10 November 2025

Auckland Council

Attn: Tania Richmond

Via email: tania@Richmondplanning.co.nz

Pukekohekohe Gateway Plan Change Request – Response to Clause 23(2) Supplementary Further Information

The tables below set out our responses to matters raised in the Clause 23(2) supplementary further information request dated 11 September 2025, and further points of clarification requested 30 October. The tables are supported by the following attachments:

- Attachment 1: Proposed Pukekohekohe Gateway Plan Change
- Attachment 2: Sidra outputs
- Attachment 3: Site access intersection concept design
- Attachment 4: Refuge crossing concept design
- Attachment 5: B4.5 RPS assessment
- Attachment 6: Acoustic assessment
- Attachment 7: DP 556602 Title Plan
- Attachment 8: Transport Concept Designs

A number of amendments have been made to the proposed Pukekohekohe Gateway Precinct Provisions at Attachment 1 in response to the clause 23 requests and to correct minor errors.

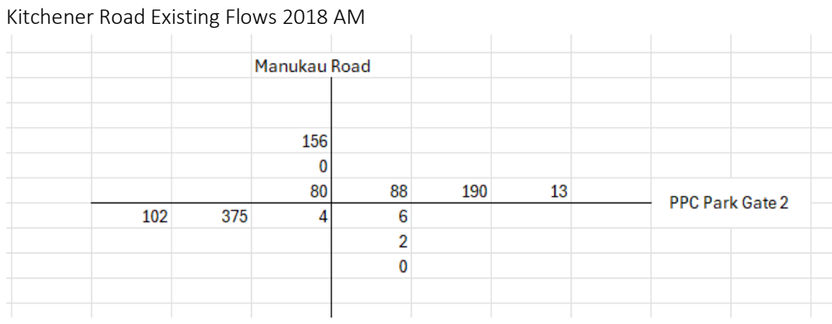
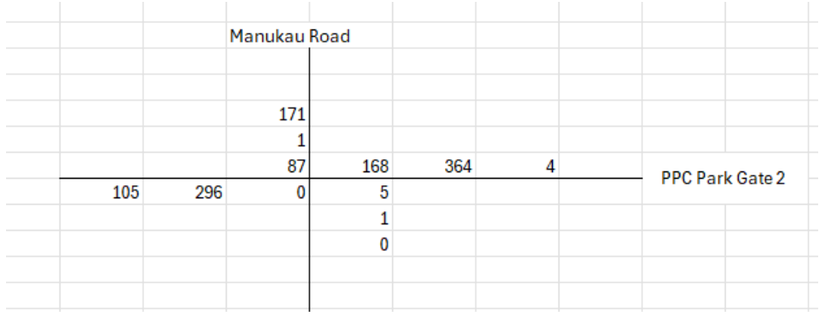
1. Clause 23(2) Further Information Request

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
Arboriculture				
Arb 1	Amenity trees assessment	Please provide a Notable tree assessment of the two groups of trees identified as 'Amenity Trees' as groups of trees.	It is accepted that each of the individual trees needed to be assessed. It is understood that if the lower scoring trees were included in a group, this would reduce the 'average' score for the group, potentially pulling the score down to less than the 20 point requirement for nomination. Notwithstanding this, as 'groups' these trees could meet any of the Special Factors criteria, potentially warranting their inclusion to the schedule. This can only be understood by undertaking the assessment of the two groups of trees identified as 'Amenity Trees' as groups of trees. This matter is unresolved.	An assessment is provided below for the two groups of 'Amenity Trees' against the relevant Special Factors Criteria within Section 8 of the Notable Tree Guidelines. In addition to the assessment below, it is noted that regarding a group scoring assessment under the Guidelines for Nominating a Notable Tree for Evaluation, the following threshold must be met when undertaking a 'group' assessment: *'When applying tree-specific factors to groups of trees an average assessment for all trees in the group should be used. At least one individual in a group must be scheduled independently as notable and all trees in the group must be physically close to each other or form a collective or functional unit'* Therefore, the averaging of tree scores does not provide any benefit when the guideline requires that at least one individual tree must be scheduled independently of the group. That being said, the average scores for the two groups are; 16 for the northern group and 15.08 for the southern group. **Special Factors Criteria Assessment** **Heritage** *Is associated with or commemorates an historic event (including Māori history or legend)* • Pukekohe Park Racecourse was originally established in 1919 as the Franklin Racing Club. Historical aerial imagery (refer to Figure 4 of the Arboriculture Report provided as **Appendix 5** to the section 32 Report) suggests the majority of the London plane trees were established around 1941. This is reaffirmed in the report by Paper Street Tree appended to the Arboriculture Report. There is no historical documentation linking the trees to the commemoration of any specific historic events. • Aside from the trees that are proposed to be scheduled, the engagement undertaken to date with representatives of Ngaati Te Ata and Ngāti Tamaoho has not identified any additional association or commemoration with a historic event, including Māori history or legend, in relation to the 'Amenity Trees'. *Has strong public associations or has an historic association with a well known historic or notable figure* • There is no historical documentation linking the trees to a notable figure. As outlined above, historic aerials suggest that the trees were established following the original establishment of the Racecourse. *Is strongly associated with a local historic feature and now forms a significant part of that feature* • These trees are not associated with a local historic feature that now forms a significant part of that feature. While the trees were planted along the old Great South Road alignment, this is not considered to be a significant historic element of the site or the broader area as this represents a small section of the original road alignment, the remainder of which has been maintained along the Buckland Road and Manukau Road corridors. • A community day open to the general public was held as part of the engagement and consultation completed prior to the lodgement of the plan change. Greenscene attended the open day to address proposed amendments to the Notable Tree schedule and the overall open space and landscape strategy. No members of the public raised

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
				comments in relation to the two groups of trees at the event, and no written feedback was received identifying their historic importance, or local significance. In addition, there are no features within the existing Pukekohe Park site that are identified under Schedule 14 Historic Heritage Schedule, Statements and Maps of the AUP(OP), recognising that there are no features within the site (that could be associated with existing trees) that would meet the relevant heritage significance criteria. **Scientific** *Is the only example of the species in Auckland or the largest known specimen of the species in Auckland (including height and lateral spread) (only applies to individual trees)* • While this criterion applies to individual trees, for completeness it is noted that the 'Amenity Trees' are not the only example of this species in Auckland, there are at least 676 individual London plane trees within Schedule 10 which makes up approximately 17% of the species in the Schedule. *Is a significant example of a species rare in Auckland or a native species that is nationally or regionally threatened (as assessed by the Department of Conservation (DOC) or on the regional threatened species list)* • These trees are not rare or native and are not on the regional threatened species list. *Has outstanding value because of its scientific significance* • These trees and London Planes have no outstanding values due to their scientific significance. **Ecosystem Service** *Provides critical habitat for a threatened native species population e.g., bats, chevron skinks, kiwi, yellow mistletoe etc.* • These trees do not provide habitat for threatened native species. An ecological survey of the site found no bats or native herpetofauna. The Ecological Impact Assessment prepared by Viridis (refer to **Appendix 11** of the s32 Report) also confirms that the ecological value of existing ecological features, including terrestrial connectivity and ecological function, as 'low'. **Cultural** *Demonstrates a custom, way of life or process that was common but is now rare, is in danger of being lost or has been lost* • These trees do not represent a custom or way of life that is rare, London Plane trees are still being planted on Auckland streets and parks today. In the last two years there has been a significant increase of London plane trees being planted by Auckland Council in public places as indicated by recent Urban Ngahere planting programs. *Has an important role in defining the communal identity and distinctiveness of the community through having special symbolic, spiritual, commemorative, traditional or other cultural value or represents important aspects of collective memory, identity or remembrance, the meanings of which should not be forgotten* • These trees are not considered to define the cultural identity or distinctness of the community and do not have any special symbolic, spiritual, commemorative, tradition or cultural value. As outlined above, a community open day was held prior to the lodgement of this plan change request, and no comments or feedback were received identifying any cultural, symbolic, spiritual, commemorative, or traditional values associated with these trees. *Is a landmark, or marker that the community identifies with* • While Pukekohe Park is possibly considered a landmark and marker within Pukekohe, the two groups of 'Amenity Trees' are not considered to be a landmark or marker for

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
				the wider community. As outlined above, the trees have not been identified or raised by the community during the course of engagement that has been completed. **Intrinsic** *Is intrinsically notable because of a combination of factors including the size, age, vigour and vitality, stature and form or visual contribution of the tree or group of trees* • It is noted that intrinsic value is subjective in nature. However, with regard to the Amenity Trees identified, there are no special characteristics that differentiates them. These trees have historically been pollard pruned which has resulted in extended upright growth of the canopy, this is not a natural shape or form for these trees and does not add to their character. These trees also have anthracnose which will reduce their vitality. • London planes have been planted historically and are still being planted in Auckland streets today mainly due to their size in providing shade and canopy cover, as such given the large size of these trees they are potentially overly represented within the Schedule 10 (approx. 17%) given that they generally dominate their surroundings, as such they usually score highly for their size. • The existing pin oak street trees along Buckland Road will also continue to grow and will over time reduce the visual impact of these trees when viewed from the public street as the pin oaks mature. • There are over 676 individual London plane trees within Schedule 10 spread across the Auckland Region (including Pukekohe). As identified above, with approximately 3867 separate tree points and groups of trees London planes make up approx. 17% of all Notable trees across Auckland. There are also examples of avenues of large London planes that are not included within Schedule 10 (i.e. Browning Street, Selbourne Street, Castle Street, Nottingham Street and Francis Street in Grey Lynn). London planes have been identified as being in the top 10 species of trees planted within streets in Auckland and within the top ten most common planted park trees in Auckland (Wilcox D, 2012). **Negative Effects** *Are there any matters that may weigh against the tree's long term protection at this location?* • While these trees are favoured for their hardiness and tolerance to a wide range of environmental and abiotic factors London Planes have been attributed to respiratory allergies and biogenic volatile organic compounds implicated in adding to air pollution (Vrinceanu D, et al. 2021). As large deciduous trees with very large leaves London planes also drop a significant amount of leaf material during leaf drop. This requires ongoing management and maintenance of leaf litter, and routine pruning. *Are these negative effects manageable through arboricultural or property management means?* • Management activities may be employed to address some of these issues however any form of management activity will likely not be a Permitted activity resulting in additional costs and wait times for approvals to actively manage these trees. *Is the tree species listed in the Regional Pest Management Strategy as a Total Control or Containment Plant or listed under the Biosecurity Act 1993 as an Unwanted Organism?* • These trees are not listed in the RPMS or as an unwanted organism under the Biosecurity Act.

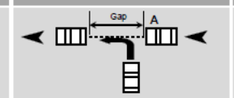
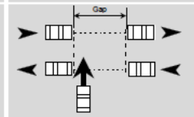
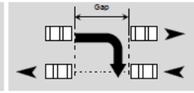
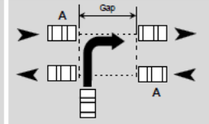
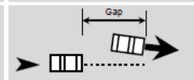
Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
Arb 2	Amenity trees assessment	Given the assessment of the Landscape and Visual Effects expert, please provide comment from the appropriate specialists on why these trees have not been considered to have any 'stand-alone' special factors (Section 8 of the AUP Notable Tree Nomination Form).	This is unresolved, but for simplicity, close this matter and instead rely on PL1 below (Notable trees, RPS B4.5.2 identification and evaluation).	As outlined above.
Arb 3	Notable tree assessment	Please provide scoring and relevant assessment of the two 'groups' of trees on the knoll.	No further information required.	N/A
Arb 4	Effects on 'Amenity trees'	What consideration has been given to including standards or rules such as the provision of Tree Protection for the Landscape Trees, in the form of additions to the Activity Table (Table IX.4.1) and Standards at IX.6, similar to those found at Chapter D13 Notable Trees Overlay and/or E16 Trees in Open Space Zones?	No further information required.	N/A
Transportation				
T 1	ITA	Please extend the crash analysis to cover the whole length of the roads fronting the PPC area (i.e. Manukau Road north of Kitchener Road).	No further information required.	N/A
T 2		Please provide an assessment of the accessibility of the plan change area for pedestrians and cyclists to key destinations (such as employment, schools, supermarkets, train station etc.), including the provision of drawings showing isochrones for the area accessible for pedestrians and for cyclists.	No further information required.	N/A
T 3		Please provide details of the trip generation rates from the various sources detailed in ITA Section 6.2, including the location of the traffic count at the residential development used to derive the average trip generation rates used in the assessment.	No further information required.	N/A
T 4		Please provide an assessment of the total person trip generation of the site and the likely mode split from the site.	No further information required.	N/A
T 5		Please provide the SIDRA model layout for each of the intersections modelled.	No further information required.	N/A

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
T 6		Please provide SIDRA Lane and Movement Summary Output for all the intersections modelled.	The SIDRA modelling output is not complete. The following information needs to be provided: 1. Buckland Road / Manukau Road / Kitchener Road roundabout output with PPC; 2. Buckland Road / Manukau Road / Kitchener Road T intersection without PPC 3. Central intersection roundabout (roundabout with PC87) baseline model required (Note: output provided in Appendix 8.3 and 8.4 are the same i.e. with PPC) 4. Southern intersection, PM peak model output is required. For the Buckland Road / Manukau Road / Kitchener Road existing / baseline model, the model should include the eastern leg of the intersection. This leg needs to be added as it increases the complexity of the intersection and motorists travelling ahead from Kitchener Road to the eastern leg were observed to be delayed at times in performing the movement. Please update the baseline model for the T intersection to include the eastern access. The southern intersection has been modelled as a network to model the effect of motorists using the flush median as a refuge when turning right out of the site. As this is a proposed intersection and the true operation is not known, the intersection should also be modelled in the traditional manner without motorists turning out of the site in two stages. This is required to better understand the worst case operation of the intersection if motorists do not utilise the median as a refuge area to wait before completing the turn. Please provide a model of the intersection as a single intersection with motorists not turning out of the site in two stages.	The Sidra outputs are provided at **Attachment 2**, including: 1. Buckland Road / Manukau Road / Kitchener Road roundabout output with PPC (**Attachment 2.1**); 2. Buckland Road / Manukau Road / Kitchener Road T intersection without PPC (**Attachment 2.2A-2.2C**); 3. Central intersection roundabout (roundabout with PC87) baseline model required (Note: output provided in Appendix 8.3 and 8.4 are the same i.e. with PPC) (**Attachment 2.3**); and 4. Southern intersection, PM peak model output (**Attachment 2.4A** and **2.4B**). All results show acceptable levels of service and delays during the peak hours modelled. **Item 2 - Kitchener Road intersection** In terms of the Kitchener Road intersection (Item 2)PC30 introduces the requirement to provide the Kitchener Road intersection as a roundabout. Should PC30 not progress, the SIDRA analysis demonstrating how the intersection would operate has been assessed. The eastern leg acts as service access during weekdays and as such very few movements have been recorded. The intersection was surveyed in 2018 and the AM and PM flows are shown in the snips below and have been modelled in SIDRA, refer to attached PDF outputs. Kitchener Road Existing Flows 2018 AM  Kitchener Road Existing Flows 2018 PM  These flows have also been included in the updated model including PC87 and the PCC site, accounting for the eastern leg, as per the AT comments, refer to attached SIDRA outputs.

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025

The results in the AM show little delay with a low degree of saturation. The results in the PM showed slightly longer delays, as such, further investigation into the delays has been undertaken. The critical acceptance headway and the follow-up headway are two basic terms which describe how a driver will decide whether to depart or not. The critical gap acceptance standard default values in SIDRA are 7.0 seconds for right turners on the minor road. Austroads Road Design Guide Part 4A: Signalised and unsignalized intersections, Table 3.5 specifies the critical acceptance gap for right turn movements from the minor road to be 5.0 seconds. This rate has been adopted on the Kitchener (Western Access) in the PM only in the SIDRA analysis and is reflected in the attached SIDRA output files.

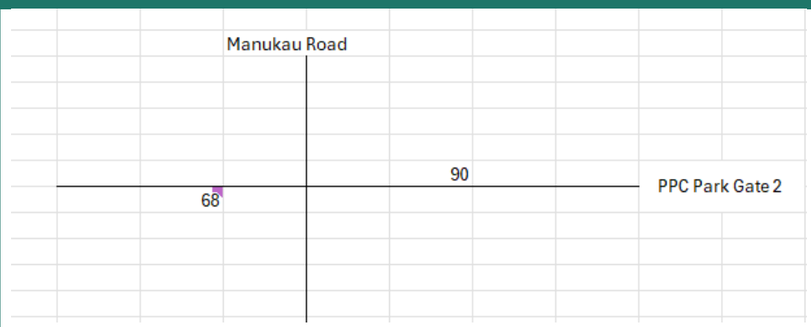
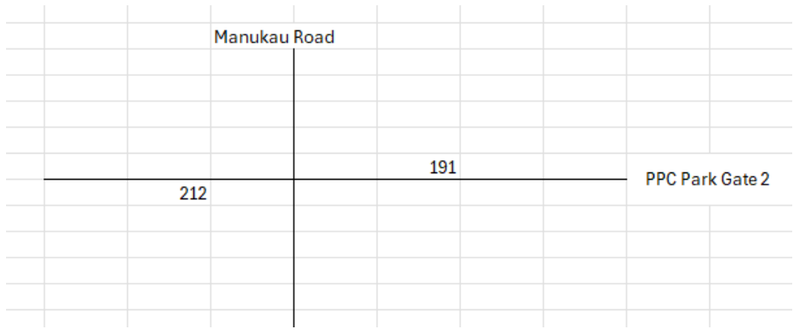
Table 3.5: Critical acceptance gaps and follow-up headways

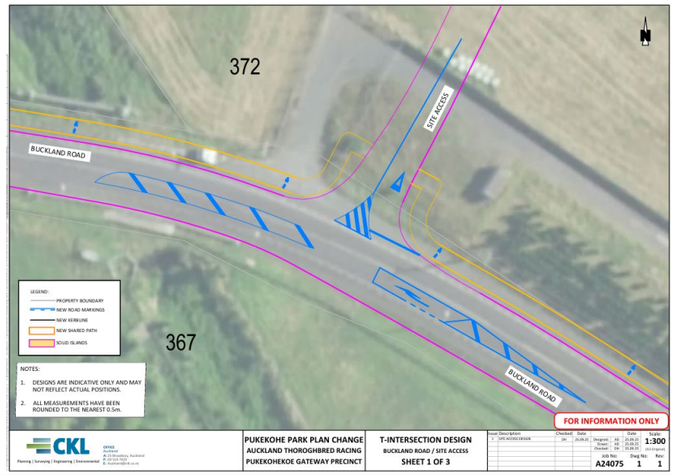
Movement	Diagram	Description	t_a[1] (sec)	t_f[2] (sec)
Left turn		Not interfering with A Requiring A to slow	14–40 5	2–3 2–3
Crossing		Two lane/one way Three lane/one way Four lane/one way Two lane/two way Four lane/two way Six lane/two way	4 6 8 5 8 8	2 3 4 3 5 5
Right turn from major road		Across one lane Across two lanes Across three lanes	4 5 6	2 3 4
Right turn from minor road		Not interfering with A One way Two lane/two way Four lane/two way Six lane/two way	14–40 3 5 8 8	3 3 3 5 5
Merge		Acceleration lane	3	2

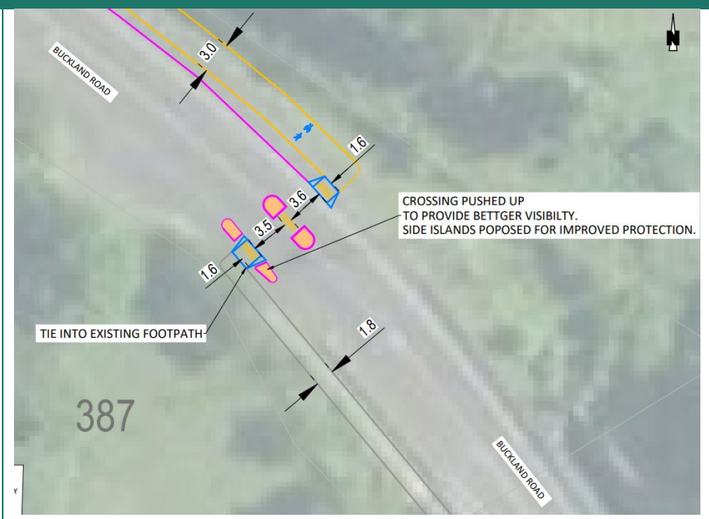
1 t_a = critical acceptance gap (sec).
2 t_f = follow-up headway (sec).

Finally, and in addition to these scenarios, a third scenario has been tested that includes the existing flows and PC87. This model is also attached. The PC87 flows are shown below and have been added to the existing flows. The critical gap acceptance of 5.0seconds has also been adopted on the Kitchener (Western Access) in the PM only.

PC87 AM

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
				 PC87 PM  In summary, the following scenarios have been tested for the Kitchener Road intersection: 1. Existing traffic flows (**Attachment 2.2A**); 2. Existing + PC87 (**Attachment 2.2B**); and 3. Existing +PC87+PCC (**Attachment 2.2C**).
T 7		Please demonstrate that the SIDRA model of the existing layout of the Kitchener Road / Manukau Road / Buckland Road intersection has been calibrated against existing conditions, including delays and queues.	No further information required.	N/A
T 8		Please provide an assessment of the cumulative effects on the operation of the transport network due to the proposed plan change and events within Pukekohe Park Precinct, such as markets and/or racing events.	No further information required.	N/A
T 9		Please confirm the extent of the upgrade works to the whole of the eastern side of Buckland Road along the site frontage other than the provision of a path as set out in Table IX.6.1.1(c), e.g. what works are to be undertaken to upgrade Buckland Road to an urban standard.	Whilst a concept design of upgrades to the Buckland frontage has been provided, it is still not entirely clear what upgrades along Buckland Road are proposed. Please clearly set out the upgrades proposed along Bucklands Road. This information is required to understand whether the upgrades are sufficient and have been adequately covered in the Precinct Provisions.	Refer AT11 which outlines the upgrades required under the Pukekohekohe Gateway Precinct with respect to Buckland Road.

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
T 10		Please provide an assessment of the chosen location of the southern key intersection into Sub-precinct B that demonstrates that the location is safe, has appropriate visibility and that the road is suitable for the proposed intersection (including any widening for the right turn bay). This should take into account the existing and anticipated future speed limit on Buckland Road.	The assessment of visibility at the access is acknowledged. However, a concept design is required of the intersection to demonstrate its feasibility, taking into account the constraints to the north of the access to provide widening for the right turn bay. This may also impact on the ability to provide the shared path as indicated on the drawings in Appendix 9 of the response. Please provide a concept drawing of the southern intersection to demonstrate that an intersection is feasible at the location proposed.	A concept drawing of the southern intersection is included at **Attachment 3**. A snip is also provided below for ease of reference: 
T 11		Please provide concept layouts of the intersections at: Kitchener Road / Buckland Road / Manukau Road / Sub-precinct C; and a) Buckland Road / PC87 / Sub-precinct A. b) The layouts should take into account the existing and anticipated future speed limit on Buckland Road.	No further information required.	N/A
T 12		Please demonstrate that it would be feasible to provide a roundabout for the central key intersection should development with the proposed plan change proceed ahead of development of PC87.	No further information required.	N/A
T 13		Please provide an assessment that demonstrates that the refuge island crossing for pedestrians and cyclists on Buckland Road at the southern end of the plan change can be provided safely (including a visibility assessment), and key dimensions that show that the refuge if feasible and can be provided within the available carriageway width. The assessment should take into account the existing and anticipated future speed limit on Buckland Road.	The assessment of visibility is acknowledged. The ability to provide visibility from the south for northbound traffic, particularly for ASD, should be demonstrated on a plan as visibility to an object 0.0m high on the road (i.e. pedestrian refuge island) appears to be constrained by the horizontal alignment of the road and the presence of safety barriers and fencing. This is required to demonstrate that the location of the pedestrian crossing is feasible and can be provided safely.	The Critical Safe Distance (CSD) is based on the stopping sight distance required for a driver to perceive a hazard (such as the pedestrian in a refuge island), react, and safely stop and is documented in Section 3.3 of Austroads Guide to Road Design Part 4A: Unsignalised and Signalised Intersections. The proposed pedestrian refuge is to be situated just outside the 50km/h posted speed environment (at the northern end of the creek bridge), and would provide for 223.3m between eastbound vehicle and pedestrian and 163.0m from westbound vehicle to pedestrian based on our site visit. The crossing design can be seen below:

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
				  The posted speed limit is 80km/h; however, the proposed location of the refuge island crossing is just north of a curve. Given this, the actual speed of oncoming vehicles is expected to be lower. A site visit was conducted to observe the speeds of oncoming vehicles in both directions at this location, and the results are as follows:

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025

Speed Taken	***Southbound (km/h)***	***Northbound (km/h)***
	75	56
	74	58
	64	50
	63	55
	66	60
	63	62
	63	59
	72	55
	63	64
	58	57
	60	57
	64	55
	66	59
	65	63
	54	54
	55	62
	68	58
	80	59
	60	57
	66	55
		54
Average	65	58
85th percentile	**72**	**62**

Based on the survey, the 85th percentile speed is above, and is a more accurate representation of the speeds used to check sight distances.

The CSD has been assessed against the 85th percentile car speed established during the site visit, a walking speed of 1.2 m/s and a crossing length of 5.2m (the crossing distance is taken from the 1.6m setback distance and the refuge island). The calculation for CSD is:

CSD = t*V/3.6

<u>Northbound CSD:</u>

CSD = 125.0m using the 62km/h 85th percentile speed.

Availability = 126m - satisfied

<u>Southbound CSD:</u>

CSD = 145.0m using the 72km/h 85th percentile speed.

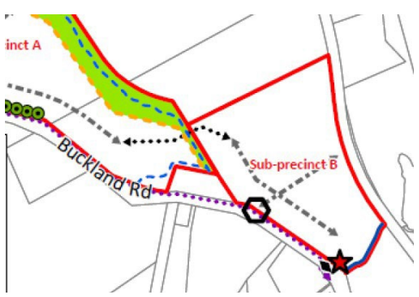
Availability = 171m – satisfied

For added measure, we have pushed up the pram crossing to give clearer visibility of the pram and also added side islands to give pedestrians more protection. Please see the crossing design and full visibility check included at **Attachment 4**.

It is further noted that it is likely, although not confirmed, that speed limits will reduce from the current 80km / hour as a result of this application, thereby further enhancing safety. This assumption has been discussed Auckland Transport with respect to discussions on what the ultimate roading environment would include (refer AT 10 below).

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
T 14		Please provide details as to the intended ownership of the active mode connections between Sub-precinct A and B, and between Sub-precinct A and C, and the anticipated standard of these facilities (e.g. width and type of surface).	No further information required.	N/A
T 15		Please provide details as to what will trigger the provision of the active modes connection between sub-precincts A and C and how this is reflected in the Precinct Provisions.	The mechanisms for the provision of the active mode connections between Sub-Precinct A and C within the Plan Change area are not 100% clear. The use of the assessment criteria does not provide any certainty that the link would be provided, only an assessment of how active mode connections are provided along local roads. Please explain how the Precinct Provisions will ensure the link between Sub-Precinct A and C will be provided.	Amendments have been made to Matters of Discretion IX.8.1(1)(a) and Assessment Criteria IX.8.2(1)(a) to include consideration of whether active mode connections are provided generally in the location shown on the Precinct Plan. This is a similar approach to the assessment of Indicative Local Roads. In addition, this link provides for an active mode connection between Sub-Precinct A and the eastern side of Manukau Road where active mode facilities required by Standard IX.6.2.1(b)(i) will be available, as opposed to the Sub-Precinct C land. A direct internal active mode connection between Sub-Precinct A and Sub-Precinct C is not identified as a necessary outcome. The operative zoning of Sub-Precinct C is Business – General Business zone rather than residential, which significantly limits demand for direct internal access.
T 16		Please provide analysis or assessment that demonstrates that a shared path along Buckland Road is an acceptable form of facility for pedestrians and cyclists, noting that shared paths are not an approved form of facility in Auckland Transport's TDM.	The existing examples of cycling facilities have been in place for quite some time and are no longer best practice. Therefore, it is unlikely such facilities would be approved by Auckland Transport for implementation without sufficient scrutiny and Departures from Standard. Shared paths are not an approved Auckland Transport cycling facility and would require Departures from Standard. Further assessment is required to demonstrate that these would operate safely and are an appropriate facility. This is needed as it would not be appropriate for the Precinct to require a facility that is inconsistent with Auckland Transport's standards. Advice Note: If the shared path is specified in the Precinct Provisions this, does not constitute an approval from Auckland Transport of the facility and a Departure from Standard will still need to be sought.	Auckland Transport's comment that shared paths are not listed as a "preferred" facility within the Cycling Chapter of the Transport Design Manual (TDM) is acknowledged. However, this does not amount to a prohibition. AT's own Engineering Design Code (Cycling Infrastructure) contains a dedicated shared path section, specifying widths, markings and design mitigations. It states: "A shared path is not an approved type and may only be used where numbers of cyclists and pedestrians are low enough to avoid frequent conflict" and: "If conflicts are frequent, consider creating separate paths for each mode." This makes it clear that shared paths are an accepted facility type where contextually appropriate, subject to design. National guidance also confirms their legitimacy. NZTA's Cycling Network Guidance (Shared Paths) notes: "Road controlling authorities are required to use signs and/or markings to designate a shared path…" and provides detailed instructions for when and how they may be applied. Similarly, the Austroads Guide to Road Design Part 6A includes shared use paths as a standard tool. This site frontage is exactly such a context. Buckland Road is a semi-rural arterial corridor with very limited existing pedestrian demand and negligible recreational cycling activity. There are few side roads or driveways, generous verge width, and the opportunity to mitigate conflicts at the roundabout and driveways through raised crossings, localised widening, and clear path markings. In these circumstances, a shared path is entirely appropriate and safer than forcing cyclists into live traffic lanes or relying solely on circuitous local road routes. It is also consistent with current practice. AT is itself continuing to design and deliver shared paths, including the now open Glen Innes to Tāmaki Drive Shared Path Stages 1 to 3, and Stage 4 which is now under construction. Auckland Council and AT are also advancing the Te Whau Pathway, a 12 km shared path connecting the Waitematā and Manukau harbours. These projects demonstrate that AT continues to promote shared paths as safe, practical and community-enhancing facilities where conditions suit. Accordingly, while it is acknowledged that in high-density urban centres with heavy pedestrian flows separated facilities are preferable, in the Buckland Road frontage context

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
				a shared path represents the most proportionate, safe and cost-effective solution. It materially improves today's zero-facility baseline, ensures direct and legible connections to both Buckland and Pukekohe, and provides for integration with the frontage facility required under PC87 (with contingency provisions should the subject site be constructed prior to PC87). Any necessary Departure from Standard can be addressed at the detailed design stage, but there is no reason to exclude the shared path from the precinct provisions at Plan Change stage.
T 17		In the event that PC87 upgrades along Buckland Road do not occur prior to development within sub-precincts A or B, please provide details as to what active modes facilities will be provided along Buckland Road and/or provide details as to how active modes will be able to travel north of Kitchener Road.	No further information required.	N/A
T 18		Please provide details as to how the specific transport infrastructure upgrades listed in item 4.1(a) to (f) inclusive of the covenant will be incorporated into the proposed Precinct Provisions.	The extent of the street lighting upgrades south of the proposed Kitchner Road / Buckland Road / Manukau Road roundabout is not sufficiently articulated, which could create difficulties for users of the Precinct Provisions. Please review the description of the works in Table IX.6.2.1 Row (b), Column 2 to provide greater clarity over the expected street lighting works anticipated by the covenant for PC30 (Covenant clause 4.1(e)).	Table IX.6.2.1(1)(b) has been amended for further alignment and consistency with the wording of covenant clause 4.1(e): Provision of a single-lane roundabout~~, including street lighting on the southern approach,~~ 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, and including the necessary street lighting as part of the urban transition on the southern approach to the roundabout.
Planning, Statutory and General Matters				
PL 1	Notable trees, RPS B4.5.2 identification and evaluation	Please include a specific assessment of Policies B4.5.2(1) and (2) drawing on the arboriculture, landscape and archaeological assessments to inform the evaluation.	The RPS assessment of factor 'a) heritage or historical association' does not evaluate the level of significance of this factor having regard to the landscape and archaeological assessments. This matter is outstanding. The RPS assessment of factor 'd) cultural association and accessibility' refers only to Ngaati Te Ata Waiohua and Ngati Tamaoho having no cultural associations in relation to the trees. Cultural association is not limited to the relevant iwi associated with the area. As stated in the policy assessment criteria, this assessment could include what role the trees play in defining the community identity or important aspects of collective memory, identity or remembrance. This matter is outstanding. The RPS assessment of factor 'e) intrinsic value' refers to the seven trees scoring highly enough in the 'Tree Specific Factors' rather than in the Section 8 – Special Factors (Stand-alone) section for their intrinsic values. The groups of London plane trees could also arguably be assessed as having intrinsic value (under the stand-alone category) as groups. There are limited examples locally	Refer to **Attachment 5** for the updated assessment against B4.5 of the RPS.

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
			of such large groups of mature London plane trees such as these. Please assess the London plane trees under this factor.	
PL 2	RPS B2.5	Please provide an assessment against AUP RPS B2.5 Commercial and industrial growth.	No further information required.	N/A
PL 3	Stream naturalisation	It is understood the stream realignment and naturalisation will be part of a future resource consent process. While it is not necessary to ensure all consents are or will be granted before considering the plan change, given the stream realignment and naturalisation is a key part of the precinct plan outcomes, further information is required to understand: a) Is there are a reasonable expectation that these works would be granted consent, noting that under Chapter E3 these works would be a non-complying activity? b) What are the implications on the precinct provisions if the final stream realignment differs considerably from that shown on IX.10.1 Pukekohekohe Gateway Precinct: Precinct Plan 1 – Indicative Road and Open Space Network?	The resource consent application (BUN60455499) for the steam realignment and associated works was received on 1 September 2025. This has been assessed as a discretionary activity. The stream alignment shown in the resource consent does not match the indicative alignment shown on the precinct where it abuts the Watercare Services Limited boundary with the pumping station. While the precinct plan is indicative, it should be reasonably aligned with the resource consent. 	There is an existing watercourse within the proximity of the Watercare Services Limited boundary and the proposed works under resource consent application BUN60455499 do not relate to this existing watercourse. The legend of Precinct Plan 1 has been amended to 'Indicative future stream alignments' to greater recognise the indicative nature of the stream alignments that are identified, and provide for an appropriate degree of flexibility in terms of the indicative alignments for the watercourse which abut the pump station site and are located within the proposed Open Space Zone. Accordingly, it is considered that the outcome of the resource consent does is not required to be determined to address PL 3.

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
			 As the outcome of this resource consent has yet to be determined, a response to PL3 is outstanding.	
PL 4	Medium Density Residential Standards	As discussed during pre-lodgment consultation, Schedule 1, clause 25(4A) requires the Council must not accept or adopt a request if it does not incorporate the MDRS as required by section 77G(1). A proposed amendment to the RMA may mean this is no longer required if that part of Plan Change 78 requiring MDRS be incorporated into every relevant residential zone is withdrawn. The outcome of the RMA Amendment and the Council's decision on MDRS is not known at this time. Please advise whether you wish to put the Council's decision regarding clause 25 on hold until this matter is resolved. Noting that this can be revisited once clause 23 matters are resolved.	On the understanding that this will be revisited once other clause 23 matters are resolved and prior to the clause 25, this matter is suspended at this time.	Auckland Council made a decision on 24 September 2025 to withdraw Plan Change 78: Intensification (PC78) in part, except as it relates to the Business – Metropolitan Centre zone and related precincts (excluding Westgate and New Lynn precincts) and qualifying matters. Public withdrawal is expected to be given on 9 October 2025. On this basis, MDRS is not proposed to be incorporated into the proposed Pukekohekohe Gateway Precinct.
PL 5	Land covenant (Instrument No 10148071.4)	Land covenant (Instrument No 10148071.4) included in the bundle of certificates of titles grants rights relating to Wastewater Operations (Pukekohe Wastewater Pump Station (WWPS)). Clause 6 references operations that generate noise, odour and visual effects. While this is a covenant between the parties, please advise: a) What consideration has been given to the implications of this covenant on the proposed re-zoning of adjoining land for residential activities. b) What standards may be necessary in the precinct plan address this matter. For example, the Neighbourhood Design Statement outlines that the Precinct Provisions include urban design-related provisions aimed at ensuring successful development outcomes, including the establishment of a 'physical buffer' with WWPS.	This matter is still being considered.	Noted.

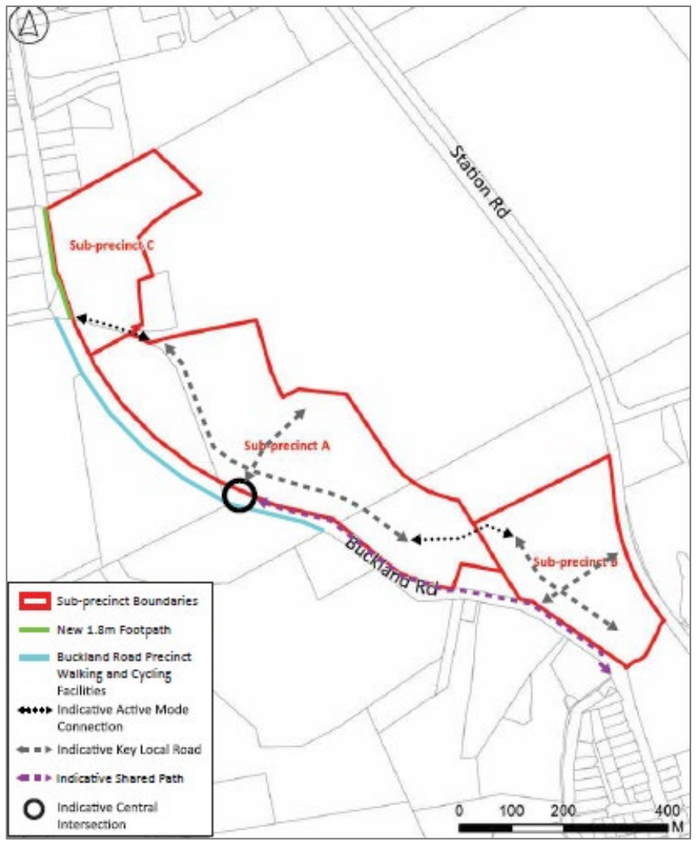
Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
PL 6	Reverse sensitivity	The Acoustic Assessment states: *The operation of the pumpstation is currently required to comply with the same numerical noise limits at the existing notional boundary of 353 Buckland Road (approximately 18m away from the boundary of the pumpstation). We consider that this existing requirement will result in noise emissions in the Residential Zone of the Pukekohekohe Gateway Precinct that are similar or lower.* a) Please confirm that the current noise level requirements applying at the boundary of 360 Buckland Road (not owned by Auckland Thoroughbred Racing Inc) is I434. Pukekohe Park Precinct, Table I436.6.31 General noise standards. b) If Table I436.6.31 General noise standards applies, how comparable is this to Table E25.6.19.1 Noise levels at the business zone interface which will apply with the plan change? Precinct, Table I436.6.31 General noise standards.	No further information required.	N/A
PL 7	Mahi Toi Cultural Structures	Table IX.4.1. Activity table lists Mahi Toi Cultural Structures as a permitted activity. IX.6 Standards states the Mixed Housing Urban zone and Open Space – Informal Recreation zone standards do not apply to Mahi Toi Cultural Structures within the Pukekohekohe Gateway Precinct. No standards applying to Mahi Toi Cultural Structures are included within the Pukekohekohe Gateway Precinct. Please advise how adverse effects of the height and bulk of the Mahi Toi Cultural Structures will be managed in the absence of standards and achieve a compatibility with the scale of building and anticipated character of the two zones.	No further information required.	N/A
	I434. Pukekohe Park Precinct			
PL 8	Interface with residential activities	Standards I434.6.1 Noise and I432.6.2 Special noise events Please advise how the number of special noise events in each of the noise limits categories has been established.	No further information required.	N/A
PL 9	Interface with residential activities	Standard I434.6.8 Helicopter flights a) Please advise the need for 60 helicopter movements in any 12 month period. b) Please advise if this reflects the current number of helicopter movements that have occurred on site in the last 3 years or is to cater for a potential future increase in activities on the site.	No further information required.	N/A

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
PL 10	Interface with residential activities	Standard I434.6.9 Temporary buildings a) Please advise the reason for the increase in the duration of temporary buildings from 90 to 120 days. b) Please advise if this increase is related to existing temporary buildings or a potential future increase in activities on the site.	No further information required.	N/A
Auckland Transport				
AT 1	Anticipated yield	Please provide information to demonstrate how the yield outlined in the ITA has been calculated (i.e. 500 dwellings anticipated across the plan change site).	No further information required.	N/A
AT 2	Dwelling distribution	Please provide information to demonstrate how the distribution of dwellings (and related traffic) across Sub-precinct A and Sub-precinct B has been calculated (i.e. two-thirds of dwellings anticipated within Sub-precinct A and a third in Sub- precinct B).	No further information required.	N/A
AT 3	Other PC sites	The ITA should include a plan showing the other plan change sites. Section 4.1 of the ITA states that this is shown by Figure 2, but it does not.	No further information required.	N/A
AT 4	Existing public transport	Section 3.6 Public Transport of the ITA is out of date and should be updated to include a more up to date assessment of existing and confirmed future public transport provisions for the area, and how future residents will access these services. The #398 bus service was discontinued in July 2021 when the Waikato Regional introduced the #44 bus service. In addition, while the RPTP included plans for an AT Local in the area, this has been paused because of concerns about the ability of a potential on-demand service to work well as a first/last leg option for people accessing the train station. Instead, the local bus services have had frequency upgrades to better match the train timetable. Accordingly, there are all-day services past the site, although the frequency ranges from about 30 to 60 minutes in the peak and 2-hourly off-peak and on weekends.	No further information required.	N/A
AT 5	Plan change area	Confirm the boundary of the proposed plan change area. Figure 14 in the ITA shows the small section of Business – Light Industry zoned land on Buckland Road but this area is not included in the boundary of the Proposed Precinct Plan.	No further information required.	N/A

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
AT 6	Pedestrian crossing facilities	Section 5.3 Indicative Active Mode Connections in the ITA states that a raised pedestrian (zebra) crossing will likely be provided on the northern or southern leg of the proposed middle roundabout (Sub-precinct A). The proposed precinct plan should be updated to include the indicative location and design of all proposed raised pedestrian crossing facilities, noting that facilities should be provided on all sides of the proposed intersections The proposed precinct provisions should also be updated to include this as a required transport upgrade.	No further information required.	N/A
AT 7	Active modes	Please clarify the active mode facilities that are proposed within the site and their locations. The plans provided in the ITA and precinct provisions show different locations. It is also noted that the active mode connection between Sub-precinct A and B is only possible through the open space due to stormwater pond location. Please show this accurately on plans.	The precinct plan has not been updated to accurately reflect the active mode link between Sub- precincts A and B – the current line indicates a direct link (which AT would prefer) but AT understand this is not possible due to the stormwater pond location. The direction and location should be shown accurately at plan change stage. In relation to the above, please clarify which precinct provision will ensure this active mode connection between Sub-precinct A and B is constructed prior to occupation of these precincts. (Noting T15 is similar)	The active mode link between Sub-Precincts A and B is located over 'indicative stream alignments' as shown on Precinct Plan 1. A direct connection between Sub-Precincts A and B, as has been shown on the Precinct Plan, can be achieved through engineering solutions, for example a bridge for pedestrians and cyclists. The detail of this solution and the exact alignment of the connection will be determined as part of the resource consent process. The active mode link can therefore be constructed generally in the location identified, noting that the Precinct Plan 1 shows this link as indicative, as is the standard approach for all structuring elements that are shown in a precinct plan. The relevant standard also requires the delivery of this link to be 'generally' in accordance with the Precinct Plan, providing an appropriate degree of flexibility. The relevant precinct provisions which ensure the active mode connection between Sub-Precinct A and B is constructed prior to the occupation of these precincts are identified below: • Activity table IX.4.1 (A2) and (A6) require resource consent for a restricted discretionary activity for any subdivision proposed within Sub-Precinct A and B, or any new buildings/development prior to subdivision; • Standard IX.6.1 and Table I.6.1.1 apply to these activities, and Table I.6.1.1(d) is relevant to this active mode link. Column 2 requires the 'provision of the active mode connection between Sub-Precinct A and Sub-Precinct B, generally in the location shown in IX.10.1 Precinct Plan 1' and Column 1 identifies that the Column 2 works are required 'prior to the occupancy of any new dwelling within Sub-Precinct A and Sub-Precinct B' • Further, standard IX.6.1(2) requires that applications for resource consent demonstrate that the Column 2 works are either already constructed/operational, under construction, or proposed to be constructed under the same application. • Standard IX.6.1(3) requires that where the works are not already constructed/operational, an augier condition is confirmed that 'no dwellings shall be occupied until the relevant infrastructure upgrades and constructed and operational'.
AT 8	Speed limits	What are the safety implications if the speed limit on Buckland Road is not reduced? The ITA and traffic modelling assumes that the speed limit along the Buckland Road frontage will be lowered from 80km/h to 50km/h. While it is assumed that the speed limit will be lowered on Buckland Road as urbanisation occurs, this cannot be guaranteed, nor should it be assumed that it would be in place on day 1. The ITA assessment should consider the existing and potential future speed limit on Buckland Road,	No further information required.	N/A

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
		and how the intersections will perform at the higher speed.		
AT 9	Modelling	Section 7.2 of the ITA states that if the roundabout required by PC30/sub-precinct C is not constructed, the existing T-intersection can operate at a reasonable level. Provide information explaining how a LOS F at the PM peak with an average delay of 74 second for right-turn movements onto Buckland Road from Kitchener Road is considered acceptable.	This is partly satisfied, but for simplicity, AT is comfortable to close this matter and instead rely on Martin Peake's T6 request re SIDRA modelling.	Noted.
AT 10	Noise	AT seeks that acoustic attenuation provisions are included within the precinct provisions to protect activities sensitive to noise from adverse effects arising from the road traffic noise associated with the operation of Buckland Road. The volume of traffic on an arterial road in Auckland generally exceeds volumes along state highways and, as such, this has become a common provision in private plan changes.	AT supports the acoustic attenuation provisions that have been added to the precinct for Buckland and Kitchener Roads. However AT seeks further clarification on the chosen identification metric. The applicant's preferred option is an undulating line based on worst case situation. AT would recommend an approach of: • basing the assessment on likely ultimate environment; and • using a simple metric such as 35m or 40m distance from the road. This is the approach used in recent private plan changes.	Additional acoustic modelling has been undertaken by Styles Group based on the likely ultimate environment, which is understood to include the following, with agreement from Auckland Transport: • A reduced speed limit of 60 km/hr; • A road surface with asphalt/smooth concrete; and • Acoustic screening to be provided from future built development adjacent to Buckland Road and Manukau Road. The assessment by Styles Group is included at **Attachment 6.** In summary, their assessment considered setbacks of 40m, 55m, and 60m against the 57dB LAeq(24hr) contour line within the ultimate environment, and found that, based on the conceptual masterplan, which is an indicative scenario of how residential development may be laid out within the Plan Change area: • The 40m setback would require acoustic treatment of all dwellings exposed to road traffic noise levels greater than 57dB LAeq(24hr), except for 12 dwellings that are outside the setback. • The 55m setback would require acoustic treatment of all dwellings exposed to road traffic noise levels greater than 57dB LAeq(24hr), except for 7 dwellings that are beyond the setback. • The 60m setback would require acoustic treatment of all dwellings exposed to road traffic noise levels greater than 57 dB LAeq(24h) but would also require the acoustic treatment of approximately 55 additional dwellings that do not require acoustic treatment. It is noted that in this case, the 57dB LAeq(24hr) contour line is not uniform, and varies significantly across the frontage of the plan change area along Manukau Road and Buckland Road. The proposed Precinct Provisions have been amended to adopt a distance of 55m from the centreline of Manukau and Buckland Road as the identification metric on the basis that: • In terms of managing potential effects, a 55m distance will include the areas adjacent to Manukau and Buckland Roads that are the most sensitive to noise effects from road traffic, and will ensure that future buildings can be designed and constructed to manage potential effects on health and safety and amenity. Although the acoustic modelling indicates that a limited of dwellings may be excluded from requiring acoustic treatment at the 55m distance, this is based on a conceptual masterplan for the plan change area

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
				only, which does not represent the ultimate form of development. The scale of potential adverse effects is therefore considered to be limited under this scenario. • In terms of considerations in accordance with section 32 of the RMA, the inclusion of a 55m nominal distance to identify the area in which to manage noise effects from road traffic is considered to be efficient and effective in achieving Objective IX.2(7) for the following reasons: o Applying a metric will simplify the provision in comparison to the previous mapped contour line, and achieve consistency with a number of other recent precincts included in the AUP(OP); o In comparison to a 40m distance, will ensure a larger area that is sensitive to noise effects can be appropriately managed in accordance with the acoustic attenuation requirements of the proposed standard; and o In comparison to a 60m distance, would avoid unnecessarily requiring acoustic treatment for a significant spatial area, that is estimated to equate to approximately 55 future dwellings. Overall, and with regard to the potential adverse effects and costs associated with a 55m and 60m, as well as the varied nature of the relevant contour line in this instance, applying a setback distance of 55m is considered to be the most appropriate.
AT 11	Buckland Road	The following additional connection should be provided, and Precinct Plan 1 should be updated accordingly: An active modes connection along the eastern side of Buckland Road (Sub- precinct A frontage).	AT continues to seek provision of a safe, functional and continuous active mode network where urbanisation is occurring ahead of planned upgrades to roads or ahead of development timing in the FDS. The proposed development is urbanising the precinct, and the frontage of the entire precinct should be urbanised to appropriately respond to this development. (Noting that the covenant for the Business zoned land required full frontage upgrade and it is not being achieved by current provisions.) AT seeks that the active mode network provides a safe, functional and continuous facility. In order to achieve this, AT seeks that the developer provides a direct active modes connection along the eastern side of Buckland Road (Sub-precinct A frontage). Either an interim facility or full upgrade. Interim could be 1.8m wide with berm width (total of 6m wide) for future upgrade. The required standard width is 2.5m for a bi-directional cycleway and additional space is required for a pedestrian pathway. A 1.8m or 3m shared path would require a Departure from Standard from AT during the consenting or engineering stage. Further assessment would be required to demonstrate that these would operate safely and are appropriate facilities. (Noting this is similar to T16) In addition, AT seeks that the provision for 'if the active mode path and related infrastructure on the western side of Buckland Road is not constructed and operational' is strengthened. AT recommends that it is a	The overall approach of the Pukekohekohe Gateway Precinct is to provide safe and efficient active mode connections between the Precinct and the existing urban environment to the north of the Kitchener Road/Manukau Road/Buckland Road intersection. The precinct achieves this through providing active mode connections that are integrated with transport upgrades that are required for other sites within the surrounding environment. This includes the Buckland Road Precinct (I455) which requires construction of a footpath and cycling facilities along the western side of the Buckland Road, between the southern Buckland Road Precinct boundary (southern boundary of 303 Buckland Road) and to the south of the Kitchener Road/Manukau Road/Buckland Road intersection. On this basis, the Pukekohekohe Gateway Provisions provide for the following upgrades with respect to Buckland Road (as illustrated in Precinct Plan 1): • A shared path along the eastern frontage between the boundary of 372 Buckland Road/466 Buckland Road and the boundary of 301 Buckland Road/303 Buckland Road (the Indicative Key Central Intersection). o This is shown in Precinct Plan 1 as the 'Indicative Shared Path' and is required under Table IX.6.1.1(c)(i); • Provision of a roundabout with a formal pedestrian crossing facility. This will provide safe crossing to the facilities required under the Buckland Road Precinct to be provided on the western side of Buckland Road; o This is shown in Precinct Plan 1 as 'Indicative Key Central Intersection' and is required under Table IX.6.1.1(a)(i); and • A new public footpath between the boundary of 222-250 Buckland Road/220 Buckland Road and the intersection of Kitchener Road/Manukau Road/Buckland Road (the indicative Key Northern Intersection); o This is shown in Precinct Plan 1 as 'New Public Footpath' and is required under Table IX.6.2.1(a)(i).

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
			transport trigger, not an assessment criterion under IX.8.2(1)(g).	Internal roading and active mode connections are also identified in Precinct Plan 1 and assessed through the resource consent process for new subdivision and buildings prior to subdivision. An illustration of the upgrades described above are shown in the figure below and demonstrate the network for active modes within and surrounding the Plan Change area. This figure has been provided for information purposes and does not form part of the Precinct provisions.  It is considered that these upgrades will provide for a safe, integrated, and efficient transport environment for active mode users, and all relevant transportation related effects can be appropriately managed. They are also appropriate in the context of the existing environment, which represents a transition between the existing urban and rural areas of Pukekohe. Assessment criteria IX.8.2(1)(g) requires consideration of whether safe active mode connections can still be achieved in the event that the works required under the Buckland Road Precinct are not constructed. In this instance, assessment criteria are appropriate as the assessment does not relate to the ultimate roading environment or outcome. Targeted assessment through the resource consent process for new subdivision, based on the

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 11 September 2025	Applicant Response 3 October 2025
				development scenario that is applicable at the time, is considered to be more effective and efficient than including an uncertain potential scenario in the transport trigger standards. Finally, the covenant for the Business Zoned land (Sub-Precinct C) requires a number of road upgrades as set out at clause 4.1. Clause 4.1(a) relates to the Manukau Road frontage, and does not require a full frontage upgrade across the Pukekohekohe Gateway Precinct area. Clause 4.1 requires the construction of a new footpath from '*the termination of the existing footpath at the boundary of the PC30 land with 220 Manukau Road to the northern side of the proposed roundabout opposite the intersection of Kitchener Road with Manukau Road and Buckland Road*'. This requirement has been duplicated in Table IX.6.2.1(a)(i). The areas subject to upgrades required under the covenant are shown in the title plan (DP 556602) included at **Attachment 7**.
AT 12	Sub-Precinct C	The 75 right turn vehicle movement from Sub-precinct C has not been assessed in the ITA. We understand this trigger was developed through the original work for PC30 and was therefore listed in the covenant. Please provide an assessment of the appropriateness of this trigger, given use and traffic volumes of this intersection have changed since PC30 (i.e. traffic lights in the town centre and additional development to the south) and any changes in development plans from the applicant. This assessment should also consider traffic generated from development enabled under Plan Change 74 and 87. While the future SGA proposal Pukekohe South-east Arterial NoR 5 will provide a new connection to the west across the railway line thereby capturing traffic movements from the Plan Change 74 site, funding for this road is not confirmed and there is no certainty of when it will be constructed. Noting that AT is open to this trigger being converted to a GFA trigger, with appropriate assessment	No further information required.	N/A

2. Additional Points of Clarification

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 30 October 2025	Applicant Response 10 November 2025
Planning				
PL 5	Land covenant (Instrument No 10148071.4)	Land covenant (Instrument No 10148071.4) included in the bundle of certificates of titles grants rights relating to Wastewater Operations (Pukekohe Wastewater Pump Station (WWPS)). Clause 6 references operations that generate noise, odour and visual effects. While this is a covenant between the parties, please advise: a) What consideration has been given to the implications of this covenant on the proposed re-zoning of adjoining land for residential activities. b) What standards may be necessary in the precinct plan address this matter. For example, the Neighbourhood Design Statement outlines that the Precinct Provisions include urban design-related provisions aimed at ensuring successful development outcomes, including the establishment of a 'physical buffer' with WWPS. The Acoustic Assessment states: *The operation of the pumpstation is currently required to comply with the same numerical noise limits at the existing notional boundary of 353 Buckland Road (approximately 18m away from the boundary of the pumpstation). We consider that this existing requirement will result in noise emissions in the Residential Zone of the Pukekohekohe Gateway Precinct that are similar or lower.* a) Please confirm that the current noise level requirements applying at the boundary of 360 Buckland Road (not owned by Auckland Thoroughbred Racing Inc) is I434. Pukekohe Park Precinct, Table I436.6.31 General noise standards. b) If Table I436.6.31 General noise standards applies, how comparable is this to Table E25.6.19.1 Noise levels at the business zone interface which will apply with the plan change? Precinct, Table I436.6.31 General noise standards.	N/A	It is understood that no further information is required in relation to PL 5.
Transportation				
T 6	ITA	Please provide SIDRA Lane and Movement Summary Output for all the intersections modelled.	The traffic modelling output for the southern intersection PM peak with the right turn modelled as two stages is incomplete. The part of the model for the right turn movement in the flush median has not been provided. No further information is required on the other information provided.	Please find included the Sidra output for the Southern Site intersection including flush median, included as at **Attachment 2.4C**.

Reference	Category of Information	Specific Request	Status / Supplementary Further Information Requested 30 October 2025	Applicant Response 10 November 2025
T 10		Please provide an assessment of the chosen location of the southern key intersection into Sub-precinct B that demonstrates that the location is safe, has appropriate visibility and that the road is suitable for the proposed intersection (including any widening for the right turn bay). This should take into account the existing and anticipated future speed limit on Buckland Road.	The concept design is acknowledged. Key dimensions on the drawing are required, particularly to demonstrate that there is sufficient width to the west of the intersection to provide the flush median between the existing barriers and accommodate the proposed pedestrian/cycle facility. This is required to confirm that the intersection location is feasible. If the intersection needs to be relocated, then this would need to be reflected on the precinct plan.	Please refer to drawings included at *A24075-TR- -Pukekohe Park Concept Design Set 04112025* (**Attachment 8**) and *A24075-TR- -Pukekohe Park Site Access Concept Design 04112025* (amended set included at **Attachment 3**). These show key dimensions and vehicle tracking, indicating that the designs are feasible from a geometric perspective.
T 13		Please provide an assessment that demonstrates that the refuge island crossing for pedestrians and cyclists on Buckland Road at the southern end of the plan change can be provided safely (including a visibility assessment), and key dimensions that show that the refuge if feasible and can be provided within the available carriageway width. The assessment should take into account the existing and anticipated future speed limit on Buckland Road.	The design amendments are acknowledged as is the further information on the vehicle speeds and the assessment of visibility. The design of the refuge island, however, should provide at least 3.5m lane widths (as Buckland Road is a level 3 freight route), and the width of the refuge island is less than the minimum 1.8m width required for pedestrians, a wider refuge will be required for cyclists (if they are to cross the road to reach the proposed facility along the eastern side of Buckland Road. Some adjustments to the design would be required and this would affect visibility distances, particularly from the south. If the visibility splay to the south for Crossing Sight Distance extends over third party land there would be no control over what may occur within the visibility splay. Whilst there may be an expectation the speed limit may reduce in the future (which would reduce the required sight distance), there is no certainty that this would occur. Further refinement is required to demonstrate that the pedestrian refuge can be provided safely in the proposed location. This is necessary to ensure that this key piece of infrastructure can be provided as shown on the Precinct Plan.	Please refer to drawings *A24075-TR- -Pukekohe Park Concept Design Set 04112025* (**Attachment 8**) and *A24075-TR- -Pukekohe Park Site Access Concept Design 04112025* (amended set included at **Attachment 3**). These show key dimensions and vehicle tracking, indicating that the designs are feasible from a geometric perspective. A visibility assessment has been carried out at on the refuge crossing and is included at *A24075-TR- -Pukekohe Park Refuge Crossing Concept Design 04112025* (amended set included at **Attachment 4**), which demonstrates compliance. Note that side islands are also proposed to provide pedestrians with enhanced protection when standing at the crossing point.