

An aerial photograph of a horse racing track, likely Pukekohe in New Zealand, during the golden hour of sunset. The sun is low on the horizon, casting a warm, orange glow over the landscape. The track is a large, oval-shaped green field with a dark racing line. Surrounding the track are various buildings, including stables and a large circular structure, and a road with a few vehicles. The background shows rolling green hills under a sky with scattered clouds.

# AUCKLAND THOROUGHBRED RACING

## Neighbourhood Design Statement

Pukekohekohe Gateway Plan Change

April 2025

**B&A**  
Urban & Environmental





Urban & Environmental

Prepared for

Auckland Thoroughbred Racing (ATR)

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PUKEKOHE

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# 1.0 Site Analysis

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## 1.1 Purpose and Scope

This Neighbourhood Design Statement (NDS) is one of a suite of technical reports that have been prepared to inform a Structure Plan and supporting Private Plan Change application for potential residential uses over parts of Pukekohe Park (the Site) which were predominantly used for the former motor racing activities which have now ceased operations.

The purpose of this NDS is to provide design background to development of a Precinct Plan and to support the development of site specific provisions within a Private Plan Change (PPC) that responds to relevant contextual factors for the Site and wider area. The NDS identifies urban design considerations relevant to both the PPC and wider Pukekohe-Paerata Structure Plan area (shown overleaf in Figure 2). It is informed by national and local policy and guidance including, but not limited to:

- Code of Practice, Urban Designers Institute of Aotearoa, 2024;
- The Auckland Plan 2050, Auckland Council, 2018;
- The Auckland Unitary Plan (Operative in Part), Auckland Council, 2021 (AUP);
- Auckland Design Manual, Auckland Council;
- National Policy Statement on Urban Development 2020; and
- Pukekohe-Paerata Structure Plan 2019.

This report has also been prepared in accordance with the relevant Structure Planning requirements set out in Appendix 1 of the AUP.

This NDS seeks to provide the following:

- An understanding and high-level analysis of the Site in context to its location relative to Pukekohe and Buckland. In particular to the existing and planned movement and landuse patterns of the area;
- An analysis of constraints that impact the future development of the Site, including overlaying the specialists' reports (where relevant) and the issues they have identified that impact onsite spatial outcomes;
- An analysis of the spatial opportunities that the Site presents in terms of urban development including recommendations from the specialists' reports (where relevant);
- A recommendation for a Precinct Plan that illustrates the key structuring elements and neighbourhood design outcomes for urban development of the Site that reflects the context analysis, constraints and its potential opportunities; and
- A conceptual masterplan that identifies the type of development that the structuring elements and accompanying planning provisions seeks to achieve.

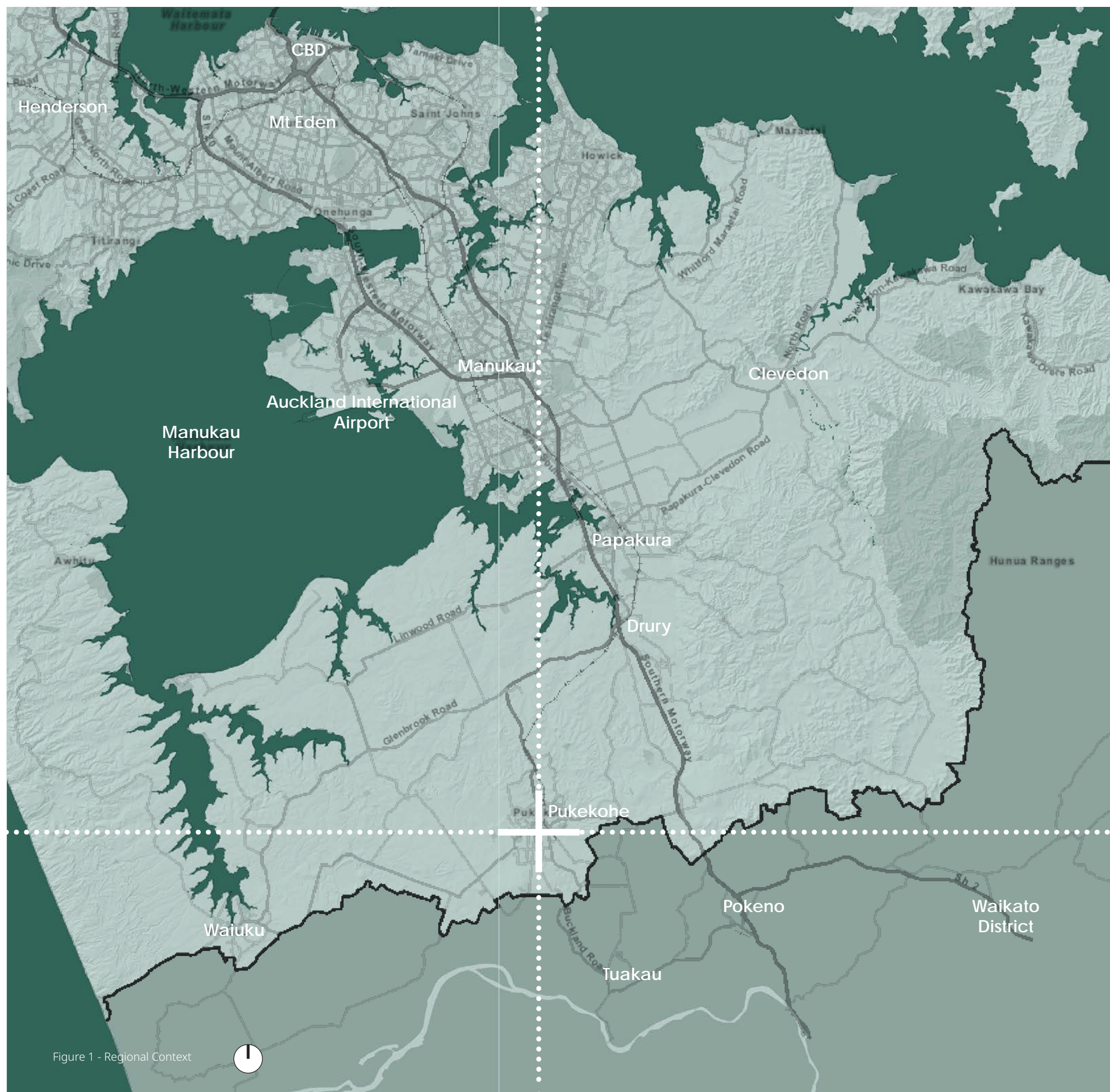


Figure 1 - Regional Context

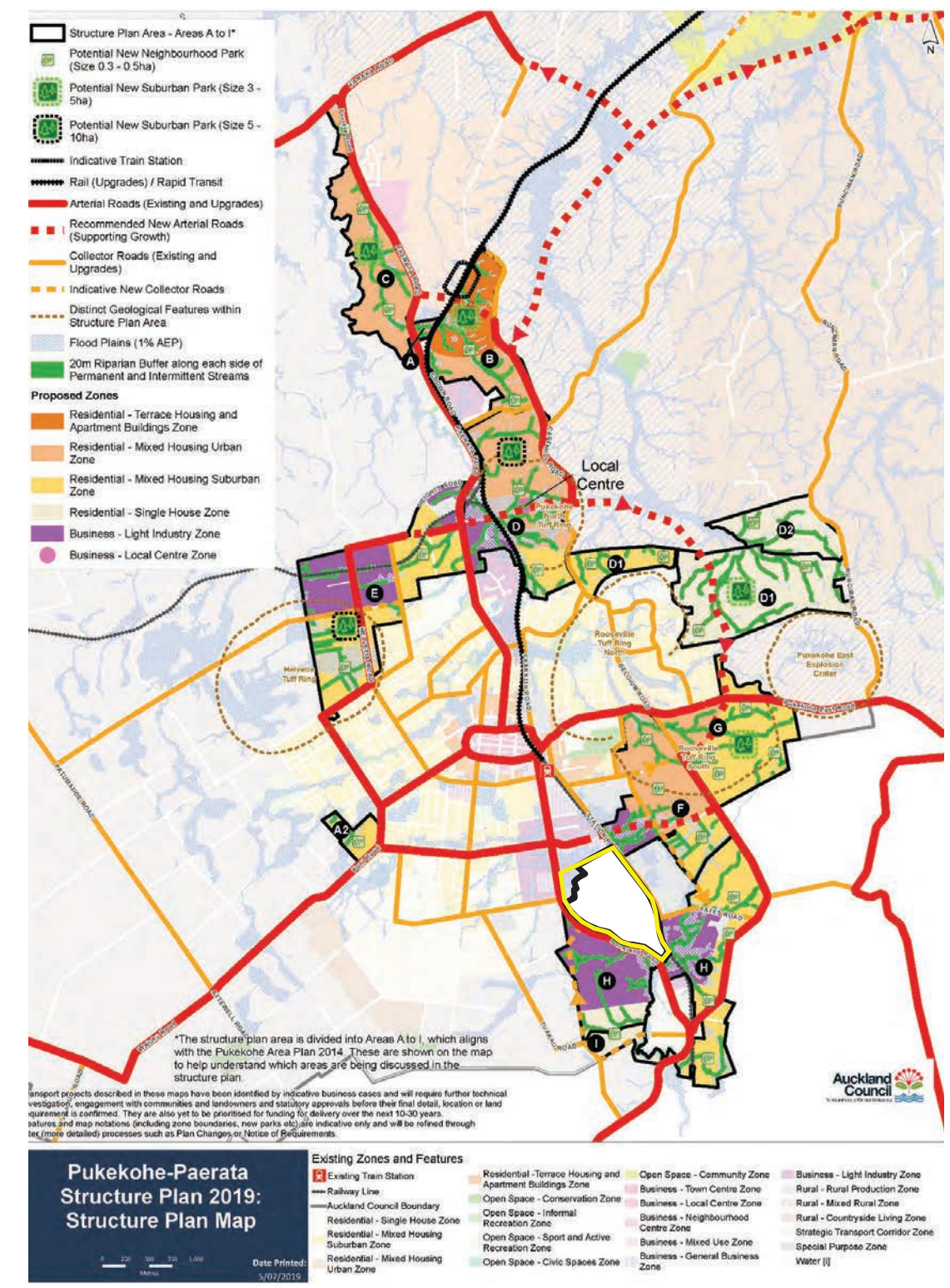
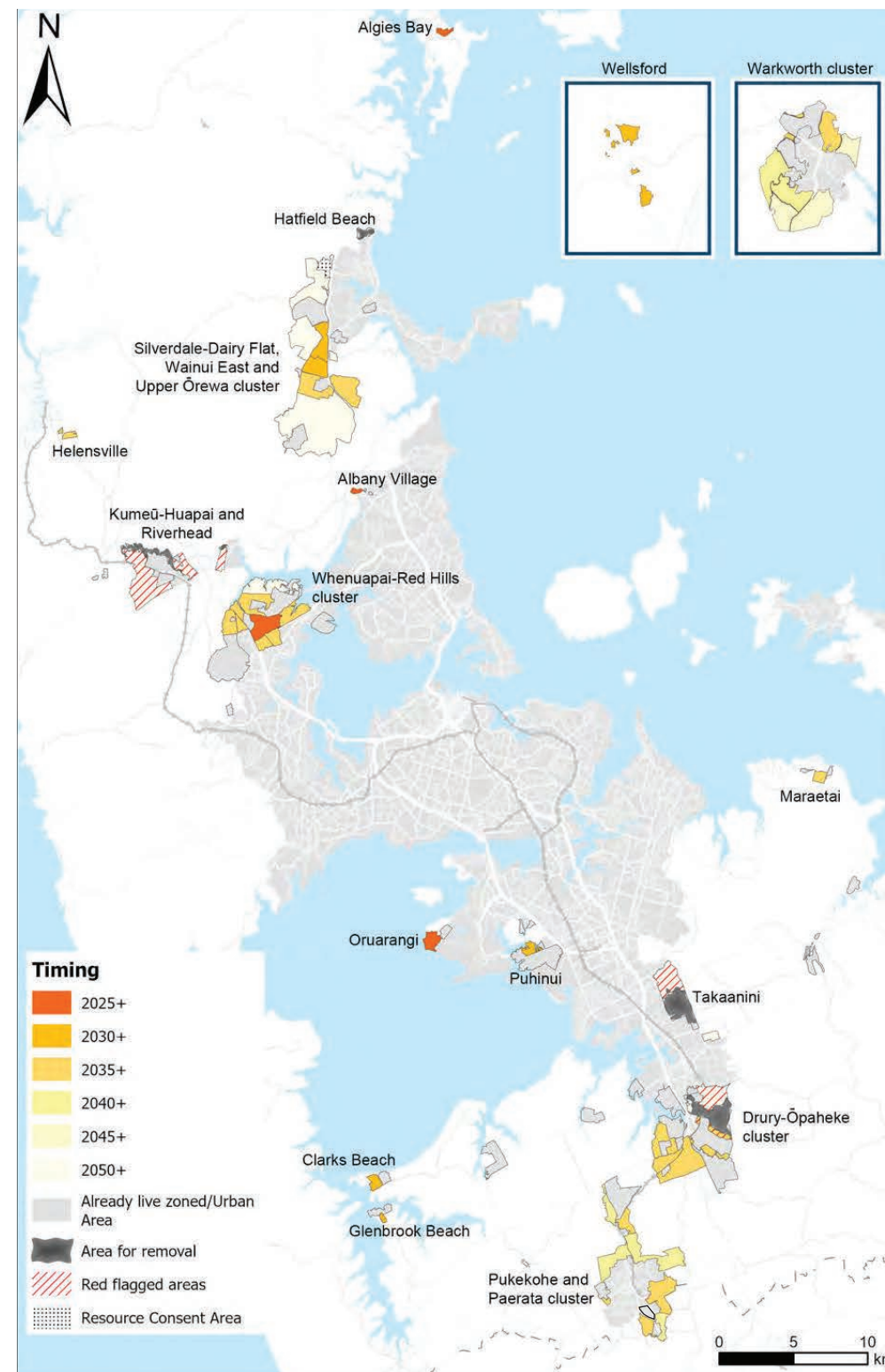


## 1.2 Strategic Context

The Auckland Spatial Plan and the Auckland Future Development Strategy 2023-2053 (FDS) form the strategic framework for managing urban growth in the Auckland Region. All of Auckland Council's strategic planning documents identify the wider Pukekohe area as a key node for future residential and business growth.

The Pukekohe-Paerata Structure Plan outlines a 30-year development plan, considering current development trends and constraints. The plan includes a mix of residential intensification to enhance the vitality of centers and communities, providing diverse housing and transport options.

As a satellite town, the plan also allocates sufficient land for business development, ensuring future employment opportunities and reducing the need for residents to commute further afield from Pukekohe for work. Most of the Future Urban land identified in the FDS and Structure Plan around the Site is identified as being ready for business / industrial development from 2035. No major transport interventions are identified within the Structure Plan in proximity to the Site.



Figures 2 and 3 - Future Urban Land Supply Strategy and Pukekohe-Paerata Structure Plan (Source: Auckland Council)



## 1.3 Zoning Context

Pukekohe Park is located within the Rural Urban Boundary (RUB) with uses to the south zoned for Future Urban. The Site itself is currently zoned Special Purpose - Major Recreation Facility.















The neighbouring Buckland Road Precinct was recently rezoned to the General Business Zone, while other land immediately to the west of the Site sits outside the RUB and is in use for Rural Production. The Buckland Road Precinct includes requirement for the delivery of a collector road, frontage upgrade and intersection adjacent to Pukekohe Park.

The Pukekohe Golding Precinct, east of the Site, includes the Light Industry Zone, Neighbourhood Centre and Mixed Housing Urban zones.

The remainder of Pukekohe features the Town Centre and predominantly residential neighbourhoods which utilise a range of different residential zones. Under Plan Change 78, the majority of these (excluding those already zoned as THAB) would be rezoned to Mixed Housing Urban, with areas in close proximity to the train station to be rezoned as THAB.

### Legend:

Key Zones:

 Future Urban	 Sport & Active Recreation	 Special Purpose
 Single Housing	 Informal Recreation	 Rural Production
 Mixed Housing Suburban	 Conservation	 Neighbourhood Centre
 Mixed Housing Urban	 Mixed Use	 Countryside Living
 THAB	 Light Industry	 Mixed Rural
 Town Centre	 General Business	 Site Boundary

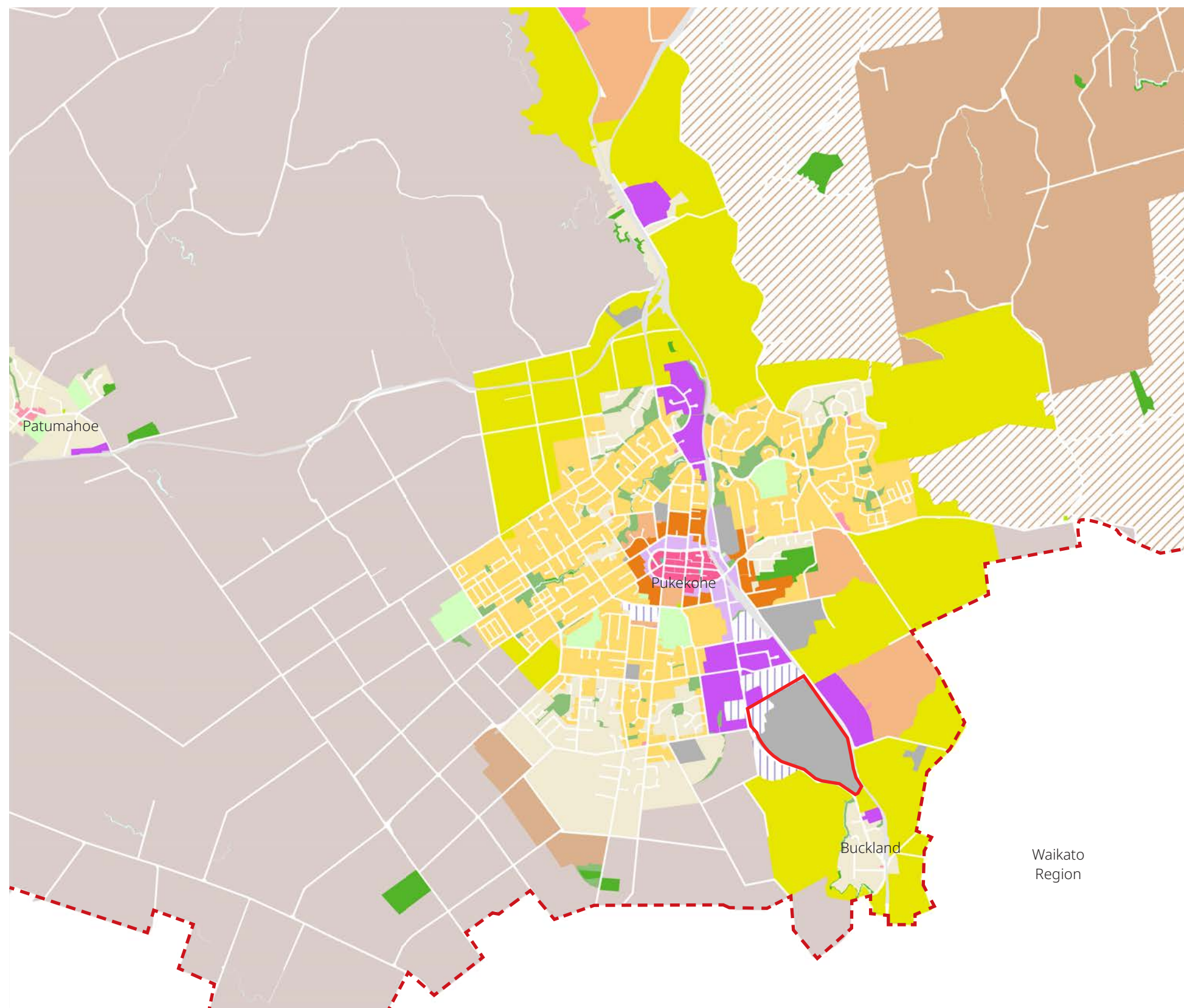


Figure 4 - Operative Zoning Context



# 1.4 Cultural Landscape

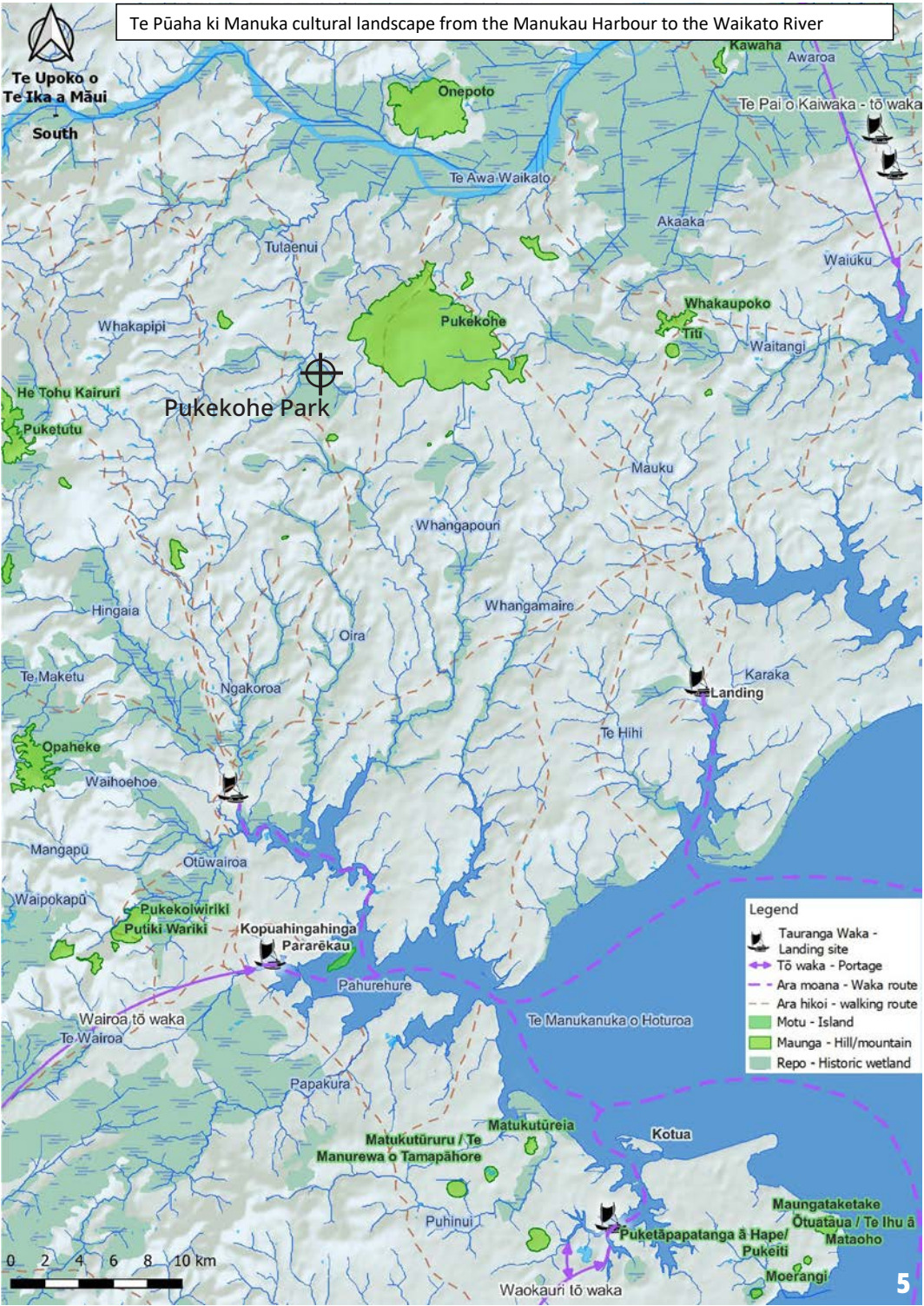
Pukekohe Park sits within a wider cultural landscape of significant importance to Ngāti Te Ata Waiohū and Ngāti Tamaoho. A full description of the specific values to each iwi can be found in their respective Cultural Value Assessments (CVAs) which accompany the Plan Change. Of specific relevance to the Site, the CVAs identify a number of values and opportunities that should inform future urban development. These relate to the management of stormwater, maintaining views to significant natural features, the density of development and the Site's prominent "gateway" location to and from the Waikato.

In pre-European history the area around Pukekohe was a social, economic, trading and political hub of activity for Maori due to its position along key portage routes (e.g. the Awaroa ki Mānuka portage) between the Manukau Harbour and Waikato River.

'Pukekohe' in Te Reo is a contraction of the phrase "puke kohekohe", which translates in English as 'hill of the kohekohe tree'. This is in reference to the extensive forests that once covered the Pukekohe Hill area. Pukekohe Hill is a prominent feature in the wider landscape setting and is visible from most of Pukekohe Park.

Other significant cultural features with a relationship to Pukekohe Park include the views towards Puketutu / Bombay Hills and the Tutaenui Stream which forms the southern boundary of the Site. Historically, the Tutaenui Stream was also an important food gathering resource / mahinga kai which was the home to a number of different freshwater species including tuna and inanga.

- 1 - Views over Pukekohe Park from Pukekohe Hill towards Puketutu;
- 2 - Carvings at the tihi of Pukekohe Hill; ;
- 3 - A Kohekohe tree;
- 4 - Views of Pukekohe Hill from the race track; and
- 5 - Cultural landscape from the Manukau Harbour to Waikato River.



Pukekohe Park's position in relation to the maunga, awa, repo, and land and water connections within Te Pūaha ki Manuka - the ancestral landscape from Te Manukanuka o Hoturoa to the mouth of Te Awa Waikato (source: Evidence of Nathan Kennedy on Plan Change 78, dated 28 July 2023).



## 1.5 Site Location and Context

Pukekohe Park is situated southeast of Pukekohe Town Centre and northwest of Buckland. The railway corridor runs along the eastern boundary of the racecourse, forming a hard barrier to eastward movement towards other (future) urban areas. The Tutaenui Stream forms the southern boundary of the Site and acts as an informal border between Pukekohe and Buckland.

In terms of public open space and recreational opportunities, Pukekohe offers several neighborhood parks and sports fields. However, these are all generally located some distance from the Site and largely concentrated in and around the Town Centre.

Pukekohe is serviced by several schools, government institutions, and healthcare facilities, most of which are located in the town center, about 2 km from Pukekohe Park. The various business zones along Manukau Road provide significant local employment opportunities in the context of Pukekohe as well as important retail services - including full-service supermarkets and large format retail.

### Legend:

- Open Spaces
- Centre Zones
- General Business Zone
- Light Industrial Zone
- Rural Urban Boundary
- Rail Line
- Town Centre
- Hospital
- Park
- Pukekohe Train Station
- School
- Supermarket
- Civic Building

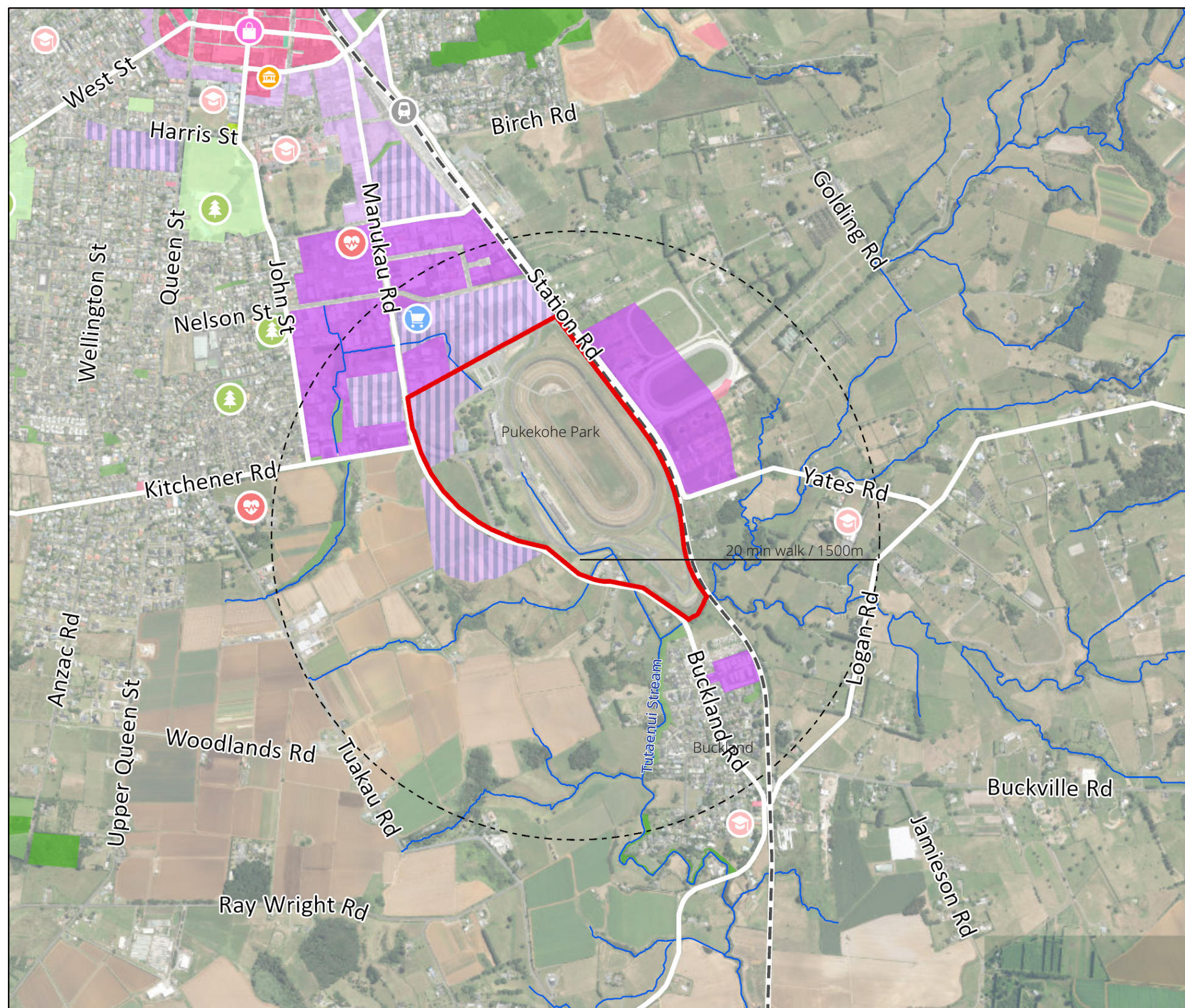


Figure 5 - Local Context





## 1.6 Movement and Access









Pukekohe Park is primarily accessed via Manukau / Buckland Road which runs along the western boundary of the Site. There is no physical access to the east of the Site with the existing horse race track and railway corridor preventing potential for access.

There is currently limited public transport provision in the immediate area. The nearest bus stop is currently around 500m north of the Site. However, bus routes serving Tuakau and Port Waikato currently pass the Site along Buckland Road and could service future development with the addition of new bus stops.

The Pukekohe Rail Station, which sits on the Southern Line, is approximately 1.5 km away from the Site via Manukau Road, connecting the town with other key destinations across Auckland including Papakura (19 mins), Puhinui (39 mins) Middlemore (45 mins), and Britomart (73 mins).

A number of cycling routes have been developed, or are proposed, along arterial roads, collector roads and riparian corridors in the vicinity of the Site.

### Legend:

- Existing Bus Routes
- Local Board Priority Paths
- ★ Existing Site Access Points
- - - Rural Urban Boundary
-  Existing Bus Stops
-  Town Centre
-  Hospital
-  Park
-  Pukekohe Train Station
-  School
-  Supermarket
-  Civic Building

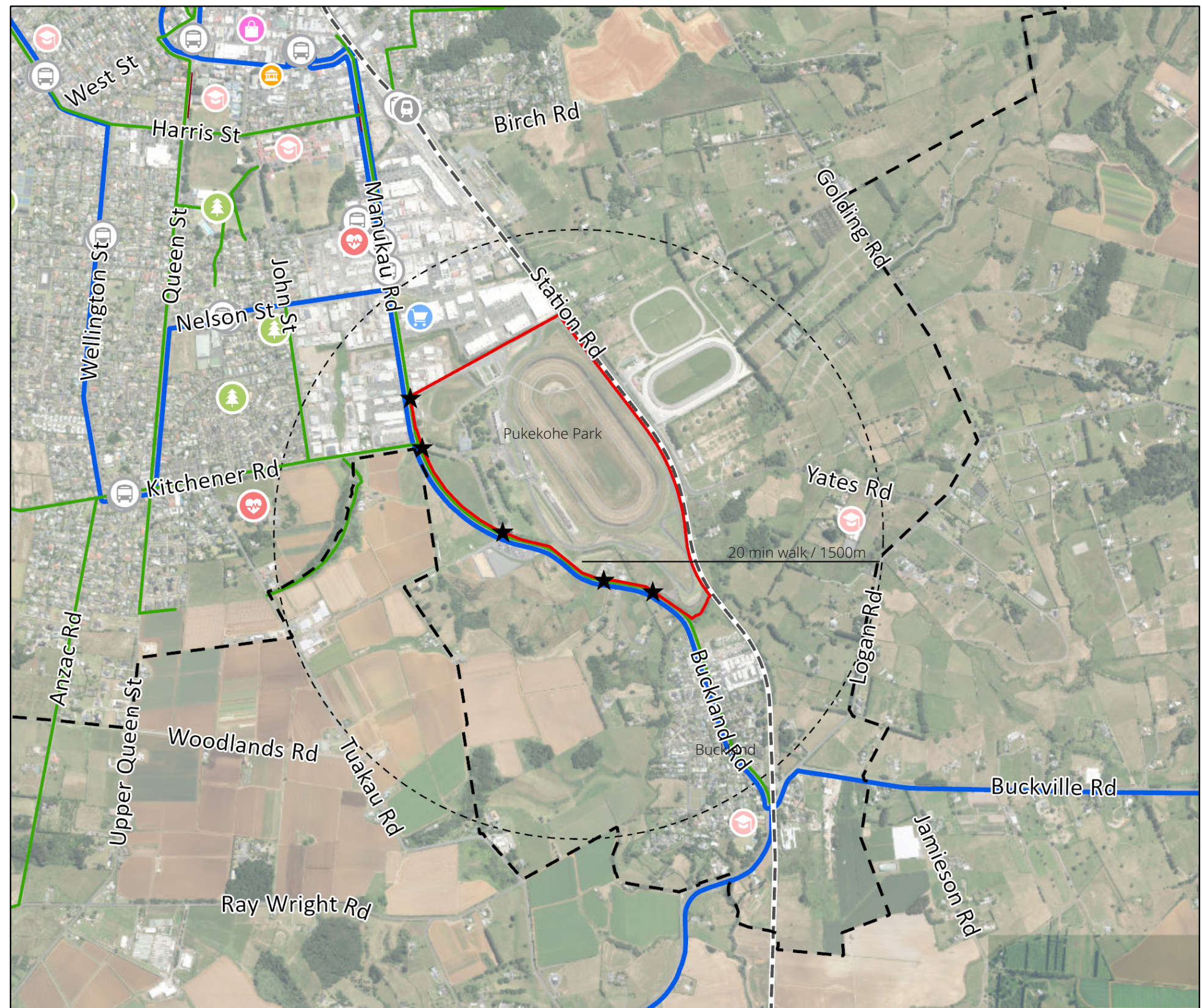


Figure 6 - Movement Context





## 1.7 Core Study Area Analysis

ATR intend to continue to race, trail, train and stable thoroughbred racehorses at Pukekohe Park over the long-term and see the facility as critical in the wider racing eco-system, including their operations at Ellerslie Racecourse. However, a significant portion of the Site (approximately 25 hectares) was utilised primarily for motor racing activities which ceased in April 2023. This approximate extent of this land is identified in Figure 8 and is referred to as the Core Study Area.

Moving forward there is a need to consider how this land could be better utilised to help support ATR's core activities associated with thoroughbred racing. Further analysis of this area (and any relevant interfaces with neighbouring areas) is set out further in Sections 1.7.1 - 1.7.6 below.



Figure 7 - Race day at Pukekohe Park



Figure 8 - Pukekohe Park Aerial (2024) and Site Photo Viewpoints (refer to page 12)









## 1.7.1 Historic Operations

Pukekohe Park was first established in the 1920s and currently encompasses an area of approximately 72.9 hectares. The primary purpose of the Site is as a horse racing venue, with regular meets held throughout the year. The facility is also an important training centre for the wider racing industry, with multiple tracks, training barriers and stabling areas for over 190 horses.

Motor racing was established at the Site in the early 1960s as the host of the New Zealand Grand Prix. Over the following 60-years, the Site hosted numerous events for a range of different vehicle classes most notably the V8 Supercars. Motor racing at the Site ceased in April 2023. The majority of the southern portion of the Site was associated with its use as a motor racing facility.

A large portion of the core study area functioned as an elevated viewing area of racing operations as well as for overflow parking and hospitality areas.



1: 1942 Aerial Photo showing the former alignment of Buckland Road (Retrolens); 2: Jackie Stewart at the 1966 NZ Grand Prix (Auckland Council Libraries); 3: Racing on the Pukekohe Circuit (Auckland Council Libraries); 4: Saloon Racing, 1970 with proposed development area top right (Auckland Council Libraries); 5: The final Supercars' event at Pukekohe in 2022.





1.7.2 Future Operations

Pukekohe Park currently holds 20 thoroughbred industry events each year which feature trials, jump outs and televised race days. Training for over 100 horses also occurs six days a week from before sunrise.

There are several initiatives currently in progress to ensure Pukekohe Park remains one of the best thoroughbred racing, training and trialling facilities in New Zealand. Long-term, ATR have plans to increase the stabling capacity at the Site. Other on-site infrastructure upgrades may relate to horse training and racing tracks, public grandstands, hospitality areas and workshops for staff. It is understood that these are all critical components of future operations at Pukekohe Park and wider thoroughbred industry.

Of primary relevance to future residential uses, there is a need to be cognizant of these operations and their associated effects (e.g. noise, light spill). In addition, there will be a need to ensure safe and efficient operations can continue into the future. Key facilities related to the ongoing use of Pukekohe Park as a premier venue for thoroughbred racing in relation to the Core Study Area are identified in Figure 9.

- 1 Course Proper
- 2 Sand Track
- 3 Members Stand
- 4 Workshop / Visitors Stand
- 5 Stables
- 6 Main Entrance
- 7 Car Parking
- 8 Tie-Ups
- 9 Horse Track Access
- 10 Grass Tracks



Figure 9 - Pukekohe Park Thoroughbred Facilities





### 1.7.3 Topography and Aspect

The Core Study Area is predominantly flat with a general fall from west to east towards the racetrack as well as a stormwater drain which flows north to south through the Site. Portions of the Site fronting Buckland Road are generally elevated and offer extended views over the racetrack towards the Hunua Ranges and Bombay Hills. The southern portion of the Site generally rises to the east towards the rail line (and away from the stormwater drain).

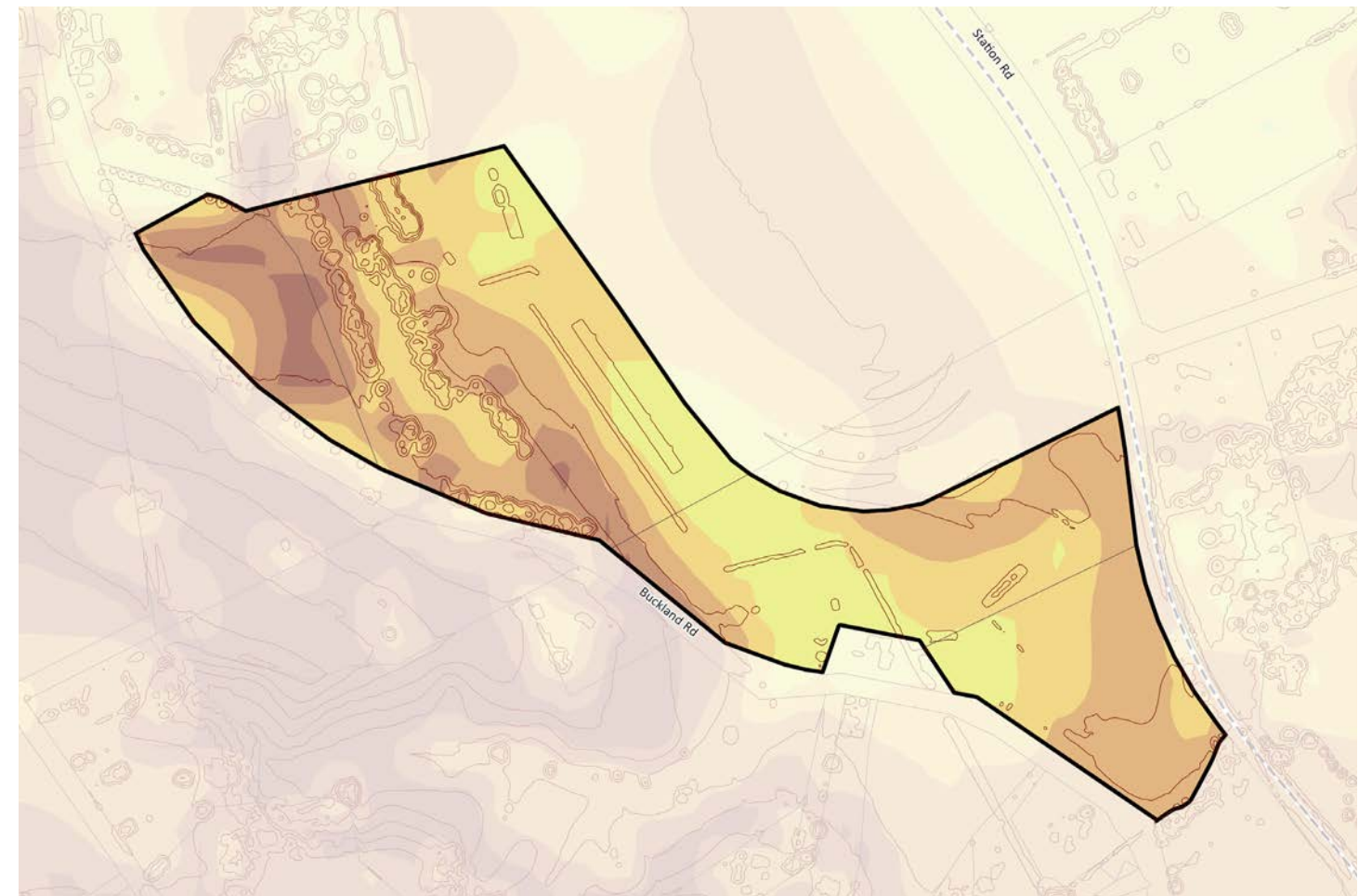
In terms of aspect, the topography of the Site means that it benefits from a north to north-easterly aspect offering good solar orientation throughout the day (and especially the morning) as well as elevated and extended views across the race track towards the east. This could help to provide for a high-level of on-site amenity for future occupants of the Site should it be redeveloped.

**Legend:**

Higher  
Lower



Figure 10 - Elevation and contours

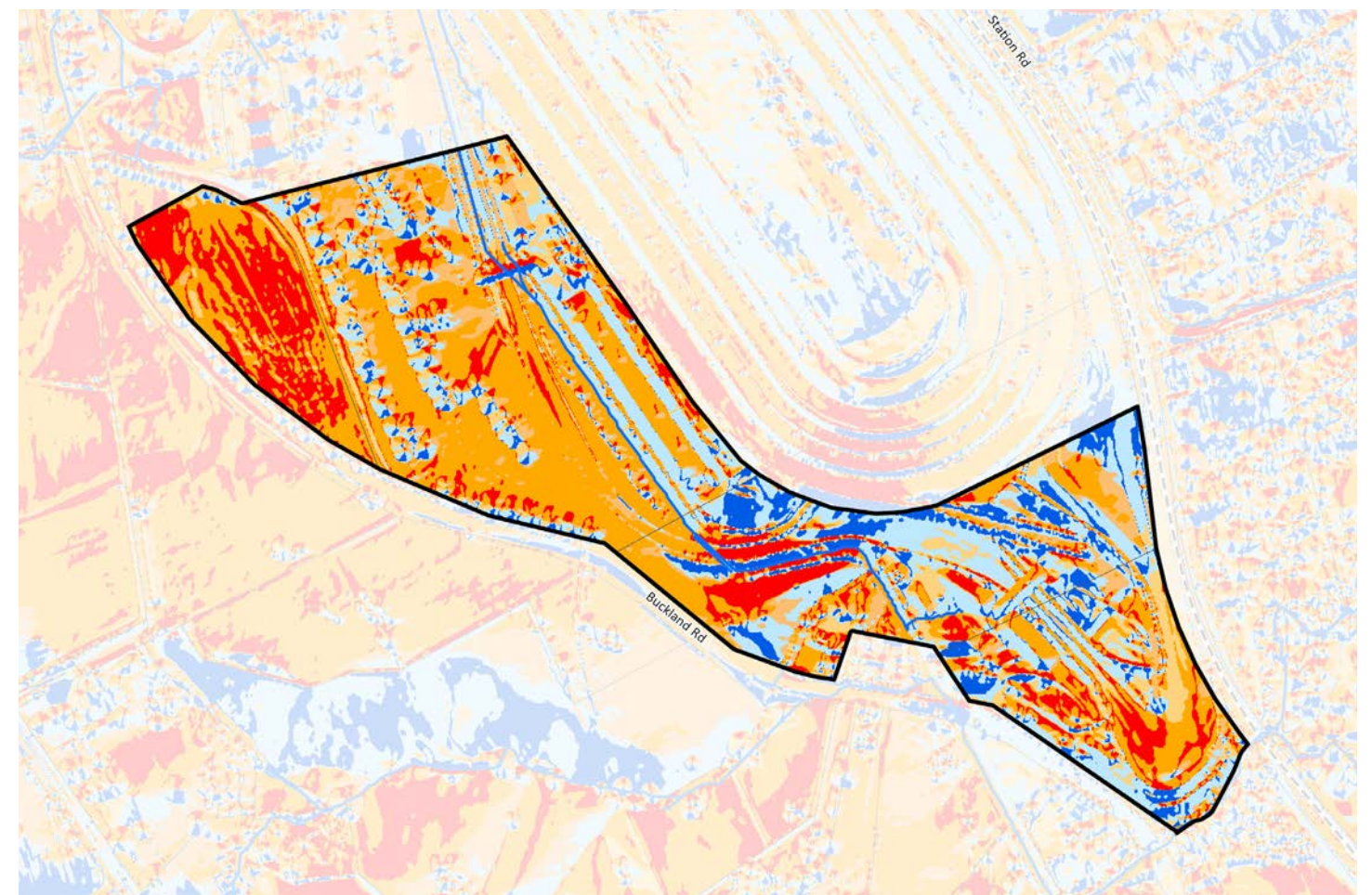


**Legend:**

Flat (-1)  
North (0-22.5)  
Northeast (22.5-67.5)  
East (67.5-112.5)  
Southeast (112.5 - 157.5)  
South (157.5 - 202.5)  
Southwest (202.5 - 247.5)  
West (247.5 - 292.5)  
Northwest (292.5 - 337.5)  
North (337.5 - 360)



Figure 11 - Aspect Analysis





## 1.7.4 Slope and Hydrology

In terms of slope, much of the Core Study Area features gentle transitions between different elevations (note trees are captured within the LiDAR analysis and are shown as the steepest parts of the site). The exception to this relates to the edges of the stormwater drain and Tutaenui Stream. There is also a steeper area of land currently positioned between Buckland Road and the former race circuit which was utilised for terraced seating on race days.

Hydrological conditions are heavily influenced by the stormwater drain which flows to the west of the race track and serves a much larger catchment encompassing the southern portion of Pukekohe. Stormwater from Pukekohe and the Site enters this drain through to a culvert under Buckland Road within the neighbouring Watercare pump-station site. The Tutaenui Stream supports a wider catchment of Future Urban land to the north-east of Pukekohe Park before passing the southern boundary of the Core Study Area and eventually discharging into the Waikato River.

There are large area of flood plains and flood prone areas associated with this stormwater drain which extend onto the racecourse and the former pit garage area (now removed) associated with the racing circuit. Future use of this part of the Site will need to be cognisant of this issue and incorporate a range of design responses such as increased / raised ground floor levels and the provision of open spaces to ensure stormwater issues can be addressed on-site.

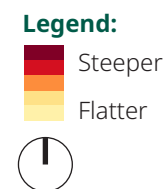


Figure 12 - Slope

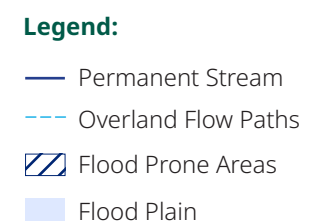
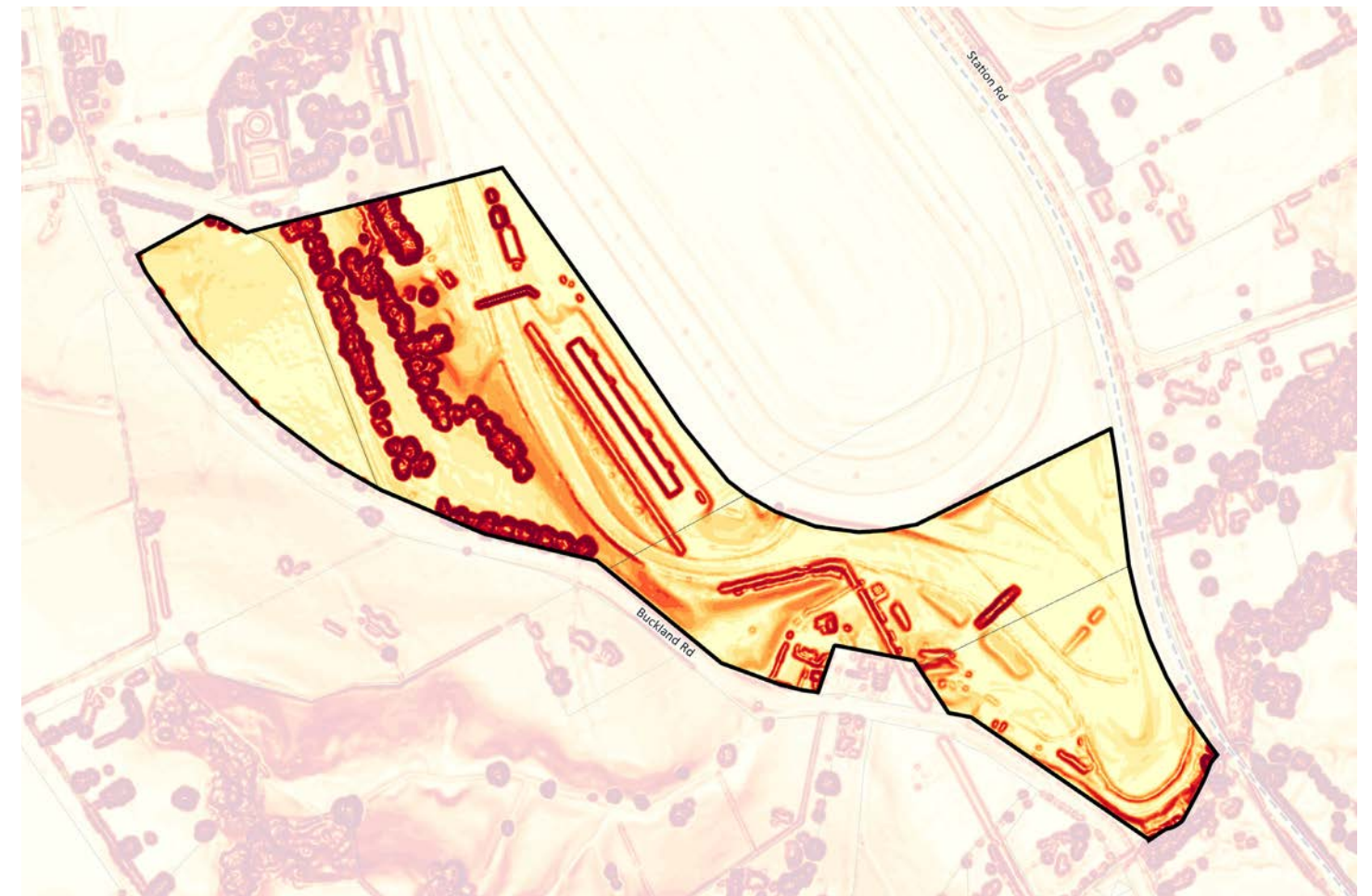
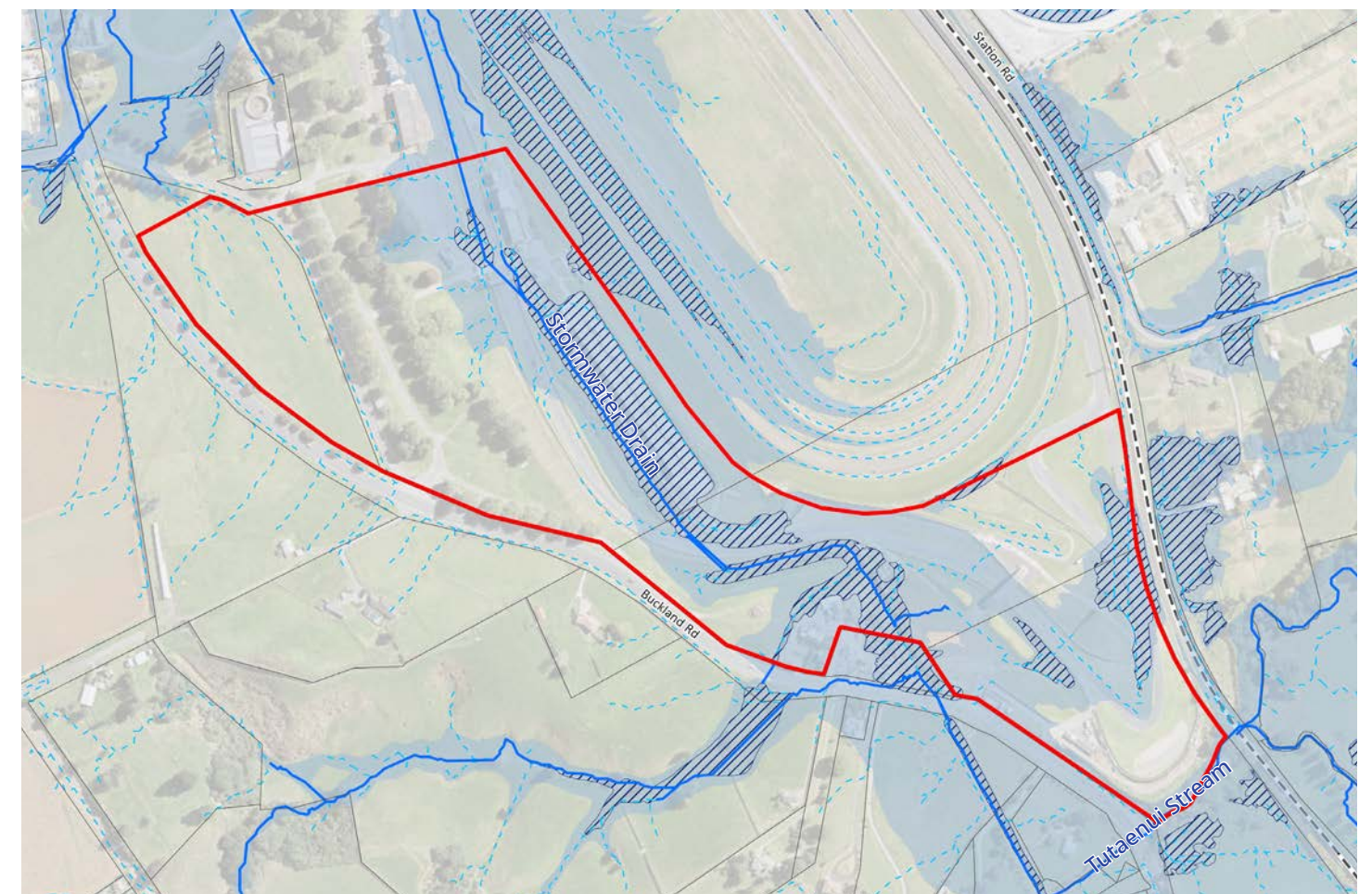


Figure 13 - Pre-development Hydrology





## 1.7.5 Other Site Specific Considerations

There are a number of other site specific factors which may influence the future form and function of any development within the Core Study Area. Key factors identified include:

- The Watercare Pumpstation and underground infrastructure;
- Rail line along the south-eastern boundary; and
- Existing mature vegetation.

### Infrastructure

The Core Study Area sits adjacent to a Watercare wastewater pumpstation which connects with two major wastewater lines serving Pukekohe (refer to Image 1 and Figure 14). A no-complaints covenant area associated with noise and smell extends onto the Site around the pumpstation and would have the impact of influencing any future residential use of the Site. In addition to wastewater lines, underground stormwater pipes extend under the Site. Development on, or around these, will need to be carefully considered and meet relevant engineering standards.

### Rail Line

The location of the rail line relative to the Site (refer to Image 2) has the potential to give rise to some acoustic and vibration effects associated with its operation. The potential effects of this have been assessed and avoidance / mitigation measures recommended within an Acoustic Report accompanying the Private Plan Change documentation.

### Mature Vegetation

There are several stands of significant mature vegetation located within the western portion of the Site - the majority of which are London plane trees and appear to have been planted some time prior to the 1940s (refer to Image 3 and Figure 14). Collectively, these are currently scheduled as a group of notable trees (reference 2684) under the AUP. The arboricultural value of these trees has been assessed and it is understood that they do not meet the notable tree requirements as either a group or individual specimens. Nevertheless, these trees have the potential to provide important placemaking, amenity and heritage values that could be integrated into future redevelopment proposals.

#### Legend:

- Wastewater Main
- Stormwater Main
- ~ Stormwater Channel
- Rail Line
- No Complaints Covenant
- Mature Vegetation

Figure 14 - Other Considerations



Looking south towards the Watercare Wastewater Pumpstation (2024)



Drone view of the rail line adjoining the Core Study Area (2024)



Mature trees, predominantly London Planes, across the Core Study Area (2024)




















## 1.8 Opportunities and Constraints

A site analysis process and information gathering stage, including gaining feedback, advice and insights from other technical experts and local community, has helped to understand site constraints and to respond with a range of opportunities for site planning.

The unique context of Pukekohe Park presents an opportunity for a high-quality neighbourhood that provides for additional housing to help support demand in Pukekohe and the Auckland region as well as housing for the industry including trainers and track staff. At the same time, there are constraints or challenges which will need to be addressed to ensure its long-term success.

### Legend:

-  Site access to Pukekohe Park limited by Buckland Road Arterial status.
-  Future proof extensions of public transport services to serve the Site and surrounds.
-  Provide for active mode connections to connect the Site with surrounding amenities.
-  Key "gateway" locations to the Site and Pukekohe more broadly. Potential for landscape and built form treatment to reinforce these.
-  Pre-development flood risk.
-  Enhancement, naturalisation and/or daylighting of existing drainage channels and streams around the Site.
-  Areas of potential ecological enhancement to support biodiversity, manage / treat stormwater and provide on-site amenity / open space for residents.
-  Seek to maintain and integrate mature trees where feasible.
-  Maintain track site lines.
-  Leverage the unique Site amenity provided by racetrack and northern orientation to support increased density.
-  Prevailing winter winds.
-  Manage interface with Wastewater Pump Station.
-  Manage interface (noise and vibration) from Rail Corridor.
-  Manage interface with future commercial / industrial activities.
-  Manage interface with ongoing race course operations.
-  Respond to / acknowledge views to key cultural landscapes.
-  Flat land where minimal land modification will be required and suitable for residential uses.

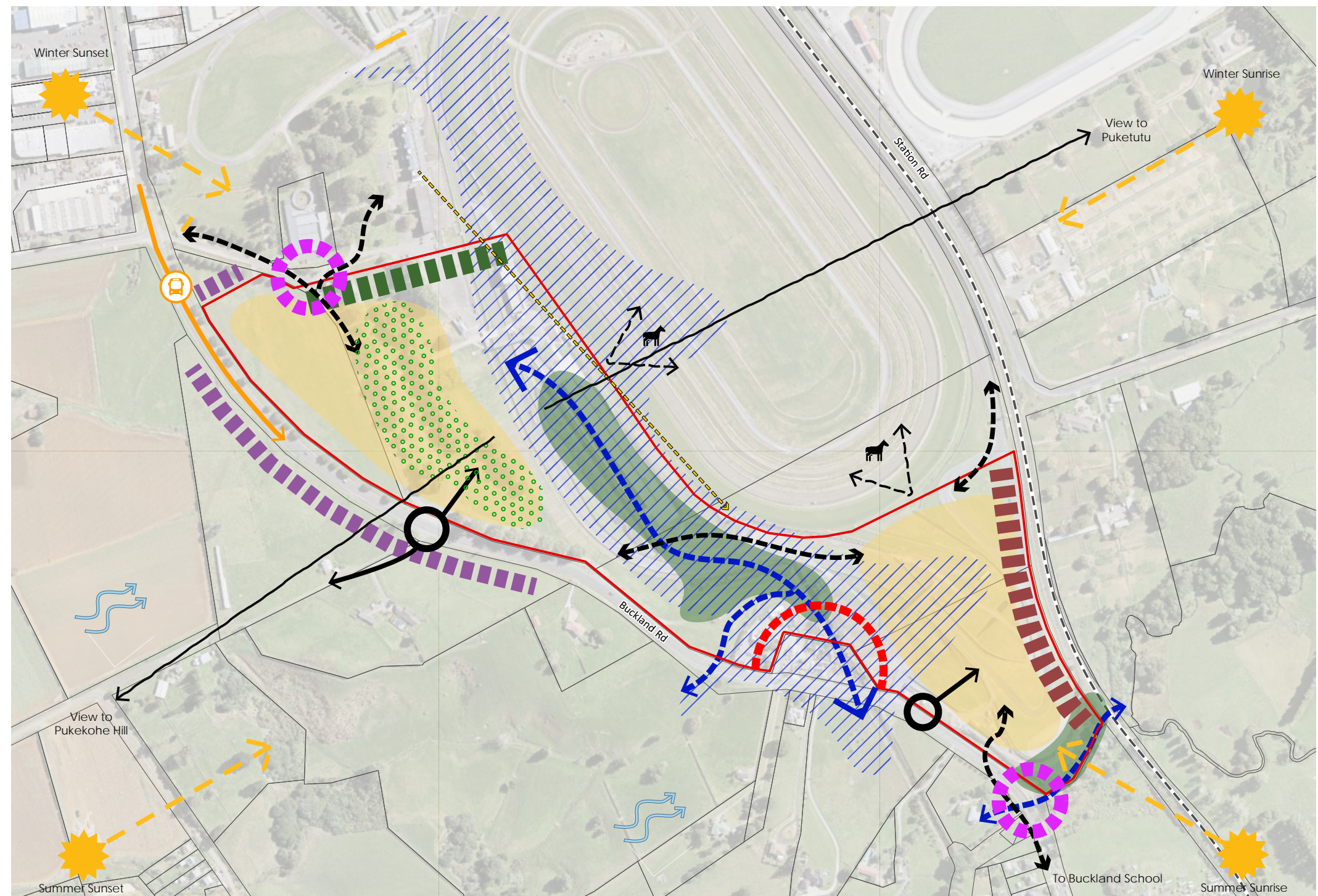


Figure 15 - Pukekohe Park - Opportunities and Constraints

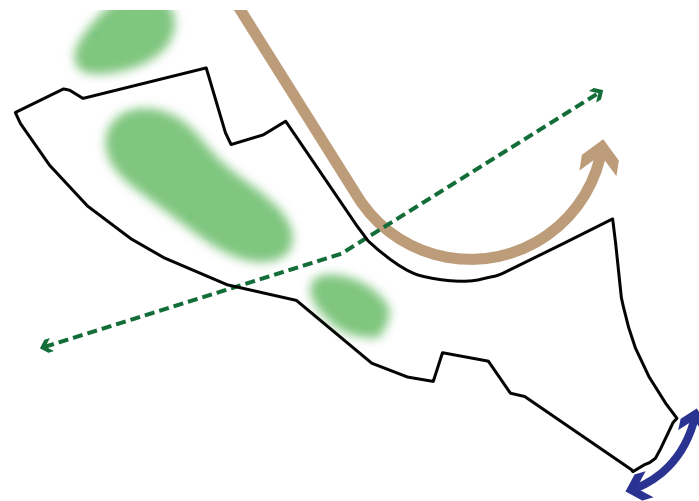




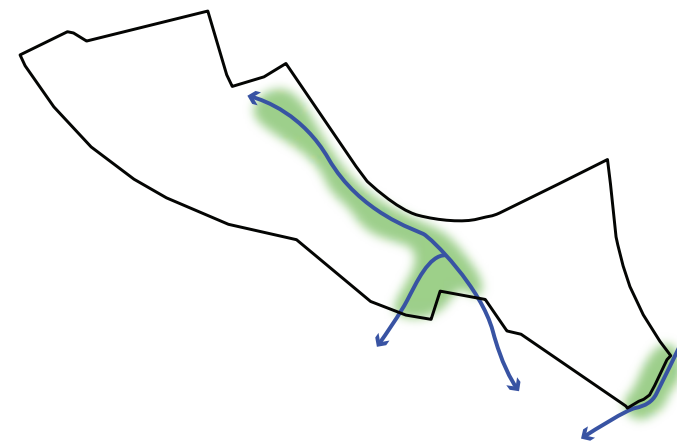
## 1.9 Key Moves

The key moves for development of the Site are shaped by its opportunities and constraints, and its surrounding context.

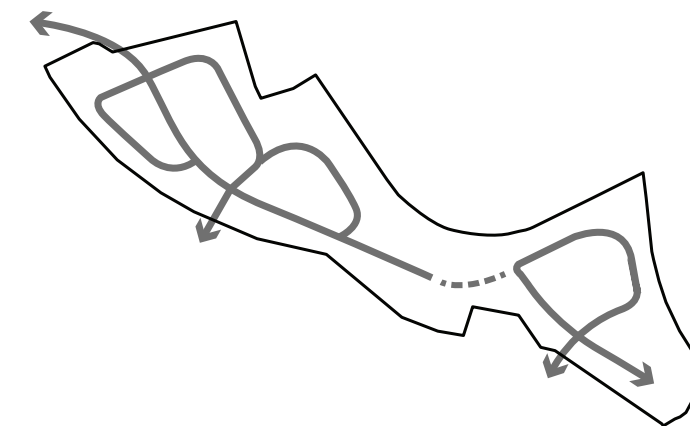
They provide a road map to realising a high quality environment and inform future spatial arrangements for land-uses, movement networks and open spaces across the Site that should be reflected in Precinct provisions or future development proposals.



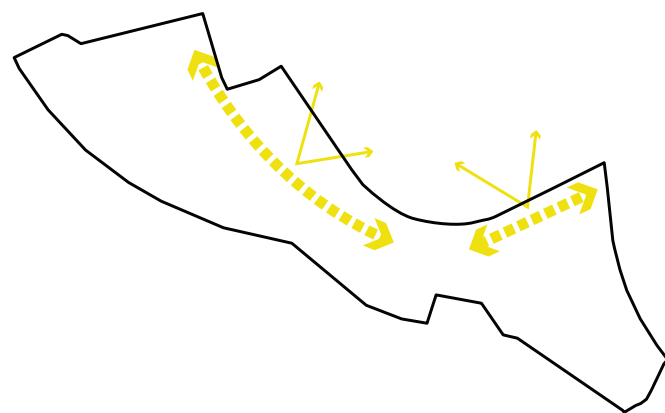
**Future development should acknowledge, respond and incorporate distinctive site features where appropriate. This includes mature vegetation, views to natural features and the race course itself.**



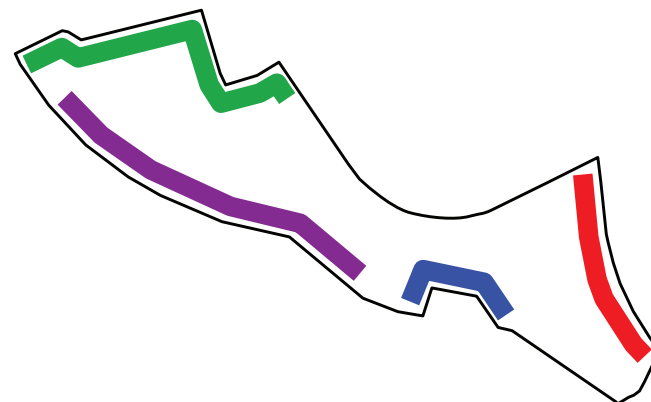
**Sufficient space should be provided to manage flood risk and enhance ecological outcomes along watercourses including the Tutaenui Stream from future development.**



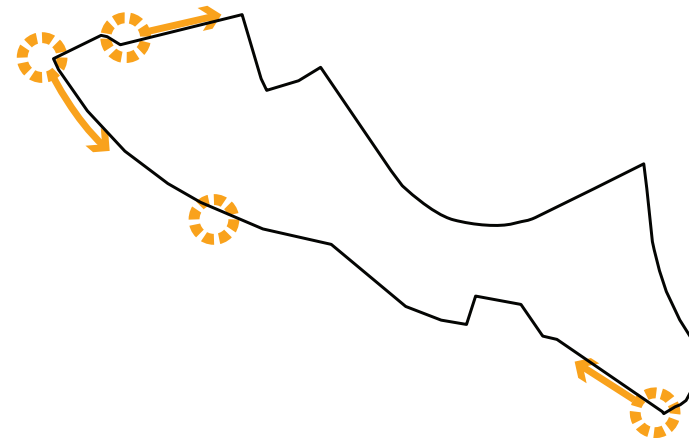
**Internal movement networks should deliver an efficient and connected block structure that also encourages non-vehicular modes of travel.**



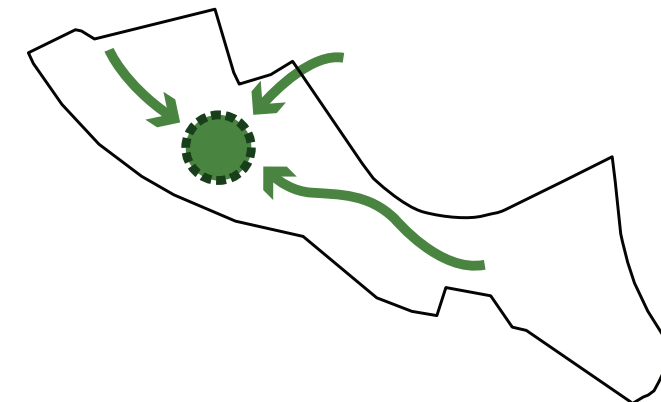
**Development should respond to, and maximise amenity from, the north-eastern outlook and orientation over the race course.**



**Development should respond to the unique site interfaces present across through varying approaches to built form, setbacks, and landscaping.**



**Future development should acknowledge and celebrate site accesses as key gateways for the Site and wider Pukekohe area.**



**Incorporate a neighbourhood park to support amenity and provide a communal gathering and play space.**



# 2.0 Site Development

- 2.1 Proposed Plan Provisions
- 2.2 Concept Master Plan
- 2.3 Design Precedents
- 2.4 Planting Palette
- 2.5 Design Assessment





## 2.1 Proposed Plan Provisions

A collaborative urban design approach with a range of different specialists has driven the development of a Precinct Plan, with the aim of providing an appropriate place making framework to guide future residential development around Pukekohe Park.

A comprehensive analysis of the existing environment's qualities, features and characteristics informed the identification of appropriate opportunities and constraints. Combined with feedback received from a range of stakeholders and technical experts, this has informed the development of the Pukekohekohe Gateway Precinct Plan 1 (refer to Figure 16) as well as the application of the Residential - Mixed Housing Urban Zone.

This plan spatially identifies key structural elements of movement, open space and ecology that are considered important in supporting the key moves identified in Section 1.9 of this Design Statement. It also identifies infrastructure upgrades required as development progresses across the Precinct progresses.

The Precinct Plan and provisions have also included a Sub-precinct C which includes the land that was previously rezoned to 'Business - General Business' under Plan Change 30. Land within Sub-precinct C is currently subject to a private covenant to Auckland Transport, which requires a series of transport infrastructure upgrades to be completed as development progresses. The Plan proposes to incorporate the key transport upgrades required by the covenant into the Pukekohekohe Gateway Precinct. No further changes are proposed to the zoning or land use framework applicable to this part of the Site.

### 2.1.1 Key Urban Design Provisions

The PPC includes a number of urban design related provisions which are intended to guide successful development and subdivision outcomes across the Precinct. These include:

- An area of open space being identified to help address identified flood risks and stormwater management;
- The provision of a centrally located neighbourhood park that aligned with key local roads to provide for direct connections with new housing established;
- The identification of 20 mature trees (referred to as Amenity Trees) within Precinct Plan 1, Policies and assessment criteria relating to future subdivision and development;
- Identification of key local roads, active mode connection, road frontage and intersection upgrades to support accessibility and connectivity across the Precinct and to the wider area;
- Requirements relating to the minimum extent of riparian planting / revegetation to support on-site amenity, ecological and stormwater outcomes as well as provide a physical buffer with the race course and wastewater pumpstation;
- The ability to develop Mahi Toi cultural structures to help identify and promote cultural values across the Precinct;
- A fencing standard for future residential lots which directly adjoin the open space corridor through the Precinct to facilitate an attractive and consistent design approach that balances safety and privacy; and
- Various matters of discretion and assessment criteria relating to the design and development of subdivision across the Precinct relating to connectivity, street and block design, and visual connections to the surrounding landscape.

In addition to the above matters, existing provisions contained within the AUP relating to the design of subdivision and housing as contained within Chapters E12 (Land Disturbance), E27 (Transport), E38 (Subdivision - Urban), and H5 (Residential - Mixed Housing Urban) will also control and manage future development across the Precinct. These cover a comprehensive range of matters relating to the extent of earthworks and retaining, subdivision layout, building design and layout, fencing and access / parking.

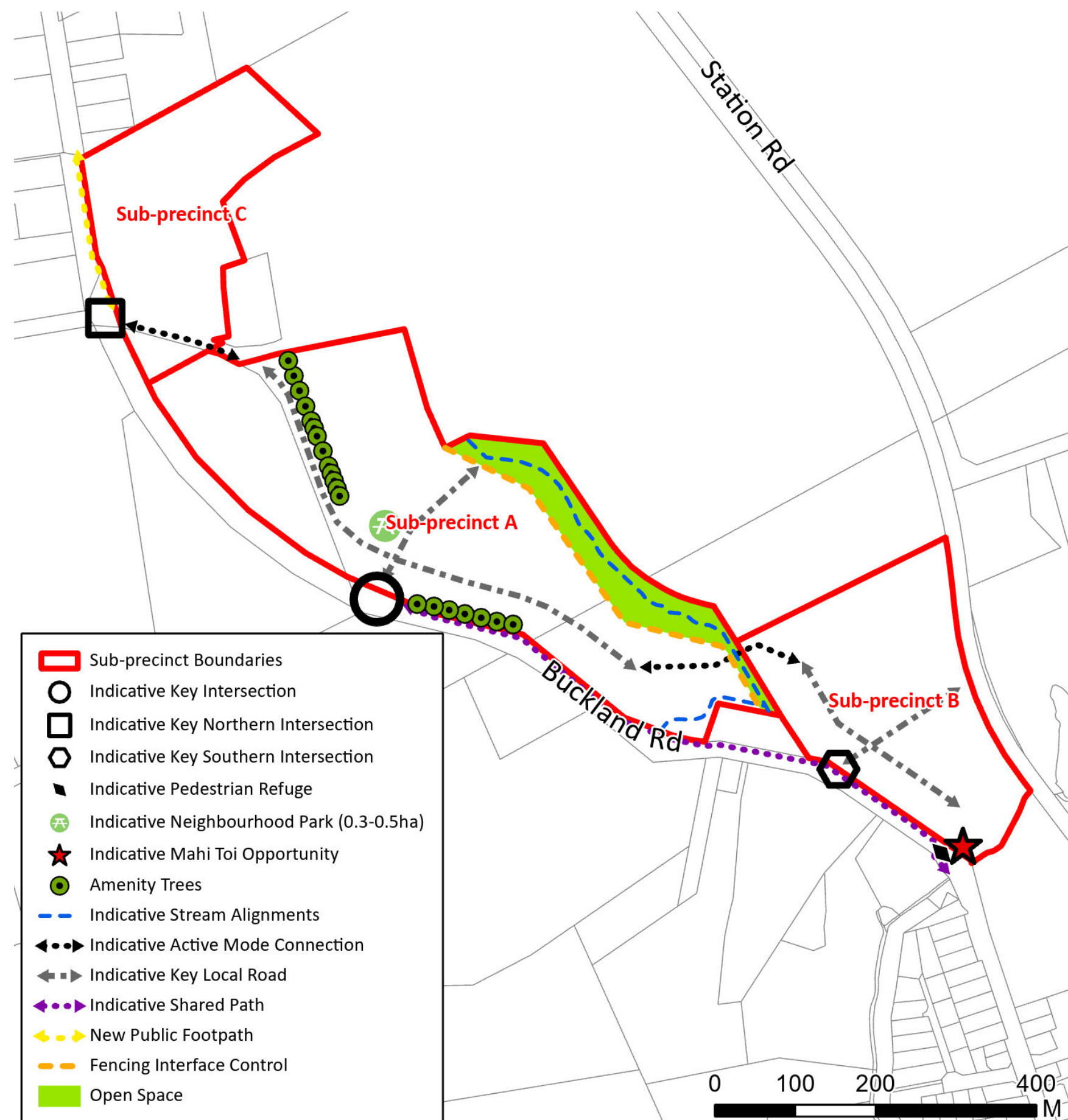


Figure 16 - Proposed Pukekohekohe Gateway Precinct Plan 1



## 2.2 Concept Master Plan

As part of the development of the PPC provisions, a concept masterplanning process has been undertaken. This has been an iterative process used to help inform the development of site-specific provisions which respond to the unique opportunities and constraints of the Site and assist with stakeholder and specialist engagement.

The concept master plan demonstrates that a logical and well-connected street and block structure can be accommodated on the Site, with the stream naturalisation area and indicative but likely esplanade reserves, riparian margins and on-site stormwater devices providing additional spaciousness and amenity for future residents. The concept master plan is based on a ca. 50m-deep block, which provides for a flexible depth that is capable of accommodating a variety of housing typologies and densities within different residential zones of the AUP. This includes the MHU zone which has been adopted for the PPC as it provides substantial housing choice and that can appeal to a wide range of households. As part of future development, I would expect that a combination of compact detached dwellings, duplexes and 2-to-3 storey terraced houses would be likely. Apartment living (especially serving the retirement sector) could also be provided on the Site although its overall extent is likely to be limited given local market conditions.

Key features of the concept masterplan include:

1. Key local road along historical Buckland Road alignment;
2. Retention of mature vegetation;
3. Provision of a centrally located neighbourhood park integrated with street corridors and retained mature vegetation;
4. Realigned, naturalised and revegetated stream corridor;
5. Key intersections onto Buckland Road to provide access;
6. Active mode connections between the development and wider area;
7. Stormwater attenuation and management devices contributing to a wider open space network;
8. Interfaces with the race course managed within the race course itself;
9. Esplanade reserve and enhancements of the Tutaenui Stream;
10. A variety of residential typologies and densities;
11. Mahi toi site to act as the “gateway” between Pukekohe and the Waikato.



Figure 17 - Pukekohekohe Gateway Concept Masterplan





## 2.2.1 Stream Channel Realignment and Naturalisation

The concept masterplan includes space to realign and naturalise the existing stormwater drain which passes through the Site to address existing flood issues and enable residential development to safely occur. This also provides a physical buffer separating future residential development from the course proper. The stream naturalisation work has also been used to inform the eastern boundary of the PPC area and extent of Open Space - Informal Recreation zoning.

The nature of the existing channel is shown in the image below. Development of the Site for residential uses would help to enable this enhancements to occur.

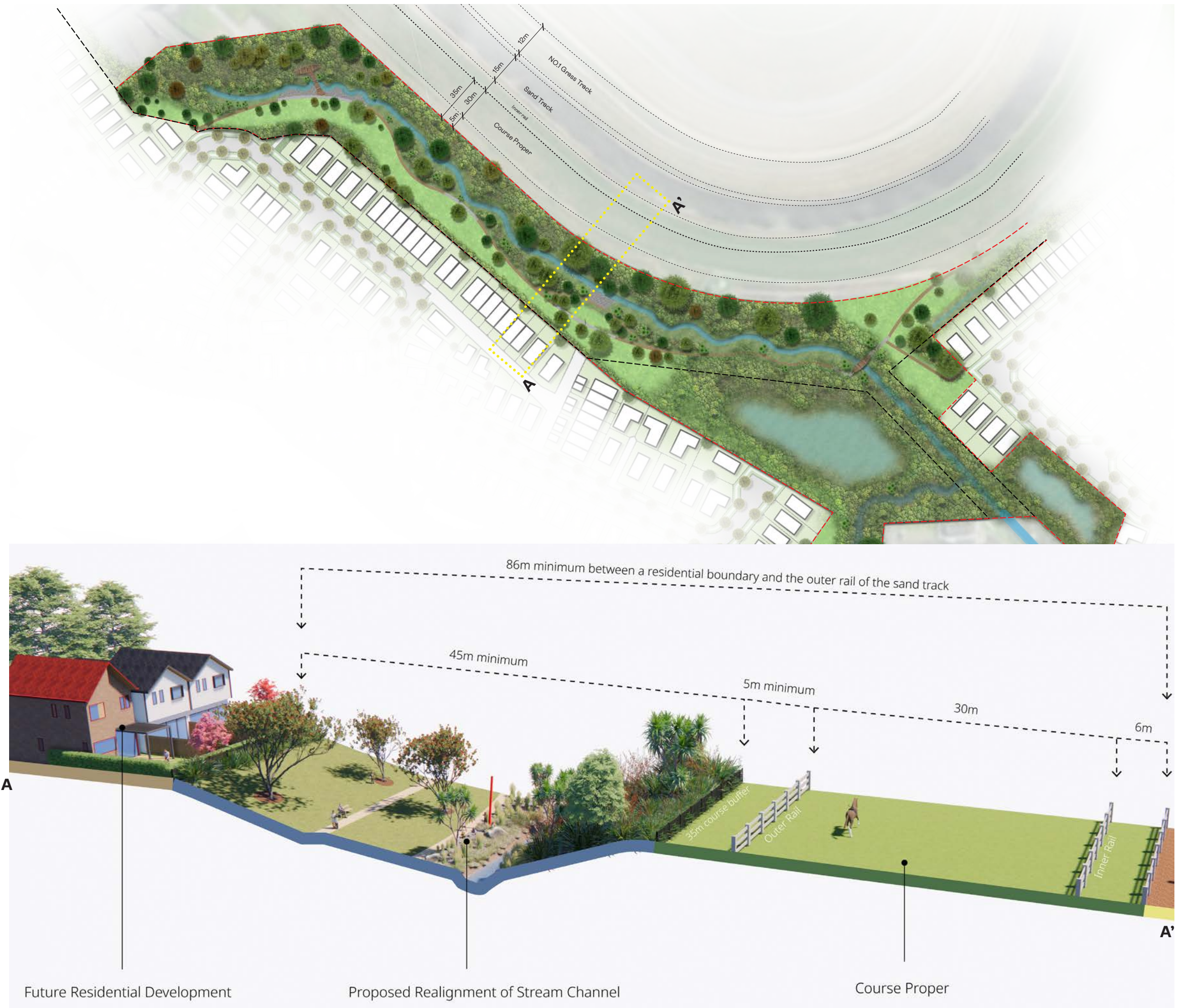


Figure 18 - Draft Illustrative Plan and sectional render of the proposed stream channel realignment and naturalisation



## 2.3 Design Precedents

Positive design precedents from nearby development and other areas across Auckland help to demonstrate potential design outcomes and the emerging character of the Pukekohekohe Gateway Precinct as established by the Precinct provisions.



Naturalisation and daylighting of watercourses along with water sensitive design principles can be incorporated into the development to enhance ecological and amenity values.



Retention of mature vegetation can provide “upfront” amenity for new residents, establish a positive character of the development and provide links to the history of the Site.



Provide for a range of lot sizes and housing typologies including detached, semi-detached, terraces and potentially apartments to increase appeal and respond to the changing context across the Site.



A new neighbourhood park could act as a focal point for the emerging community and provide opportunities to respond to the Site’s history.



Orientating housing towards parks and open spaces (including the raceway) to maximise on-site amenity.

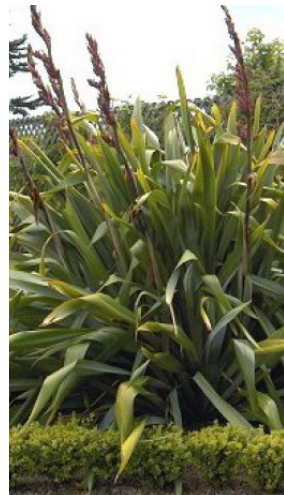


Investigate opportunities to tie the development into the wider cultural landscape and signal the Site’s location at the gateway to Pukekohe.

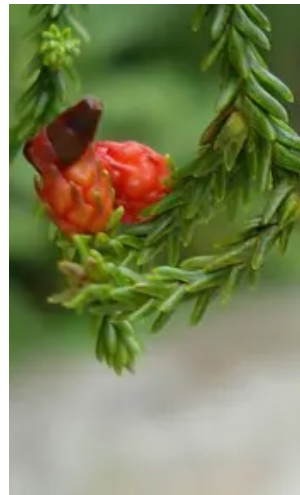


## 2.4 Planting Strategy

Precinct provisions include a requirement to utilise predominantly native species in riparian planting areas. This planty strategy has selected plant species that are native to the site and Auckland and will help to respect both natural and cultural values and the emerging character of the Pukekohekohe Gateway Precinct. These should form the basis of more detailed design at both the resource consent and engineering plan approvals stages of development.



***Phormium tenax*** - Harakeke



***Dacrydium cupressinum*** - Rimu



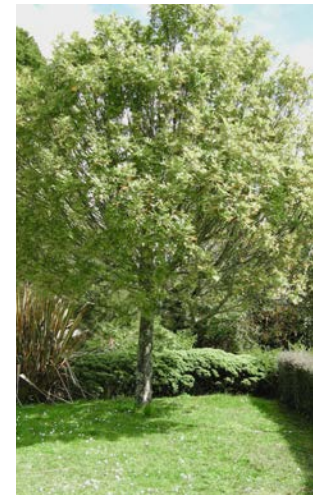
***Vitex lucens*** - Puriri



***Dysoxylum spectabile*** - Kohekohe



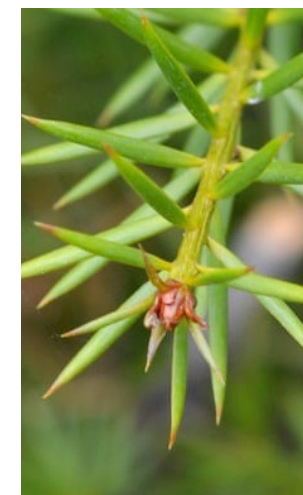
***Sophora microphylla*** - Kowhai



***Alectryon excelsus*** - Titoki



***Leptospermum scoparium*** - Mānuka



***Podocarpus totara*** - Totara



***Rhopalostylis sapida*** - Nikau



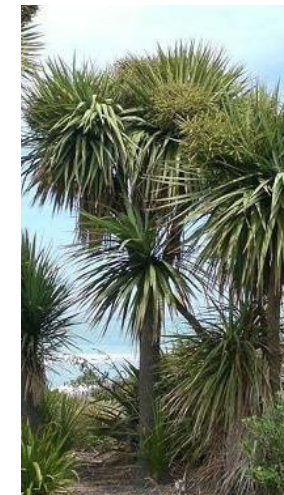
***Metrosideros excelsa*** - Pōhutukawa



***Beilschmedia tarairi*** - Taraire



***Carex virgata*** - Pukio



***Codyline australis*** - Tī kōuka



***Kunzea ericoides*** - Kanuka



***Carex secta*** - Purei



## 2.5 Urban Design Assessment

### 2.5.1 Land-use, Density and Built Form

The PPC proposes to adopt the Residential - Mixed Housing Urban Zone (MHU) across the majority of the Precinct. This aligns with the requirements of s77G of the Resource Management Act 1991.

Regardless of this requirement, the nature and density of development enabled by the MHU zone is considered appropriate in urban design terms for the Site. The MHU zone provides for a wide variety of typologies from detached housing (on a range of lot sizes) through to three-storey walk-up apartments. This provides for future design flexibility to enable development to respond to the varying aspects and interfaces that exist across the Site. In turn, this flexibility provides for an opportunity for a greater variety of households to potentially take advantage of residential development on the Site (e.g. families, young professionals, retirees). This is a core component of a Well-Functioning Urban Environment.

The PPC does not include provision for any centre zone or other business zone which could provide employment opportunities. The Site sits adjacent to two areas of General Business zoning which provide for small scale commercial, office and food and beverage activities as permitted activities. In addition, residential-compatible activities are able to locate within the MHU zone via resource consent (such as a child-care facility) should there be demand for this type of activity.

In terms of the density of development, conceptual masterplanning of the Site indicates that up to 500 dwellings could be accommodated on-site (assuming a variety of stand-alone, duplex, terraced and walk-up apartment typologies are utilised). This is equivalent of a gross-density of approximately 24 dwellings per ha and is consistent with other greenfield development areas in Auckland such as Auranga, Drury and Whenuapai. The ultimate density of development that could occur on Site will ultimately be determined by local market conditions and will be subject to a comprehensive design assessment under Chapters E38 and H5 of the AUP.

### 2.5.2 Movement Network

The relatively narrow shape of the Site combined with identified constraints (e.g. stormwater drain) will restrict the nature and extent of an internal road network. Whilst Chapters E38 and H5 of the AUP will support a good-quality development outcome on the land, the Precinct provisions provide some certainty that

a connected street network will eventuate along with dedicated active mode routes, integration with the stream corridor and connectivity between each of the sub-precincts. A potential street connection linking each sub-precinct was investigated but was considered unfeasible due to the requirement to manage stormwater attenuation / flooding and the resulting scale of a bridge structure combined with the relatively low number of homes proposed across the Site. As such, an active modes connection that could be integrated with stream naturalisation works was considered a more appropriate urban design outcome.

Not every road identified on the concept masterplan was included within Precinct Plan 1 to retain flexibility for the future design. However, the location of the key local roads, particularly where co-located with the protected trees provides along the historical Buckland Road alignment, would encourage a subdivision pattern similar to something similar to that shown on the concept master plan.

In terms of wider connectivity, the Precinct provisions include requirements to upgrade most of the Buckland Road frontage, provide for a pedestrian refuge / crossing on Buckland Road (to provide onward access to amenities in Buckland) and the provision of internal roads that provide access to services and amenities located north of the Site along Manukau Road. The Key Intersection is aligned with a similar requirement associated with the Buckland Road Precinct. In addition, it is anticipated that speed limits along Buckland Road are reduced to reflect the changing nature of this corridor.

Overall, the movement network is appropriate to the scale of development envisaged and will support good on site connectivity.

### 2.5.3 Ecology and Open Space

Key features of the Precinct include the identification of mature vegetation to be protected and incorporated in future development, the provision of a centrally located neighbourhood park, a Mahi Toi opportunity in the southern portion of the Site, and the co-location of the Open Space - Informal Recreation Zone with the stormwater drain / channel. In addition, the location of Tutaenui Stream along the southern boundary of the PPC area would trigger the need for a future esplanade reserve while on-site stormwater management devices (such as artificial wetlands) would further enhance the open space network that could be accommodated on-site. The race course and its immediate surrounds will also continue

to function as a key private piece of open space in the wider area. Overall, these features will assist in supporting high-level of neighbourhood amenity for future residents whilst also preserving some of the key natural characteristics of the Site as it currently exists.

The indicative location of a neighbourhood park (ca. 3,000m<sup>2</sup>) has been deliberately positioned to enable frontages to key internal roads, allow for integration of mature trees and also provide for the maintenance of sightlines (along street corridors) towards both Pukekohe Hill to the west and Puketutu to the east – both significant natural and cultural features in the wider landscape. The provision of a neighbourhood park to support the level of residential development enabled via the MHU zone is important for this Site given the distance to the wider open space network.

The proposed extent of the Open Space - Informal Recreation Zone is designed to enable for the relocation and naturalisation of the existing stormwater drain that passes through the Site. Schematic examples of what this could look like are provided as part of the Conceptual Masterplan. This will serve multiple functions including natural stormwater attenuation, ecological enhancement through riparian planting, on-site amenity for residents as well as acting as a buffer between future homes and the race course. Given the operational needs of ATR, the intention is to retain and maintain the land within the Open Space – Informal Recreation Zone however this provides greater certainty as to the eventual outcomes that could occur on the Site.

Precinct Plan 2 identifies 20 mature trees which are intended to be retained, where practicable, post-development (17 London plan and 3 Elm). 13 of these are positioned along the key local road corridor which follows the historic alignment of Buckland Road, while the remaining seven are positioned near the Site's Buckland Road frontage. These trees are a key feature of the Site currently and will provide upfront amenity and a scale of vegetation which is unusual in new greenfield subdivisions.

Overall, the approach to open spaces and ecology through the Precinct provisions will support positive urban design outcomes of the Site in a manner that is consistent with Chapters E38 and H5 of the AUP.

### 2.5.4 Site Interfaces

The Site features a variety of existing or future interfaces including the Race Course, general business / industrial activities, the rail corridor and likely future residential activities.

Future industrial land-uses to the south set out in the Structure

Plan was likely influenced by the presence of motor vehicle racing at the site and a way of proving a physical buffer to more sensitive residential activities. Given motor racing no longer occurs at the Site, we consider that future land-uses on adjacent FUZ land could incorporate residential zones. Nevertheless, existing stream corridors (including future esplanade reserves), Buckland Road itself and the potential retention of several mature London plane trees along the Site's western edge will provide an appropriate buffer / transition to respond to future industrial or commercial uses should these be advanced. In addition, there are a number of mature Pin Oak trees within the Buckland Road Corridor which have the ability to be retained to provide a further visual screen / buffer with adjacent business uses.

In terms of the interface with the race course, two key approaches have been adopted. Firstly, the use of the Open Space – Informal Recreation Zone provides a physical buffer within the PPC area to manage this interface. Secondly, sufficient space has been retained within the race course itself to enable ATR to introduce appropriate interface controls (e.g. landscaping or fencing) to manage any effects. Given the nature of ATR's operations, it is considered more appropriate that they retain control of these measures in a comprehensive manner rather than subject to individual land owners following a future subdivision process. We note this could also include consideration of future fencing covenants as part of the subdivision process.

For future sites located along the northern boundary, their orientation would also logically see outdoor living spaces positioned along this boundary providing further separation from adjoining uses and activities.

### 2.5.5 Summary

The concept master plan in conjunction with design precedents, although non-statutory, sufficiently demonstrates that the Site is capable of achieving a successful development outcome in line with the requirements of the AUP and proposed provisions. In terms of any adverse urban design effects of the PPC, we do not consider that the proposal would give rise to any effects that do not inherently come with land development.

The multi-disciplinary design process followed in the development of this PPC, including Precinct Plan and associated plan provisions will, in my opinion, be successful at delivering positive urban design effects whilst appropriately avoiding, remedying or mitigating potential adverse urban design effects.



# AUCKLAND THOROUGHBRED RACING

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