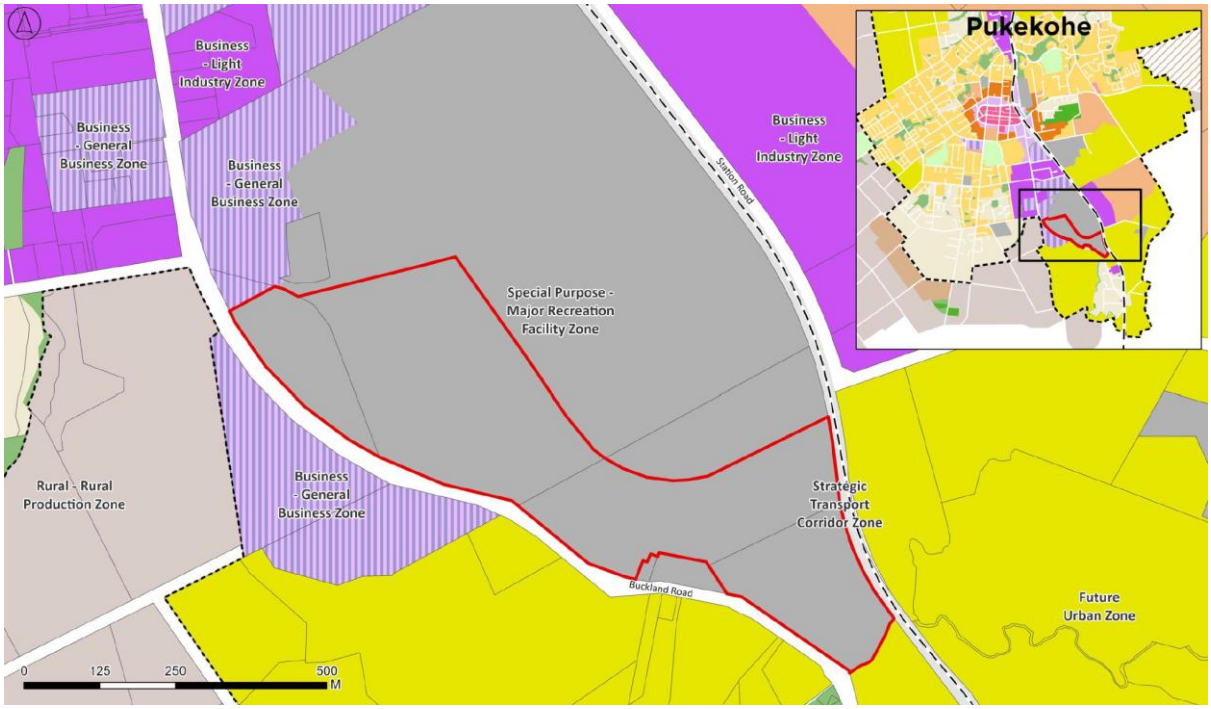


Figure 2: Current Zoning of the Site under the AUP

The proposed plan change area comprises approximately 24.84 hectares of land, within the wider Pukekohe Park Racetrack site. The current zoning of the plan change area under the AUP is Special Purpose – Major Recreation Facility Zone (refer to Figure 2 above), and the site is also within the Pukekohe Park Precinct under the AUP. The plan change area is immediately to the south-east of the Pukekohe's existing light industrial / business / large format retail ('LFR'), adjacent to recently live zoned land to the north (being the Pukekohe Golding Precinct) and south (being the Buckland Road Precinct) and to the south-east of existing residential areas and the Pukekohe town centre.

ATR are currently undertaking work to inform the Private Plan Change request to rezone from the Plan Change area from Special Purpose – Major Recreation Facility to a Medium Density Residential zone. The Plan Change will be informed by various specialist's assessments of the site. ATR are also wishing to engage with interested mana whenua throughout the duration of the project, and therefore welcome you to register in being involved and engaged with on the Plan Change project on an ongoing basis.

The proposed Plan Change will facilitate rezoning only. Any future development of the site will be subject to the usual requirements under the AUP for the relevant zone, including any earthworks or stormwater discharge.

Should you wish to discuss this proposal or provide feedback, please contact Cassandra Rippon at cassandrar@barker.co.nz. It would be appreciated if you could confirm your interest or involvement to us by Friday 30 August 2024.Yours sincerely | Nāku noa, nā

Barker & Associates Limited



Nick Roberts

Managing Director

Appendix 9

Letter circulated to Neighbouring Properties

B&A

Urban & Environmental

ATR PUKEKOHE PARK

YOUR INVITATION TO OUR PUKEKOHE PARK PLAN CHANGE COMMUNITY INFORMATION SESSION THURSDAY 13 MARCH 2025

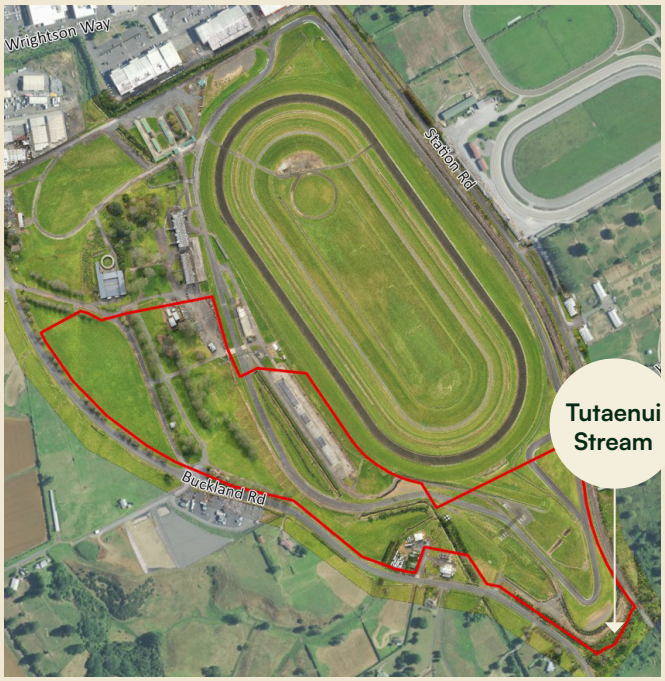
March 2025
To the owner and/or occupier,

Tēnā koe,

On behalf of Auckland Thoroughbred Racing (ATR*), we'd like to invite you to an information session to hear an overview of the proposed Pukekohe Park plan change. This is an opportunity for you to get a clear understanding of our plans, and for us to listen to your thoughts and feedback along with other members of the community.

As an owner/occupier of a property adjacent to the proposed plan change area, you are our neighbours. For over a century, Pukekohe Park has been a home ground for Thoroughbred horse stabling, training, trialling and racing. We're proud that, on average, 100 horses still train on our course each morning — almost every day of the year.

We're committed to upholding the role we play in the community with twenty racing and trial events confirmed for Pukekohe Park throughout 2025, with more planned. These events can involve up to 200 horses and draw a huge amount of public interest. Many of these events are televised, showcasing the Pukekohe community and New Zealand's Thoroughbred industry.







The proposed location of the Pukekohe Park plan change.

Auckland Thoroughbred Racing
100 Ascot Avenue, Remuera, Auckland 1051 | 09 524 4069 | aucklandracing.co.nz

WHAT DOES THIS PLAN CHANGE ENTAIL?

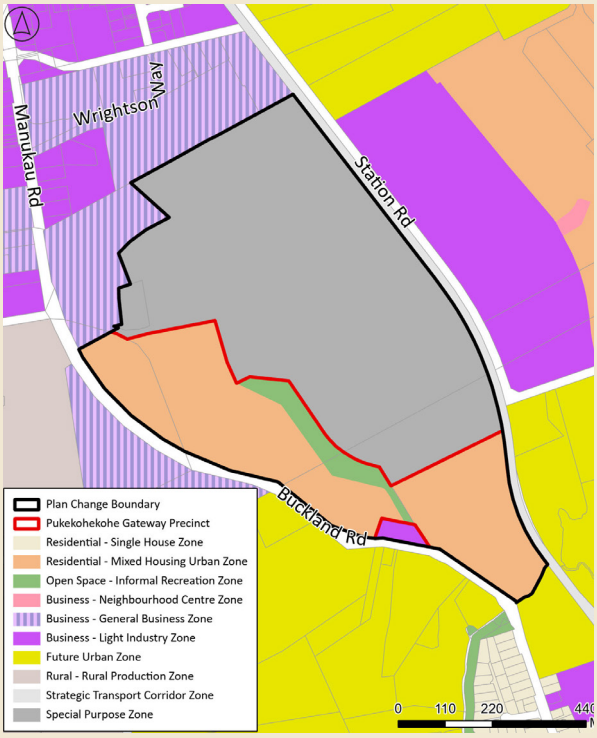
The Pukekohe Park plan change is a request to rezone approximately 23 hectares of underused land at Pukekohe Park. This plan change will rezone this land from a Special Purpose — Major Recreation Facility zone to a combination of Residential — Mixed Housing Urban and Open Space — Informal Recreation zones — as shown in the plan below. A small area of Business — Light Industry zone is also proposed over existing wastewater infrastructure. The plan change will not change the use or operation of this facility.

The proposed rezoning could provide capacity for approximately 400-600 new homes and residential dwellings. The plan also includes the restoration of the environment with a naturalised stream area and native plantings adjacent to the racecourse for the public to enjoy. These plans do not affect our long-term commitment to the Pukekohe community or our support for the Thoroughbred racing industry.

Consequently, more resource will be available to improve the Thoroughbred training track and its facilities.

This proposal seeks to introduce a new precinct to the Auckland Unitary Plan and make amendments to Notable Tree overlay. This new precinct would cover the land subject to the proposed Pukekohe Park plan change and will include specific details around how the land could be developed. All of this will be explained at our community information session, which is why we're inviting you to be there, hear our plans and ask questions so we can respond.





The proposed new zoning under the Pukekohe Park plan change.

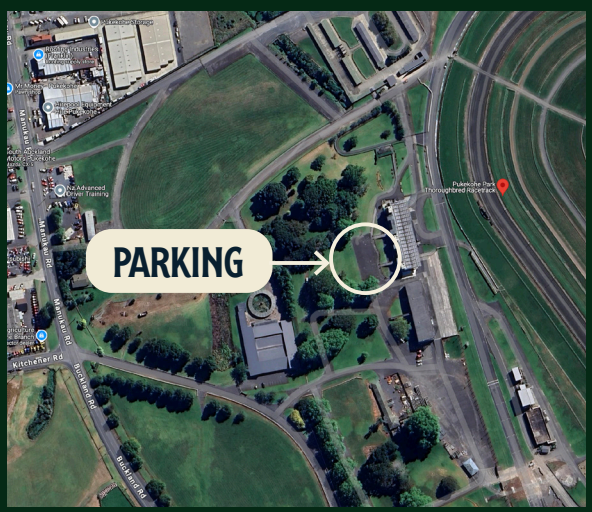
*Auckland Racing Club amalgamated with Counties Racing in 2021 to form Auckland Thoroughbred Racing (ATR).

WE WANT TO HEAR FROM YOU.

Our community information session is:

Thursday 13 March 2025
3.00pm till 7.30pm
Pukekohe Park
222-250 Manukau Road, Pukekohe.

Join us and provide feedback on the proposed plan change. Alternatively, if you are unavailable to attend our information session and would like to know more, email **pukekohekohe@barker.co.nz**



Appendix 10

KiwiRail: Presentation Slides and Meeting Minutes

B&A

Urban & Environmental

Minutes

Project: Pukekohe Park Plan Change – Introduction Meeting with KiwiRail

Date: 10 September 2024

Time: 1.30pm

Location: KiwiRail Offices

Attendees: Adam Sadgrove (ATR), Nick Roberts (B&A), Cassandra Rippon (B&A), Jon Styles (Styles Group), Matthew Paetz (KiwiRail), Pam Butler (KiwiRail)

Apologies: Jamie Exeter (Styles Group), Cosette Pearson (B&A)

Item	Detail	Action
1	Round of introductions • Adam Sadgrove – Development Manager, ATR • Nick Roberts – Director, B&A • Cassandra Rippon – Planner, B&A • Jon Styles – Director / Acoustic Engineer, Styles Group • Matthew Paetz – Senior RMA Advisor, KiwiRail • Pam Butler – Senior RMA Advisor, KiwiRail	-
2	Introduction – NR provided an introduction to the site, project and Auckland Thoroughbred Racing ('ATR') • Pukekohe Park is located at 222-250 Manukau Road, Pukekohe • The subject site (72ha) has hosted thoroughbred horse stabling, training, trialling and racing since the 1920's and Motor Racing since the 1960's. • Auckland Thoroughbred Racing (ATR) would like to enable residential development of a portion (~24.84ha) of Pukekohe Park. • The intention is the existing thoroughbred operation on the balance land remains. We would like to see the proposed residential land developed in a manner which supports the equine operation. Motor Racing ceased in April 2023. • Counties Racing and Auckland Racing amalgamated in 2020 to form Auckland Thoroughbred Racing. The organisation owns land at Ellerslie Race Course and Pukekohe Park. • ATR seeking to rezone ~24.84ha to residential to enable residential development and consolidate its land, and remove motorsport activities from the precinct • Either modify existing Pukekohe Precinct, add new sub-precinct or a precinct	-
3	Overview of the site context by NR	-

	• Site is located to the south/the edge of Pukekohe township • Eastern boundary defined by the NIMT • PC74 Golding Pukekohe Precinct to the NE of the site – industrial zoning buffer in response to motor racing activities at the site, more relevant to KiwiRail discussion • PC87 to the SW of the site – less relevant as removed/further from NIMT, but will establish a key access to the site that will integrate with PC87	
4	NR provided an overview of the PPC scope • Rezone ~24.84ha of surplus land from Special Purpose to Medium Density Residential. CW noted we are currently looking at a full suite of residential zones and what it means for yield and layout. • Either apply a bespoke precinct or sub-precinct, or amend existing • Remove motorsport activities from precinct and consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct • Boundary with NIMT – initial thoughts are acoustic attenuation overlay ≤100m of rail corridor, 5m building setback and 60m vibration alert overlay - PB noted above is generally the agreed approach	
5	Next steps • Plan change preparation and stakeholder engagement is underway • Plan change lodgement – December 2024 • NR noted will send draft of the Precinct provisions once drafted (before lodgement)	-
6	General discussion/questions • PB confirmed Wellsford approach is acceptable and KiwiRail would submit in support. • JS confirmed that the proposal would be consistent with the Wellsford approach but may make small adjustments for this part of the NIMT. The Wellsford noise and vibration provisions are attached to these minutes. In simple terms, they apply a vibration alert overlay within 60m of the NIMT and require acoustic treatment and mechanical ventilation and cooling for all dwellings within 100m of the NIMT. The mechanical ventilation and cooling provisions have evolved from a number of plan change / review processes around New Zealand over the last few years. • PB noted what's happening in KR acoustic side (national standards) and note AUP is coming up for 10 year review • JS queried number of freight trains expected per hour. - PB noted 2-4 per hour. At least 1 per hour, sometimes 2, with 4 being on the higher end. More freight trains at night (due to accommodating metro schedule). KiwiRail to source numbers/proportion of freight vs passenger trains for JS. • JS queried train speed	MP

	- PB confirmed 90-100km/hr. Routinely 650m long train. KiwiRail to source info for JS. • MP queried where higher intensity residential would be situated in the PC area? - NR confirmed on Buckland Road side of the site (rather than southern end, adjacent to NIMT). • PB queried active mode connections to Pukekohe train station - NR noted new active mode facilities proposed along Buckland Road plus local roads within the site, only approx 800m to train station • Pukekohe Rail Route Protection – NoRs to be lodged, from Pukekohe north for widening NIMT (KiwiRail) and active mode corridor (AT). Funding currently to prepare to NoR lodgement and currently engaging with affected land owners. Further funding needed to be able to lodge.	MP

Appendix One – Wellsford noise and vibration provisions (from Plan Change 92)

IX.2. Objectives

(1) Activities sensitive to noise adjacent to the State Highway and rail corridor are designed to protect people's health and residential amenity while they are indoors, and in a way which does not unduly constrain the operation of the State Highway and railway corridor.

IX.3. Policies

(1) Ensure that activities sensitive to noise adjacent to the State Highway and railway corridor are designed, constructed and maintained to reduce road and rail noise to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the State Highway and railway corridor.

IX.6.8 Activities sensitive to noise within 100m of the North Auckland Line

Purpose: Ensure activities sensitive to noise adjacent to the railway corridor are designed to reduce rail noise to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

(1) Any new building, or alteration to an existing building that contains a Noise Sensitive Space within 100 metres of the nearest rail line, must be designed, constructed and maintained to reduce external noise to not exceed 35 dB $L_{Aeq(1\ hour)}$ in bedrooms and sleeping areas, and 40 dB $L_{Aeq(1\ hour)}$ for all other Noise Sensitive Spaces . Written certification of such compliance shall be submitted from a Suitably Qualified and Experienced Acoustic Consultant with the building consent application for the building concerned. The design certificate shall be based on:

   (a) A source level for railway noise of 70 $L_{Aeq\ (1hour)}$ at a distance of 12 metres from the nearest track; and

   (b) The attenuation over distance being:

      i. 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres; or

      ii. As modelled by a Suitably Qualified and Experienced Acoustic Consultant using a recognised computer modelling method for freight trains with diesel locomotives, having regard to factors such as barrier attenuation, the location of the dwelling relative to the orientation of the track, topographical features and any intervening structures.

(2) The requirements of IX.6.8(1) do not apply where the Noise Sensitive Space(s) within 100m of the boundary of the designated railway corridor:

(a) is in a location where the exterior façades of the Noise Sensitive Space(s) is at least 50m from the formed railway track and there is a solid building, fence, wall or landform that blocks the line of sight from all parts of all windows and doors of those spaces to all points 3.8m directly above the formed railway track; or

(b) is in a location where it can be demonstrated by way of prediction or measurement by a Suitably Qualified and Experienced Acoustic Consultant that the rail noise level at all exterior façades of the Noise Sensitive Space(s) is no more than 15 dB above the relevant internal noise levels in IX.6.8(1).

IX.6.10 Mechanical cooling and ventilation requirements for IX6.8 and IX6.9

(1) If opening windows of Noise Sensitive Spaces must be closed to achieve the design noise levels in IX6.8(1) or IX.6.9(1) those spaces must be designed, constructed and maintained with a mechanical ventilation system that achieves the following requirements:

(a) Provides mechanical ventilation that can operate continuously to satisfy clause G4 of the New Zealand Building Code and that provides at least 1 air change per hour, but no less than 7.5L/s per occupant; and

(b) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C when assessed using a 2.5% design weather condition for Wellsford. An acceptable design weather set would include IRHACE Yearbook 2009 NIWA weather data; and

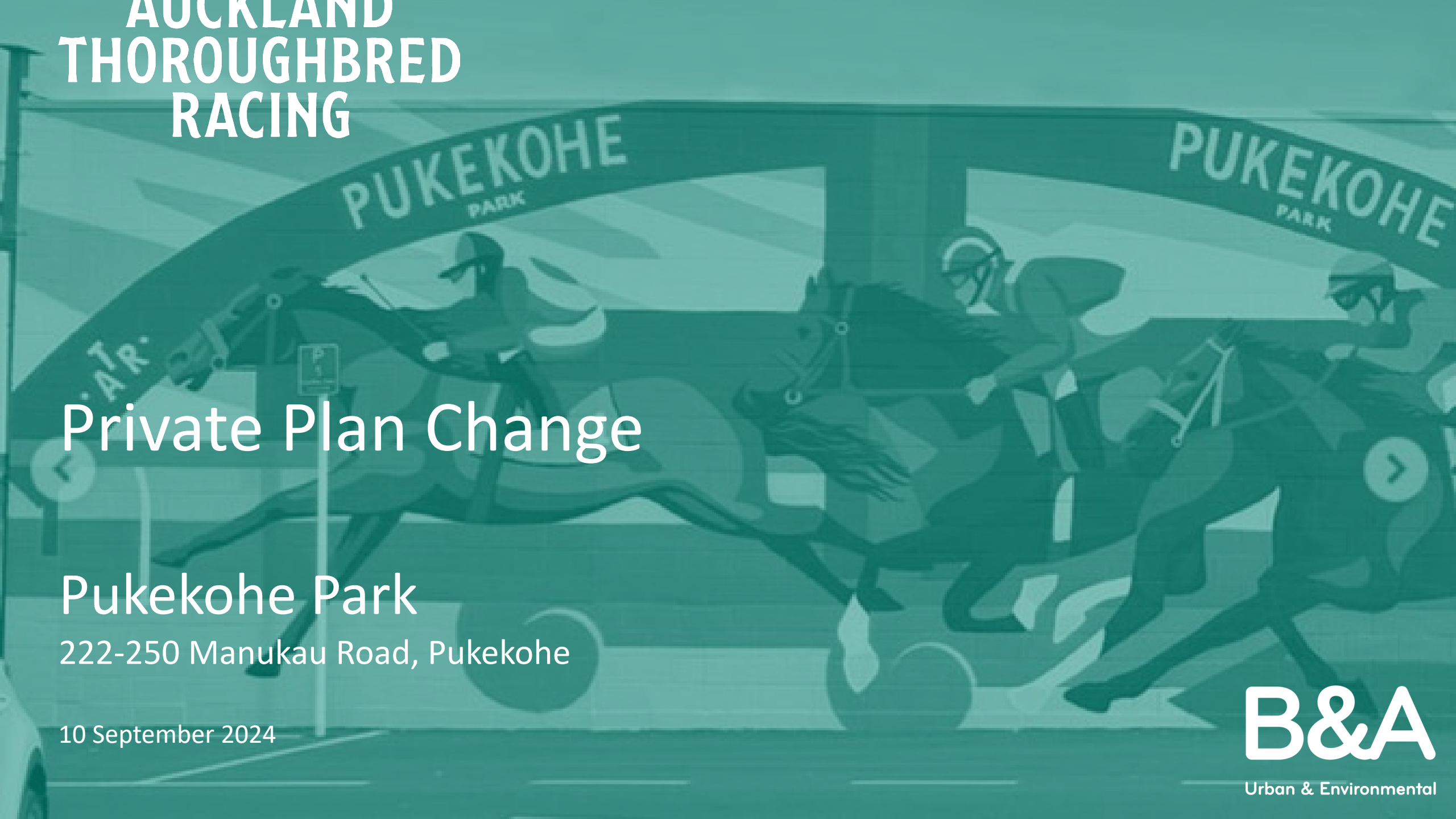
(c) Any system installed in compliance with IX.6.10(1)(a) and (b) above, must not generate more than 35 dB $L_{Aeq(30s)}$ when measured 1 metre away from any grille or diffuser. The noise level must be measured after the system has cooled the rooms to the temperatures in IX.6.10(1)(b), or after a period of 30 minutes from the commencement of cooling (whichever is the lesser).

OR:

(d) Alternatively, in lieu of section IX.6.10(3)(a) - (c) above, a design verified by a suitably qualified and experienced HVAC expert stating the design proposed will provide ventilation and internal space temperature controls to meet or exceed the outcomes described in IX.6.10(3)(a) - (c).

(2) A commissioning report must be submitted to the Council prior to occupation of the building demonstrating compliance with the mechanical ventilation system performance requirements in IX.6.10(1)(a)-(c) or IX.6.10(1)(d).

AUCKLAND THOROUGHBRED RACING



Private Plan Change

Pukekohe Park

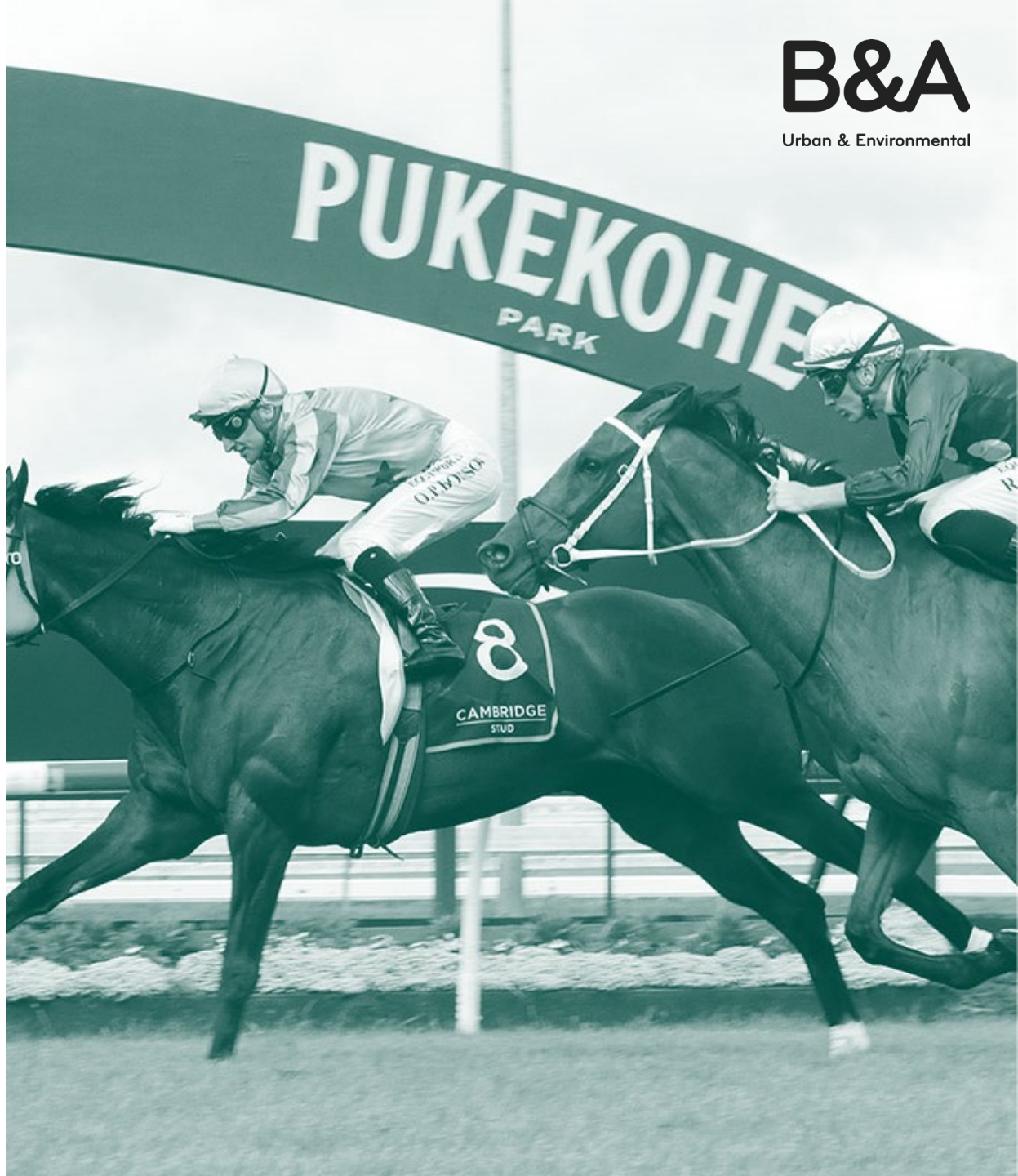
222-250 Manukau Road, Pukekohe

10 September 2024

B&A
Urban & Environmental

Introduction

- The Plan Change Area
- Strategic Planning Overview
- Wider Context – Pukekohe Township, PC30 and PC87
- Plan Change Scope
- Next Steps



B&A
Urban & Environmental

AUCKLAND
THOROUGHBRED
RACING

Background & Purpose

- Pukekohe Park - 222-250 Manukau Road, Pukekohe
- 72ha site owned by Auckland Thoroughbred Racing Club (est. 1875) following amalgamation with Counties Racing in 2020)
- Thoroughbred Horses have been raced at Pukekohe Park for over 100 years. After 60 years, motorsport activity ceased in April 2023.
- ATR's intention is to continue to race, trial, train and stable Thoroughbred Racehorses at Pukekohe Park
- ATR would like to enable residential housing on ~24.84ha
- The purpose of the private plan change is to:
  - Rezone - ~24.84ha to enable residential development
  - Remove – provisions relating to motor racing from the Pukekohe Park Precinct (I434)

AUCKLAND THOROUGHBRED RACING



Site Location





B&A
Urban & Environmental

AUCKLAND THOROUGHBRED RACING

Plan Change Area









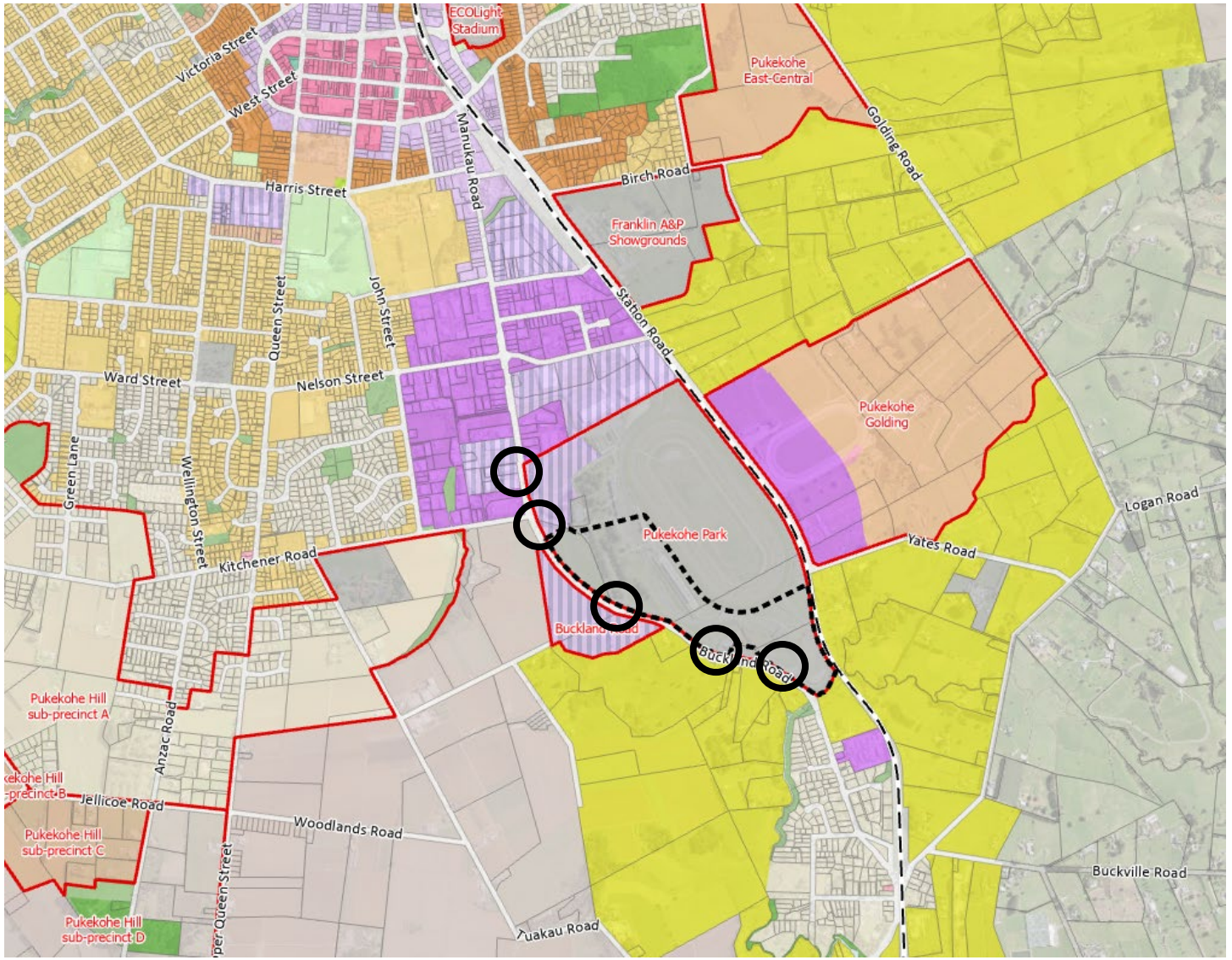
B&A
Urban & Environmental

AUCKLAND THOROUGHBRED RACING


B&A
Urban & Environmental
AUCKLAND
THOROUGHBRED
RACING

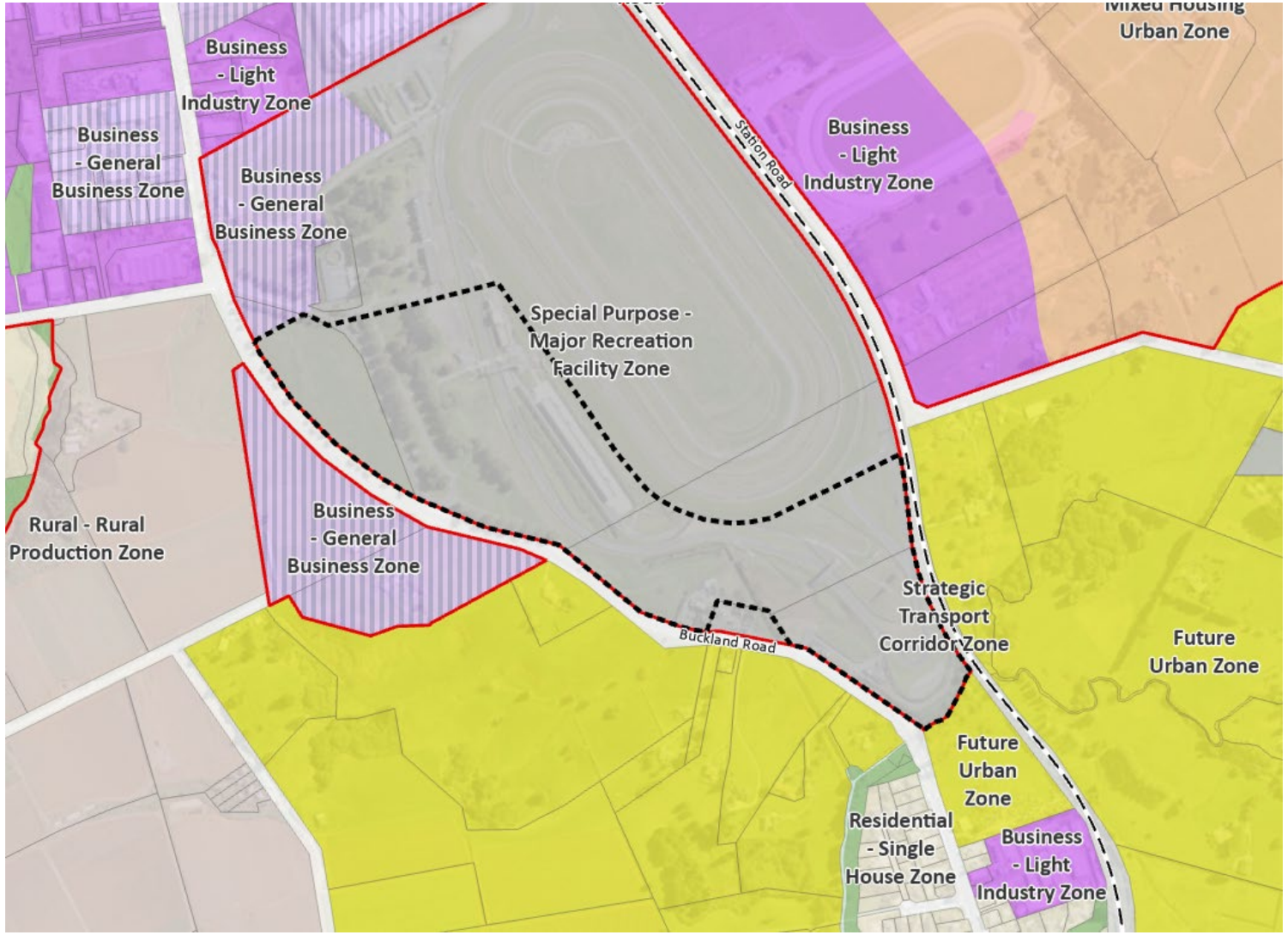
Site Context

- Immediately south-east of Pukekohe Township
- Eastern boundary defined by race track & NIMT
- FUZ to the east and south
- Five existing access points from Manukau / Buckland Roads



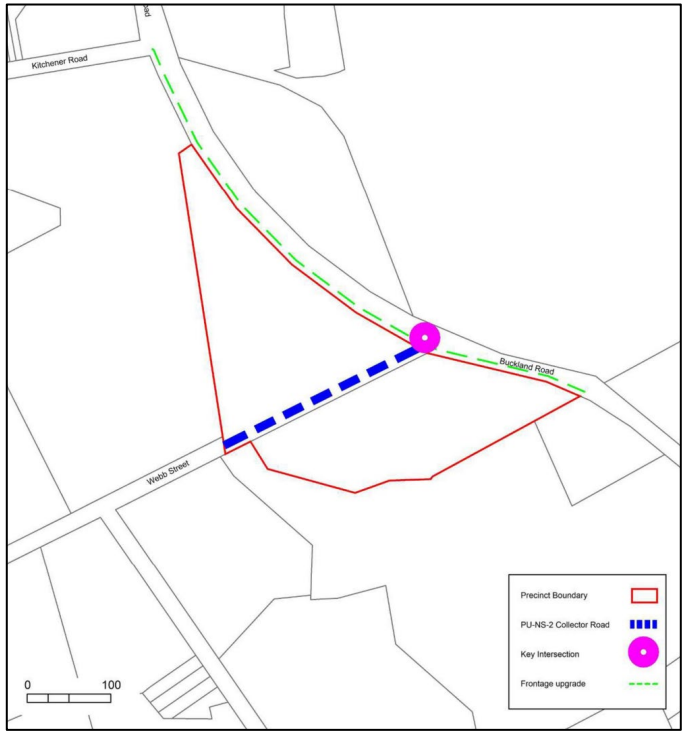
Existing AUP Zoning

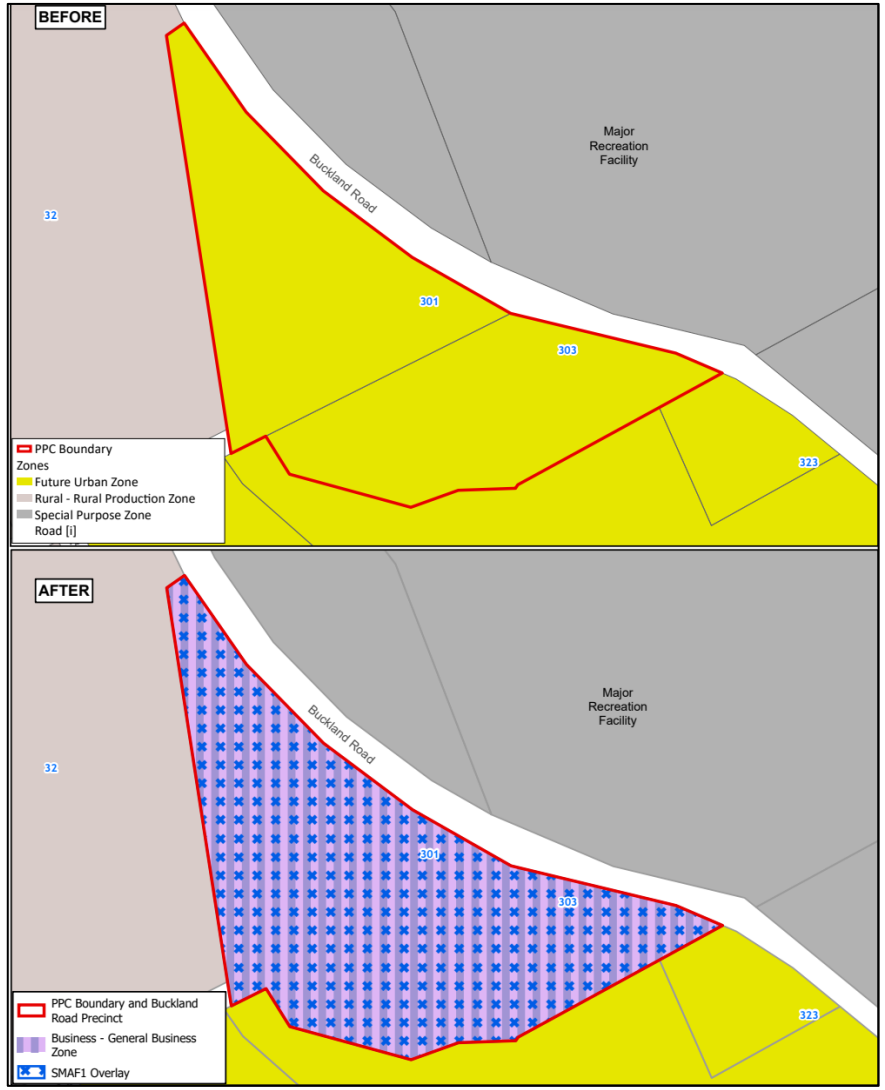
- PPC area currently within a Special Purpose Zone
- Surrounded by FUZ / Business Zones
- Small pocket of Rural Zone east of Buckland Road



Plan Change 87 Context

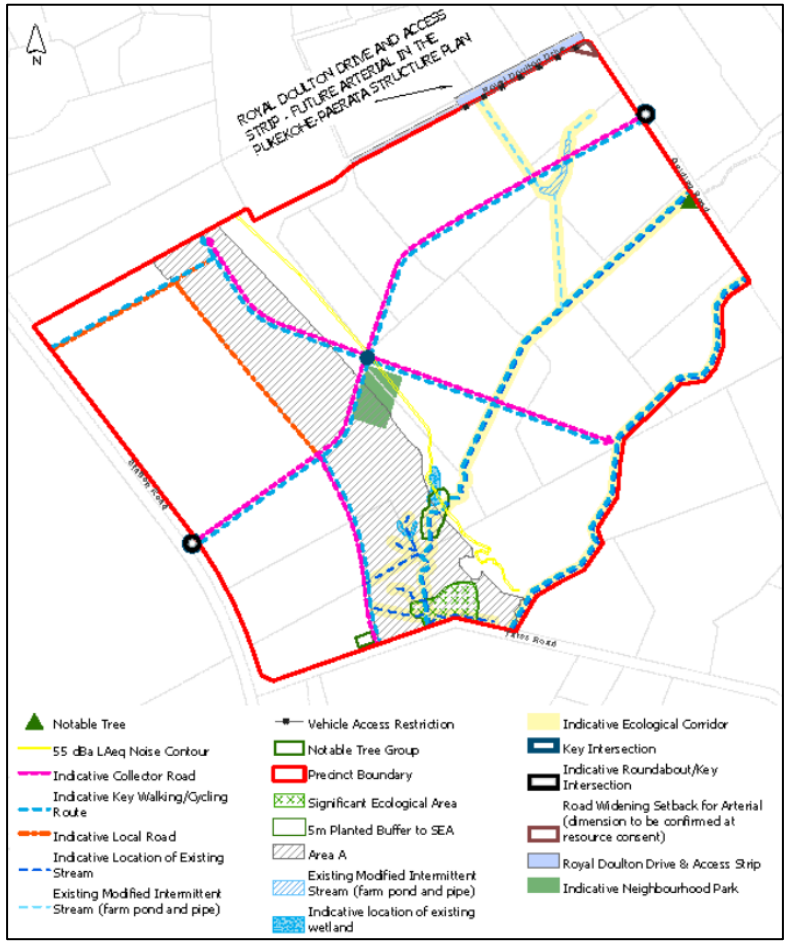
- Buckland Road Frontage upgrade
- Connection to Webb Street
- Buckland Road “Key Intersection”

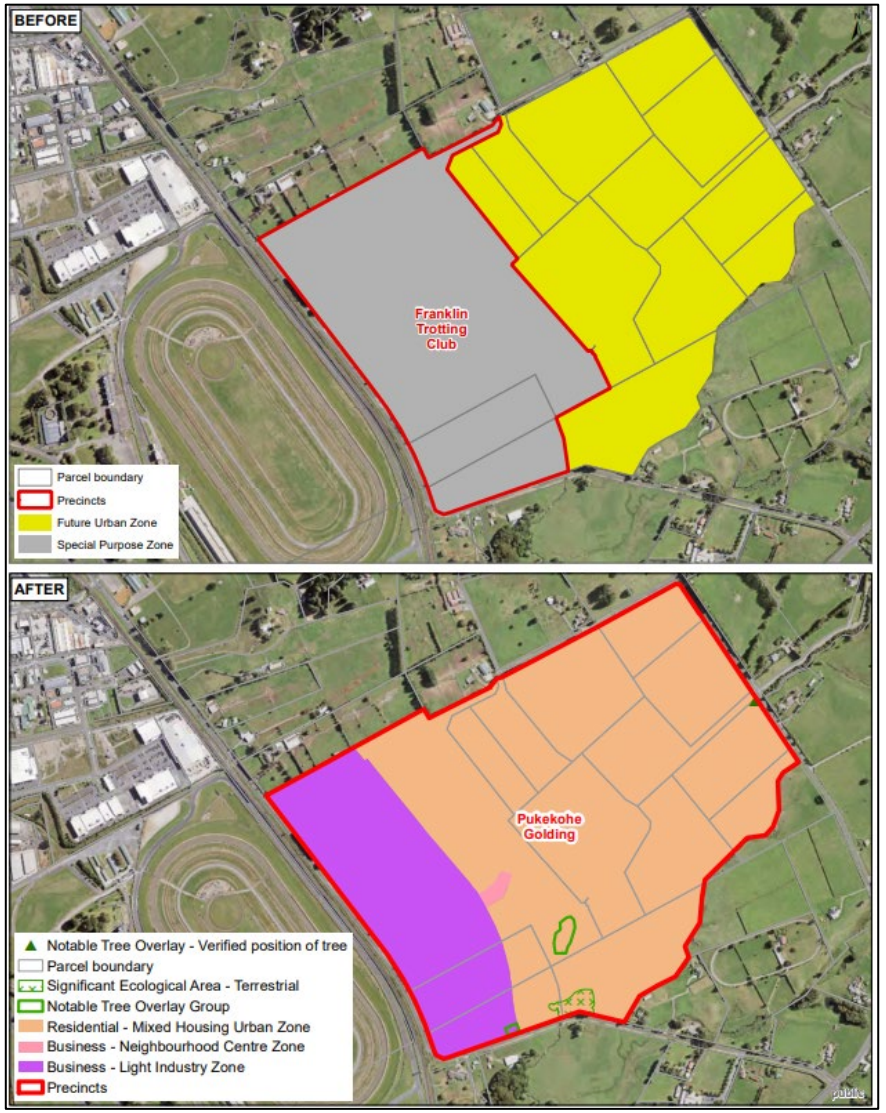




Plan Change 74 Context

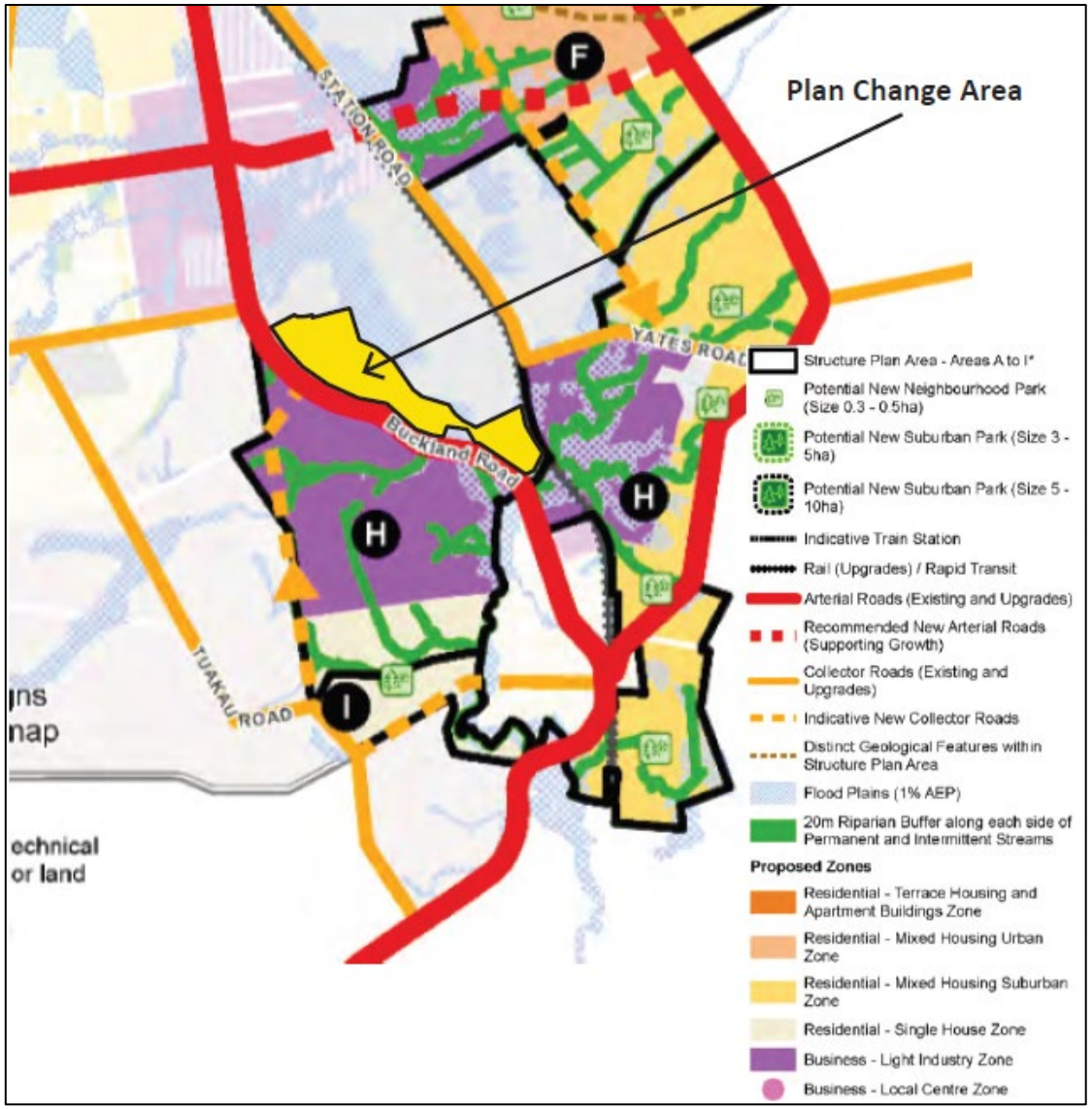
- Business Light Industry zone “buffer” to motor racing at Pukekohe Park
- Requirement to provide acoustic barrier at the LIZ / MHU zone





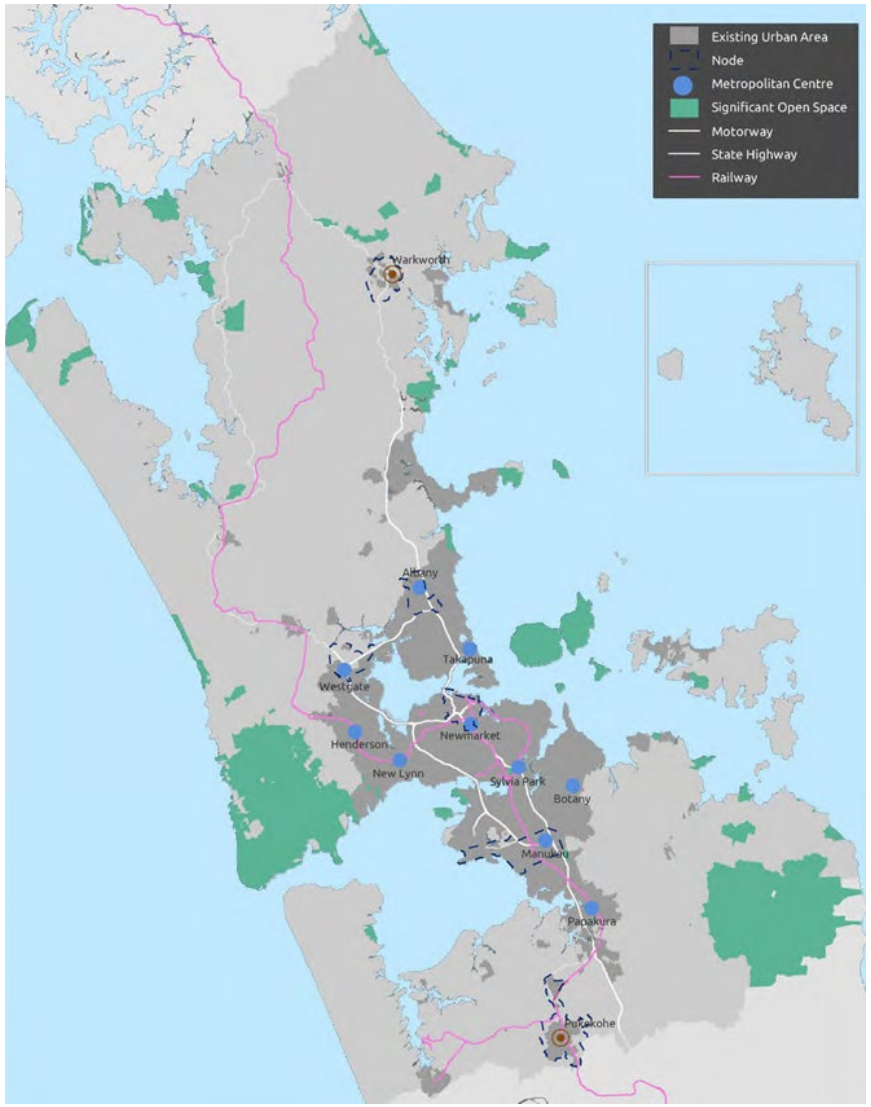
Pukekohe-Paerata Structure Plan

- PPC area is an existing live-zoned area.
  - Not considered in any particular detail.
- Neighbouring FUZ land signalled for a mixture of Light Industrial and Residential uses.
- Indicative north/south Collector Road connecting with Buckland Road.



Strategic Context (FDS)

- Auckland's population planned to increase by 520,800 over the next 30 years
- Additional 200,000 dwellings required to support this and up to 257,000 additional jobs
- Pukekohe identified as a rural node
- Quality Compact Growth:
  - Prioritise growth in existing urban areas through strengthening existing centres and neighbourhoods, particularly those with good access
  - The FDS prioritises intensifying the existing urban areas and limiting further urban expansion.

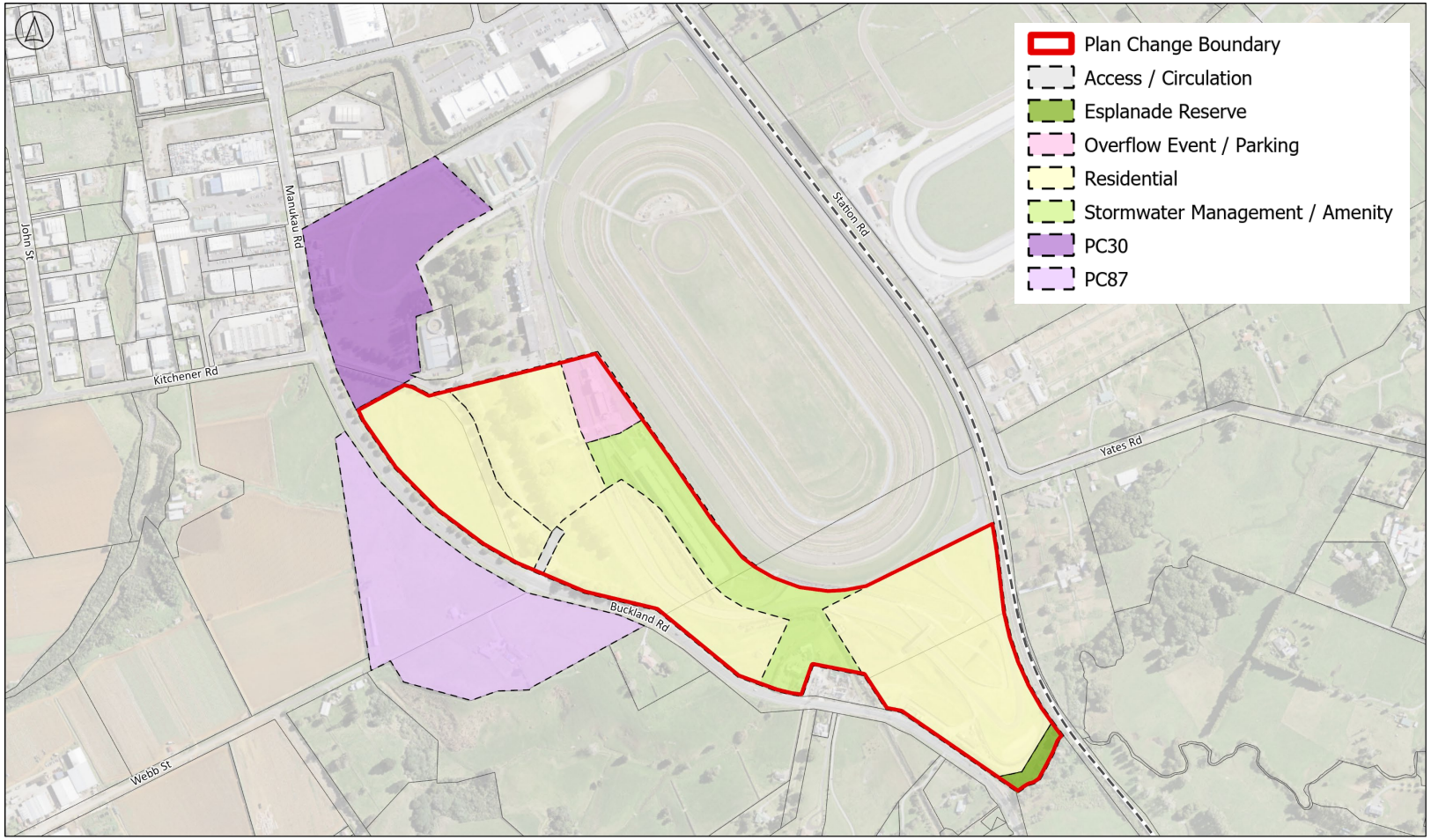


Plan Change Scope

- Rezone ~24.84ha of surplus land at the Pukekohe Park Racetrack zoned Special Purpose – Major Recreation Facility Zone to enable Medium Density Residential
- Either apply a bespoke Precinct to the PC area or amend the existing precinct
- Remove or modify motorsport activities from the Pukekohe Park Precinct (incl. consequential changes to the acoustic attenuation provisions in the Pukekohe Golding Precinct)
- Acoustic attenuation <100m of rail corridor, 5m building setback and 60m vibration alert layer
- Amend the Notable Tree schedule

Working Masterplan

- Masterplanning process underway to help inform Plan Change provisions.
- Depending on underlying zone, the site could yield between approximately 250 – 650 dwellings.



Next Steps

- Plan change preparation and reporting: underway
- Stakeholder engagement and pre-apps: underway
- Plan Change lodgement: December 2024



AUCKLAND THOROUGHBRED RACING

B&A Urban & Environmental



AUCKLAND THOROUGHBRED RACING

Questions?

B&A
Urban & Environmental

Kerikeri | Whangārei | Warkworth| Auckland | Hamilton | Cambridge | Napier | Wellington | Christchurch | Wanaka

Minutes

Project: Pukekohekohe Gateway Plan Change Pre-Lodgement Meeting - KiwiRail

Date: 14 April 2025

Time: 11:00-11:30am

Location: Online via MS Teams

Attendees:

Name	Role/Organisation
Matthew Paetz (MP)	KiwiRail
Adam Sadgrove (AS)	Auckland Thoroughbred Racing (ATR)
Jon Styles (JS)	Styles Group
Nick Roberts (NR)	Barker & Associates
Cosette pearson (CP)	Barker & Associates

Item	Detail	Action
1	NR provided an overview to the Plan Change application at Pukekohe Park on behalf of ATR, refer to details on presentation slides included as **Attachment 1**. NR noted that a consistent approach to what was discussed with KiwiRail in September and to what was recently approved and made operative in the Wellsford North Plan Change (PC92) is proposed through this PC request. NR also noted that the PC application will be lodged with Auckland Council this Thursday (17 April 2025).	
2	The proposed acoustic provisions (with a particular focus placed on those acoustic provisions applying to residential land proposed adjacent to the rail corridor) were discussed (as set out in the pre-circulated slides included as **Attachment 1**), and included: Proposed Precinct Description, Objective Policy, RC activity status for non-compliance with acoustic standards, acoustic standards, matters of discretion, assessment criteria, Special Information requirement to consult with KiwiRail where building setback or acoustic attenuation standards are infringed and the rail vibration alert plan. JS noted that the key difference in the proposed acoustic attenuation within 100m of the rail corridor standard is the source level noise increase from 70db elsewhere to 72 db in this location, to address comments raised by KiwiRail in 2024, that up to three freight trains could pass b the Precinct in any given hour.	

	JS noted that the mechanical cooling standard proposed has been heavily refined over time, and as currently drafted in JS opinion is the best that there is. MP confirmed it looked good from KiwiRail's perspective.	
3	All proposed provisions were worked through in detail, and MP noted that he will review in more detail in his own him and report back, however the provisions all looked good and as to be expected upon initial review. MP noted that he cannot see why KiwiRail would have any issues with this Plan Change application or the provisions as drafted for lodgement. MP noted that subject to a more detailed review, he can't see why KiwiRail wouldn't be able to make a submission in support of the Plan Change, acknowledging the collaborative approach taken by the ATR team with KiwiRail, and noting that the PC has adopted the best practice approach to the proposed provisions, that have recently been agreed elsewhere in other PCs in the region.	

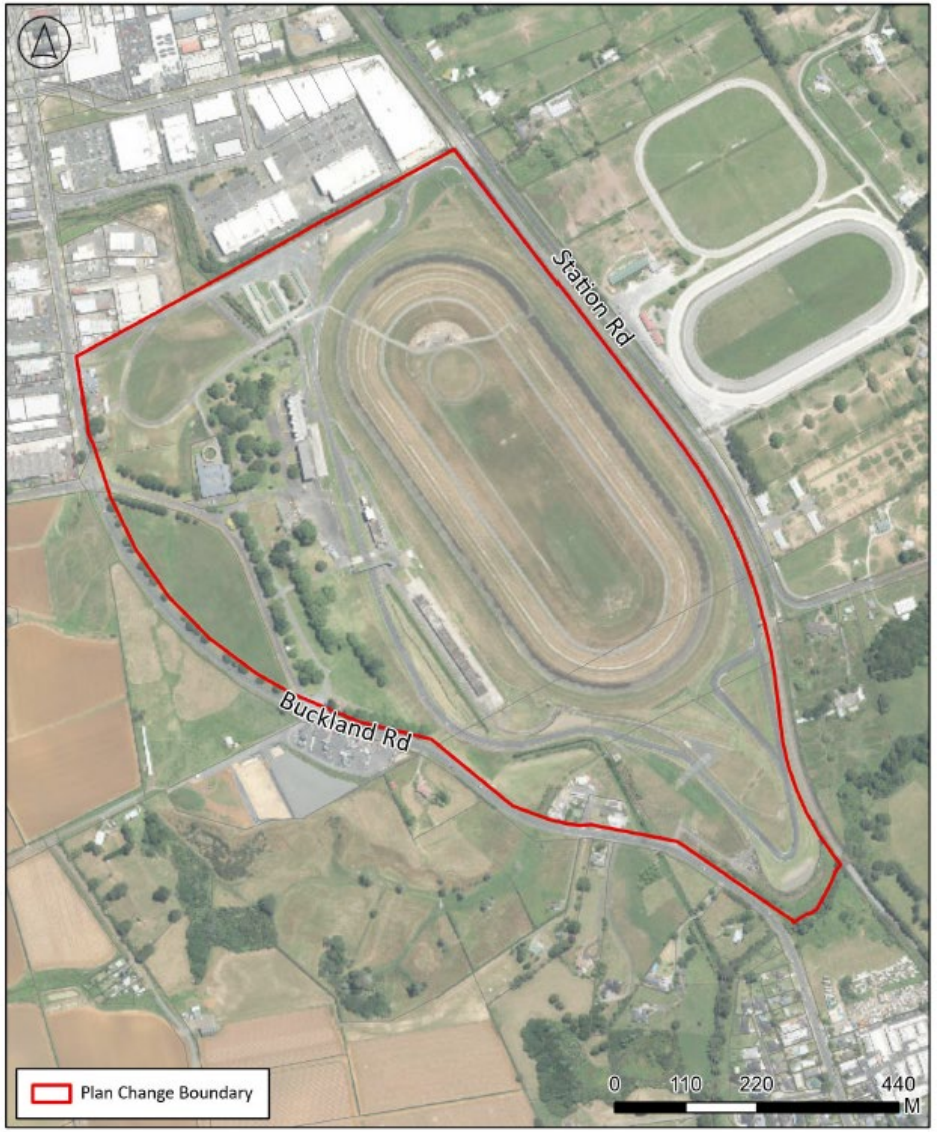


Pukekohe Plan Change (Pukekohekohe Gateway and Pukekohe Park) – on behalf of Auckland Thoroughbred Racing (ATR)

14 April 2025 – KiwiRail Pre-lodgement meeting

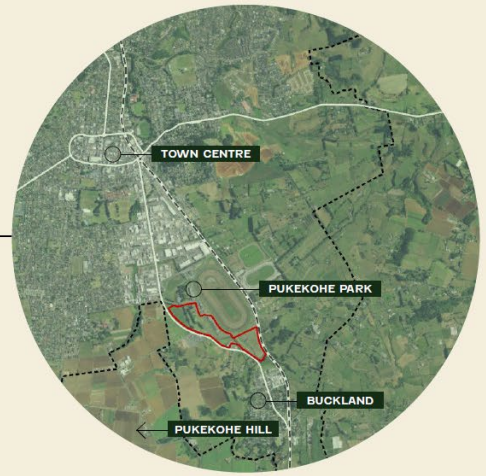
B&A
Urban & Environmental

- The Plan Change area
- Summary of proposed plan change, including:
  - Proposed Acoustic Provisions in the new Pukekohekohe Gateway Precinct; and
  - Proposed amendments to noise provisions within the existing Pukekohe Park Precinct (Chapter I434 of the AUP).
- Next Steps and Lodgement



SITE LOCATION





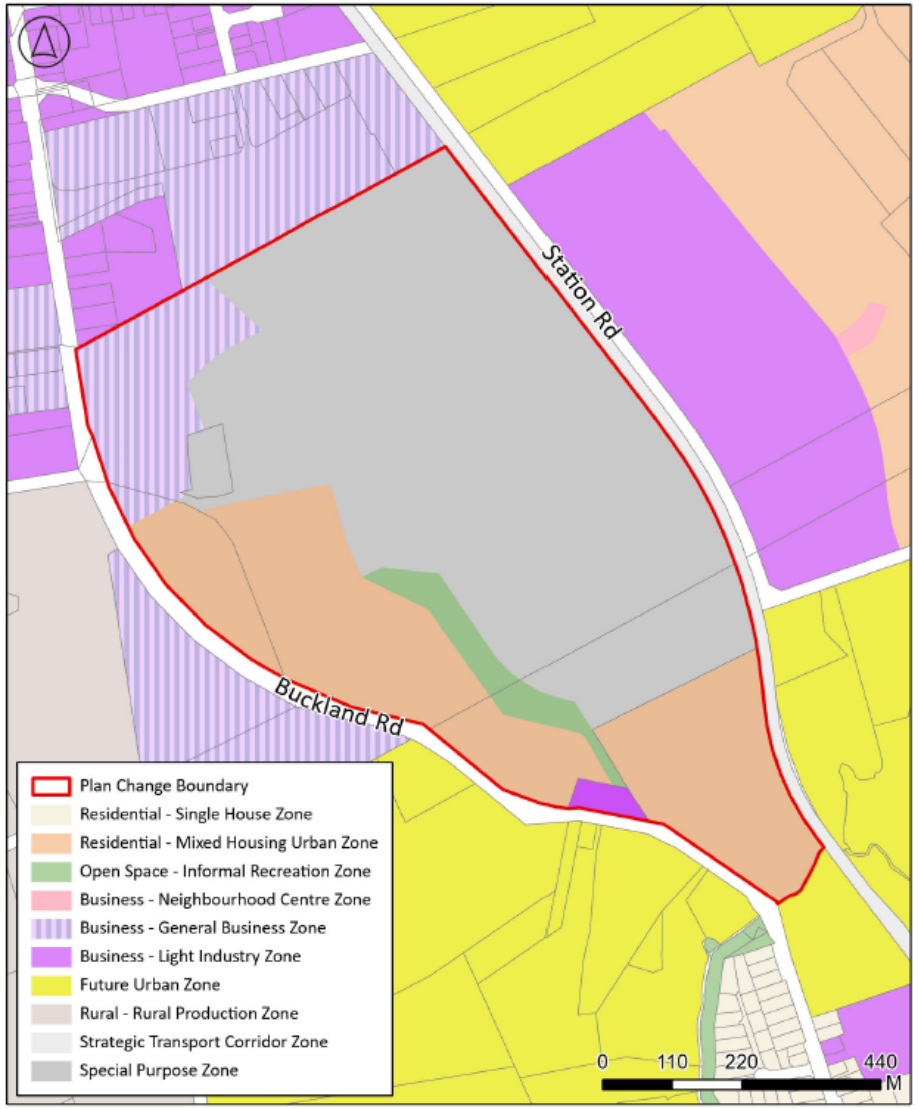
AUCKLAND THOROUGHBRED RACING SINCE 1874 | B&A Urban & Environmental

PRIVATE PLAN CHANGE - PUKEKOHE PARK

The Pukekohe Plan Change area

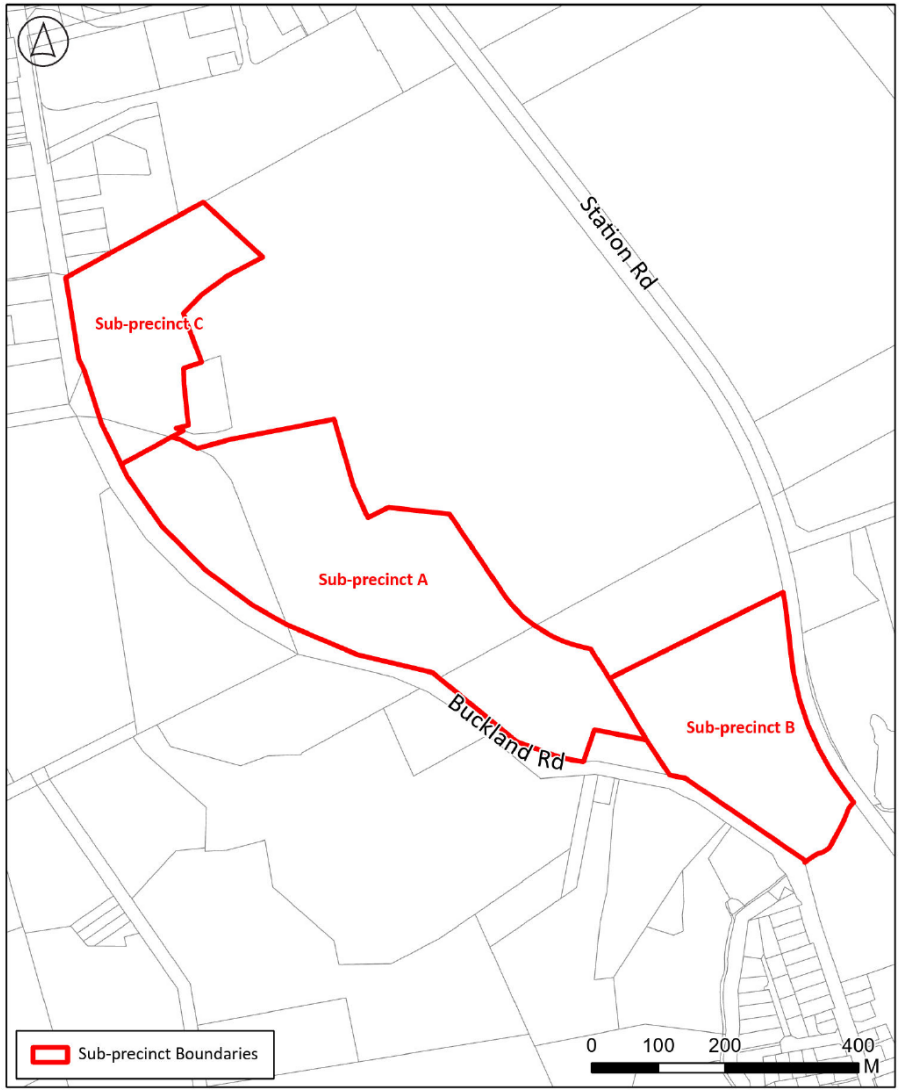
B&A Urban & Environmental

- The proposed Plan Change seeks to rezone approximately 23ha of land in Pukekohe from Special Purpose – Major Recreation Facilities zone to Residential – Mixed Housing Urban and Open Space – Informal Recreation zone (with a new precinct – Pukekohekohe Gateway Precinct).
- The land that was rezoned to Business – General Business zone through PC30 is proposed to be included as Sub-Precinct C within the Pukekohekohe Gateway Precinct.
- The proposed Plan Change also seeks to apply Business – Light Industry zone to the existing Watercare Pumpstation site.
- The existing Pukekohe Park Precinct (Chapter I434) is proposed to be amended to reflect the updated Pukekohe Park area and that motorsport activities are no longer operating on the site.



B&A
Urban & Environmental

- The purpose of the Pukekohekohe Gateway Precinct is to provide for the development of a sustainable and comprehensively planned residential community, that supports a well-functioning urban environment and a quality compact built form.
- The Pukekohekohe Gateway Precinct comprises 28.76ha, including:
    - Sub-Precinct A: 13.46ha
    - Sub-Precinct B: 7.36ha
    - Sub-Precinct C: 5.80ha
- All relevant overlay, Auckland-wide and zone provisions apply in the precinct unless otherwise specified.



B&A
Urban & Environmental

Activity		Activity status
Use and Development		
(A1)	Mahi Toi Cultural Structures	P
(A2)	New buildings and development prior to subdivision, including private roads within Sub-Precinct A or Sub-Precinct B	RD
(A3)	Development that does not comply with Standard IX.6.1 or IX.6.2	D
(A4)	Development that does not comply with Standards IX6.3 to IX.6.9	RD
Subdivision		
(A5)	Subdivision, including private roads within Sub-Precinct A or Sub-Precinct B	RD
(A6)	Subdivision that does not comply with Standards IX6.3 to IX.6.8	RD

Pukekohekohe Gateway Precinct – proposed Activity Table

B&A
Urban & Environmental

Acoustic: Noise and Vibration

B&A
Urban & Environmental

Proposed Precinct Description:

The Precinct includes controls to ensure that new and altered buildings containing Noise Sensitive Spaces that are adjacent to the North Auckland Railway Line are designed, constructed and maintained to provide occupants with an adequate level of internal noise amenity.

Areas within the Precinct that are within 60m of the North Auckland Railway Line may experience vibration levels higher than would normally be experienced. A Vibration Alert Area is shown on IX.10.2 Pukekohekohe Gateway: Precinct Plan 2.

Proposed Objective IX.2(7):

Activities sensitive to noise adjacent to the rail corridor are designed to protect people's health and residential amenity while they are indoors, and in a way which does not unduly constrain the operation of the railway corridor.

Proposed Policy IX.3(10):

Ensure that activities sensitive to noise adjacent to the railway corridor are designed, constructed and maintained to reduce rail noise to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

Proposed Standard IX.6.6 Activities sensitive to noise within 100m of the North Auckland Line within Sub-Precinct B:

IX.6.6 Activities sensitive to noise within 100m of the North Auckland Line within Sub-Precinct B

Purpose: Ensure activities sensitive to noise adjacent to the railway corridor are designed to reduce rail noise to protect people's health and residential amenity while they are indoors and that such activities do not unduly constrain the operation of the railway corridor.

(1) Any new building, or alteration to an existing building that contains a Noise Sensitive Space, within 100 metres of the nearest rail line must be designed, constructed and maintained to reduce external noise to not exceed 35 dB $L_{Aeq(1\ hour)}$ in bedrooms and sleeping areas, and 40 dB $L_{Aeq(1\ hour)}$ for all other Noise Sensitive Spaces. Written certification of such compliance shall be submitted from a Suitably Qualified and Experienced Acoustic Consultant with the building consent application for the building concerned. The design certificate shall be based on:

(a) A source level for railway noise of 72 $L_{Aeq\ (1hour)}$ at a distance of 12 metres from the nearest track; and

(b) The attenuation over distance being:

i. 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres; or

ii. As modelled by a Suitably Qualified and Experienced Acoustic Consultant using a recognised computer modelling method for freight trains with diesel locomotives, having regard to factors such as barrier attenuation, the location of the dwelling relative to the orientation of the track, topographical features and any intervening structures.

(2) The requirements of IX.6.6(1) do not apply where the Noise Sensitive Space(s) within 100m of the boundary of the designated railway corridor is in a location where it can be demonstrated by way of prediction or measurement by a Suitably Qualified and Experienced Acoustic Consultant that the rail noise level at all exterior façades of the Noise Sensitive Space(s) is no more than 15 dB above the relevant internal noise levels in IX.6.6(1).

Proposed Standard IX.6.7 Mechanical cooling and ventilation requirements for IX.6.6 within Sub-Precinct B:

IX.6.7 Mechanical cooling and ventilation requirements for IX.6.6 within Sub-Precinct B

Purpose: Ensure activities sensitive to noise adjacent to the railway corridor are designed to protect people's health and residential amenity while they are indoors.

(1) If opening windows of Noise Sensitive Spaces must be closed to achieve the design noise levels in IX6.6(1) those spaces must be designed, constructed and maintained with a mechanical ventilation system that achieves the following requirements:

(a) Provides mechanical ventilation that can operate continuously to satisfy clause G4 of the New Zealand Building Code and that provides at least 1 air change per hour, but no less than 7.5L/s per occupant; and

(b) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C when assessed using a 2.5% design weather condition for Pukekohe. An acceptable design weather set would include IRHACE Yearbook 2009 NIWA weather data; and

(c) Any system installed in compliance with IX.6.7(1)(a) and (b) above, must not generate more than 35 dB $L_{Aeq(30s)}$ when measured 1 metre away from any grille or diffuser. The noise level must be measured after the system has cooled the rooms to the temperatures in IX.6.7(1)(b), or after a period of 30 minutes from the commencement of cooling (whichever is the lesser);

OR:

(d) Alternatively, in lieu of section IX.6.7(1)(a) - (c) above, a design verified by a suitably qualified and experienced HVAC expert stating the design proposed will provide ventilation and internal space temperature controls to meet or exceed the outcomes described in IX.6.7(1)(a)-(c).

(2) A commissioning report must be submitted to the Council prior to occupation of the building demonstrating compliance with the mechanical ventilation system performance requirements in IX.6.7(1)(a)-(c) or IX.6.7(1)(d).

Proposed Standard IX.6.8 Building setback along the North Auckland Line within Sub-Precinct B:

IX.6.8 Building setback along the North Auckland Line within Sub-Precinct B

Purpose: Buildings are setback from the North Auckland Line to ensure the safe operation of the North Auckland Line by providing for buildings on adjoining sites to be maintained within their site boundaries.

(1) Buildings must be setback at least 5 metres from any boundary which adjoins the North Auckland Line.

(5) Infringement of Standard IX.6.6 Activities sensitive to noise within 100m of the rail line within Sub-Precinct B:

(a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.

(6) Infringement of Standard IX6.7 Mechanical cooling and ventilation requirements for IX6.6 within Sub-Precinct B:

(a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.

(7) Infringement of Standard IX.6.8 Building setback along the North Auckland Line within Sub-Precinct B:

(a) Effects on the safe operation of the North Auckland Line, by providing for buildings on adjoining sites to be maintained within their site boundaries.

(5) Infringement of Standard IX.6.6 Activities sensitive to noise within 100m of the rail line within Sub-Precinct B:

(a) Whether activities sensitive to noise adjacent to the rail line are designed to protect people's health and amenity while they are indoors, and whether such activities unduly constrain the operation of the rail line. This includes:

i. the extent to which building(s) containing activities sensitive to noise have been located and designed with particular regard to proximity to the rail corridor;

ii. the extent of non-compliance with the noise standard and the effects of any non-compliance;

iii. the extent to which topographical features or location of other buildings or structures will mitigate noise effects; and

iv. Any noise management implications arising from technical advice from an acoustic expert and the relevant transport authority.

(6) Infringement of Standard IX6.7 Mechanical cooling and ventilation requirements for IX.6.6 within Sub-Precinct B:

(a) The extent to which any alternative ventilation and temperature control system provides sufficient thermal comfort and fresh air supply to ensure that the requirements of Clause G4 of the New Zealand Building Code are met and that occupants of Noise Sensitive Spaces can remain cool and comfortable at all times without having to open windows and doors for cooling or fresh air (where doing so would result in the indoor noise levels exceeding the standards in IX6.6).

(7) Infringement of Standard IX.6.8 Building Setback of the North Auckland Line within Sub-Precinct B:

(a) Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Auckland Line, including:

i. the size, nature and location of the buildings on the site;

ii. the extent to which the safety and efficiency of railway operations will be adversely affected;

iii. any characteristics of the proposal that avoid or mitigate any effects on the safe operation of the North Auckland Line; and

iv. Any implications arising from advice from KiwiRail.

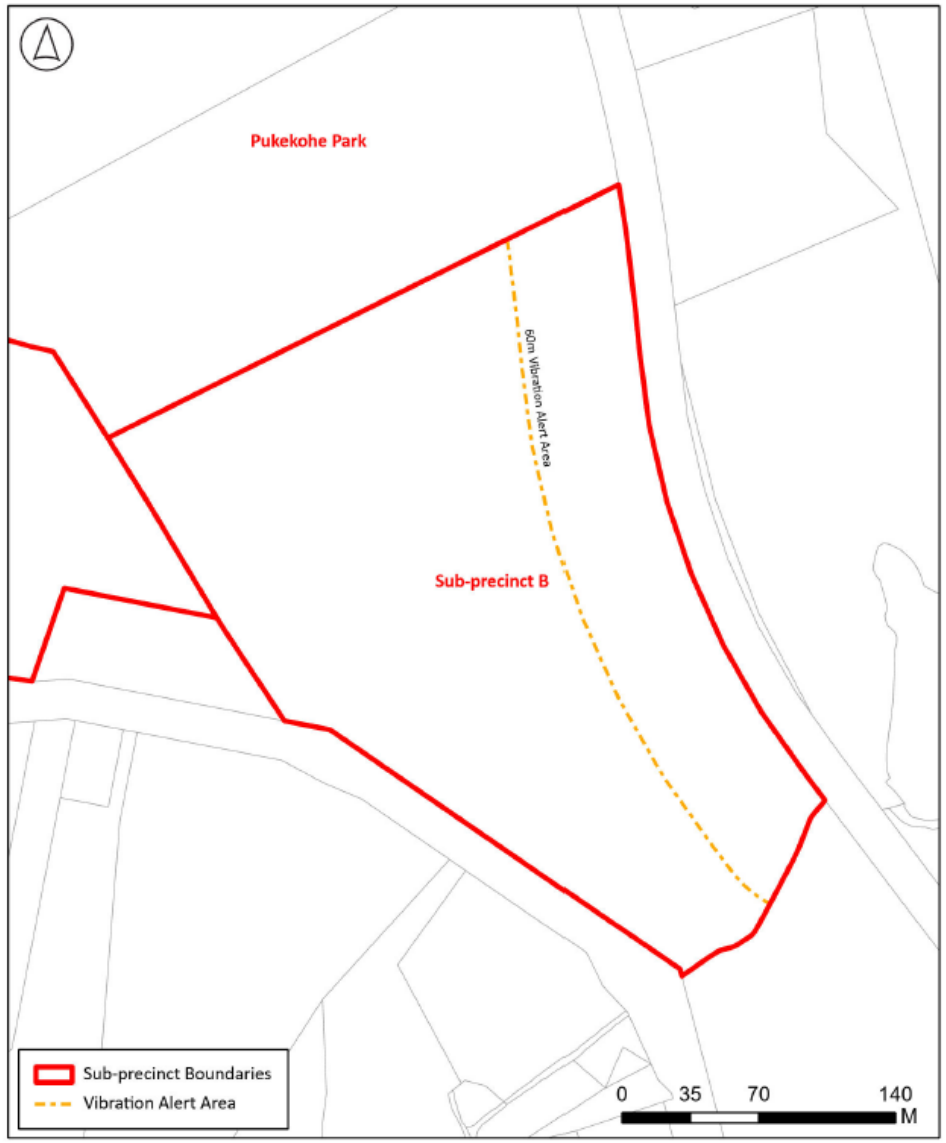
Proposed Matters of Discretion and Assessment Criteria when development does not comply with IX.6.6 – IX.6.8

B&A
Urban & Environmental

(2) Development adjacent to the North Auckland Line

(a) Activities sensitive to noise proposed within 100m of the rail corridor which infringe Standard IX.6.6 and/or buildings proposed within 5m from any boundary which adjoins the North Auckland Line which infringe Standard IX.6.8 must demonstrate evidence of consultation with KiwiRail and its responses to that consultation.

Areas within the Precinct that are **within 60m of the NAL** may experience vibration levels higher than would normally be experienced, which is shown in the Vibration Alert Area (Precinct Plan 2).



Proposed Precinct Plan 2: Rail Vibration Alert area

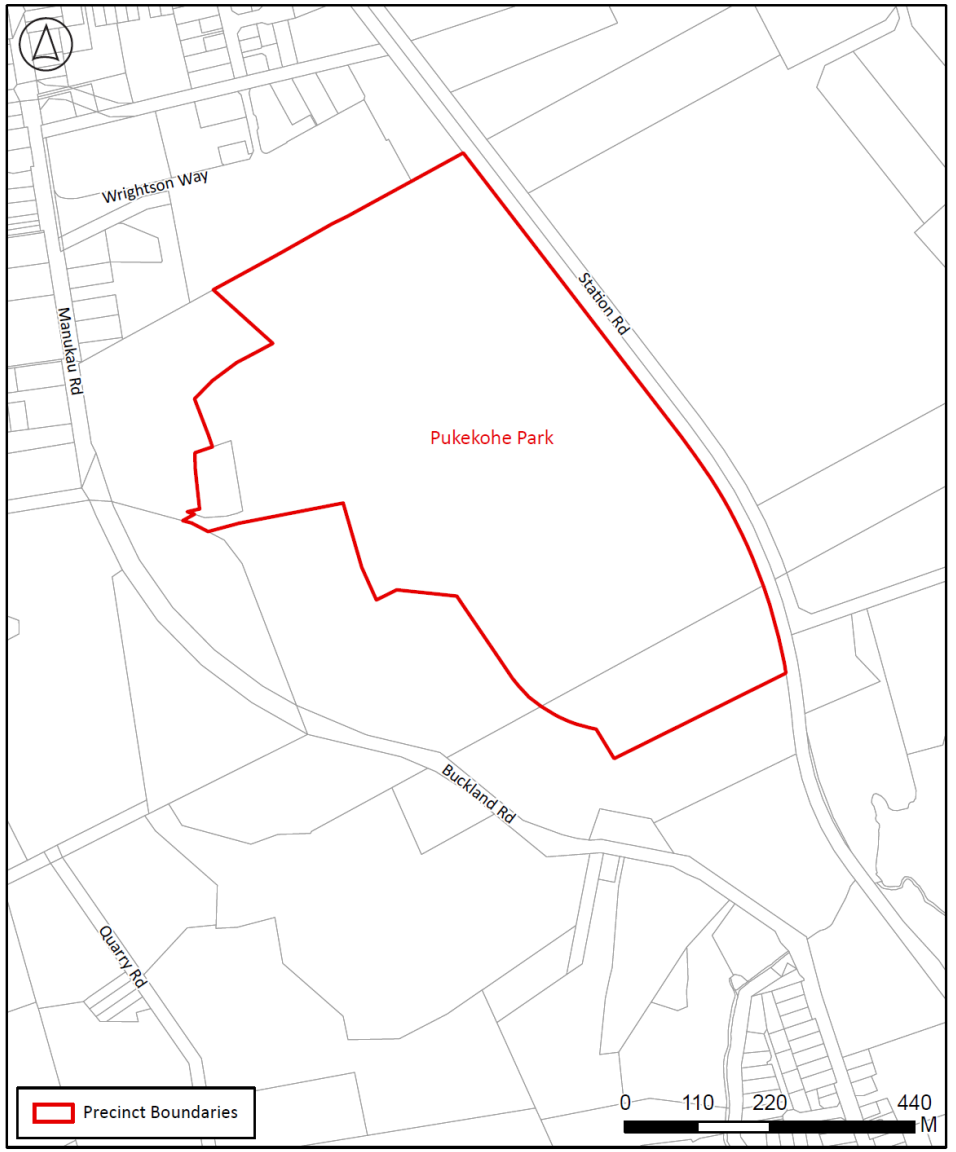
B&A
Urban & Environmental

I434 Pukekohe Park Precinct

B&A
Urban & Environmental

In addition to the updated Pukekohe Park Precinct area, which is proposed to apply to 43ha of Special Purpose – Major Recreational Facilities zoned land, the following amendments are proposed to Chapter I434:

- **Delete** (A2) Motorsport activities as a permitted activity in Table I434.4.1;
- **Delete** Standard I434.6.1 Motorsport activities noise;
- **Delete** Standard I434.6.2 Public address system noise;
- Include new Standard I434.6.2 Special Noise Events and Update Standard I434.6.1 General Noise Standards;
- Delete Standard I434.6.8 Interface Control areas; and
- Amend Standard I434.6.11 Helicopter flights to not be linked to categorised motorsport events.



Proposed Amendments to I434 – Pukekohe Park Precinct

B&A
Urban & Environmental

I434.6.~~3~~1. General noise

(1) The noise (rating) level from any activity ~~(other than activities provided for in rules I434.6.1 and I434.6.2)~~ as measured at any notional boundary must not exceed the noise limits in Table I434.6.~~3~~1.1.

Table I434.6.~~3~~1.1 General noise standards

~~Timeframes~~	~~Noise limit~~
~~Monday to Saturday 7am to 10pm~~	~~55dB L_{Aeq}~~
~~Sunday 9am to 6pm~~	
~~At all other times~~	~~45dB L_{Aeq}~~ ~~75dB L_{AFmax}~~

Time, day, duration and frequency	Noise limit
Up to 8 special noise events between 8:00am and 10:30pm in any 12 month period	75dB $L_{Aeq(5min)}$
Up to 15 special noise events between 8:00am and 10:30pm in any 12 month period	65dB $L_{Aeq(5min)}$
General noise standards for all other days including Christmas Day, Good Friday & Anzac Day between 8:00am and 10:30pm	55dB L_{Aeq}
General noise standards for all other times	45dB L_{Aeq} and 75dB L_{Amax}

(2) ~~On up to 2 days in any 12-month period, any activity can take place provided that the following standards are met. Standard (2) does not apply to motorsport and horse racing activities:~~

~~(a) the noise (rating) level does not exceed a limit of 65dB L_{Aeq} when measured at any notional boundary; and~~

~~(b) the activity does not exceed 6 hours in duration and does not start before 9am and finishes no later than 10pm.~~

(2) Noise limits must be measured in accordance with NZS 6801:2008 Acoustics – Measurement of Environmental Sound and assessed in accordance with NZS 6802:2008 Acoustics – Environmental Noise.

(3) For special noise events an adjustment must not be applied to amplified music or amplified voice sounds containing special audible characteristics (with respect to section 6.3 of NZS6802:2008) but other sources of sound may have an adjustment applied, if necessary, in accordance with the same section.

(4) The prescribed time frames for the purpose of assessment according to NZS6802:2008 must be the timeframe for which any particular noise limit applies.

(5) Crowd noise is to be excluded from any assessment of compliance with these limits.

(6) Where $L_{Aeq(5min)}$ is specified, no 5-minute measurement sample can exceed the stated limit.

(7) Professional fireworks displays and helicopter flights are excluded from this standard.

Proposed Amendments to Standard I434.6.1 General noise

B&A
Urban & Environmental

I434.6.2. Special noise events

(1) The total number of special noise events in any 12-month period must not exceed 23 events.

(2) For the purpose of this standard, a special noise event exceeds the standard noise limits but does not exceed the special noise limits listed in Table I434.6.1.1.

(3) Special noise events may occur consecutively over a day or days, but may not exceed the total number of special noise events allowed in any 12-month period provided that:

(a) There must be no more than 2 special noise events on any one day.

(b) There must be no more than 4 special noise events within any 2-week period.

(4) A single special noise event must be limited to a total duration of 6 hours. Any special noise event lasting longer than 6 hours shall be counted as 2 special noise events. The duration of a special noise event must be determined by the cumulative length of time that the standard noise limits are exceeded.

Proposed New Standard I434.6.2 Special noise events

B&A
Urban & Environmental

I434.6.~~11~~8. Helicopter flights

(1) There must be no more than 60 helicopter movements in any 12-month period and 10 on any day (where an arriving flight and a departing flight comprises two movements).

(2) Landing and departures must take place at least 150m from any neighbouring site.

~~(3) The helicopter movements must not exceed the numbers in Table I434.6.11.1 where an arriving flight and a departing flight are counted as two movements.~~

~~**Table I434.6.11.1 Helicopter Movements**~~

~~Motorsport category~~	~~Number of movements~~
~~Category A day~~	~~Limited to 30 movements per Category A day~~
~~Category B day~~	~~Limited to 30 movements (in any 12-month period)~~
~~Category C day~~	
~~Category D day~~	
~~Category E day~~	

Proposed Amendments to Standard I434.6.8 Helicopter flights

Urban & Environmental

- The Precinct provisions have been drafted with input from the Pukekohe Plan Change Specialist Team and the involved mana whenua: *Ngāti Tamaoho and Ngaati Te Ata Waiohua.*
- The Plan Change will be lodged with Auckland Council in **April 2025**.

Other Matters and Next Steps

B&A
Urban & Environmental

Questions?

Barker & Associates

Kerikeri | Whangārei | | Auckland | Hamilton | Napier | Wellington | Christchurch | Queenstown

B&A
Urban & Environmental

Appendix 11

Counties Energy Letter of Support

B&A

Urban & Environmental

30 August 2024

Adam Sadgrove
Development Manager
Auckland Thoroughbred Racing
222-250 Manukau Road
Pukekohe

Dear Adam

Letter of Support for the of Auckland Thoroughbred Racing Private Plan Change Application

Counties Energy supports the Auckland Thoroughbred Racing (ATR) plan change application, to rezone their Pukekohe site on Manukau Road to Mixed Housing Urban.

Counties Energy is the electricity distribution business that owns and operates the electricity reticulation infrastructure in the wider Pukekohe region from Papakura in the North and Mercer in the South. This region is one of the fastest growing regions of the country. To meet local growth, improve power quality and maintain the existing network, Counties Energy is investing over $400m in its network over the next ten years.

For ATR's Pukekohe development Counties Energy confirms that power supply exists to meet the requirements of the development. This is because the development is close to Counties Energy's 60MW 110kV substation also located on Manukau Road.

Counties Energy, as a consumer owned electricity distribution business, fully supports ATR's residential development because it both helps build the local community and also alleviates the national housing crisis.

Counties Energy would be happy to answer any further questions.

Yours Faithfully

Andrew Toop

Counties Energy Limited
Andrew Toop
GM Commercial