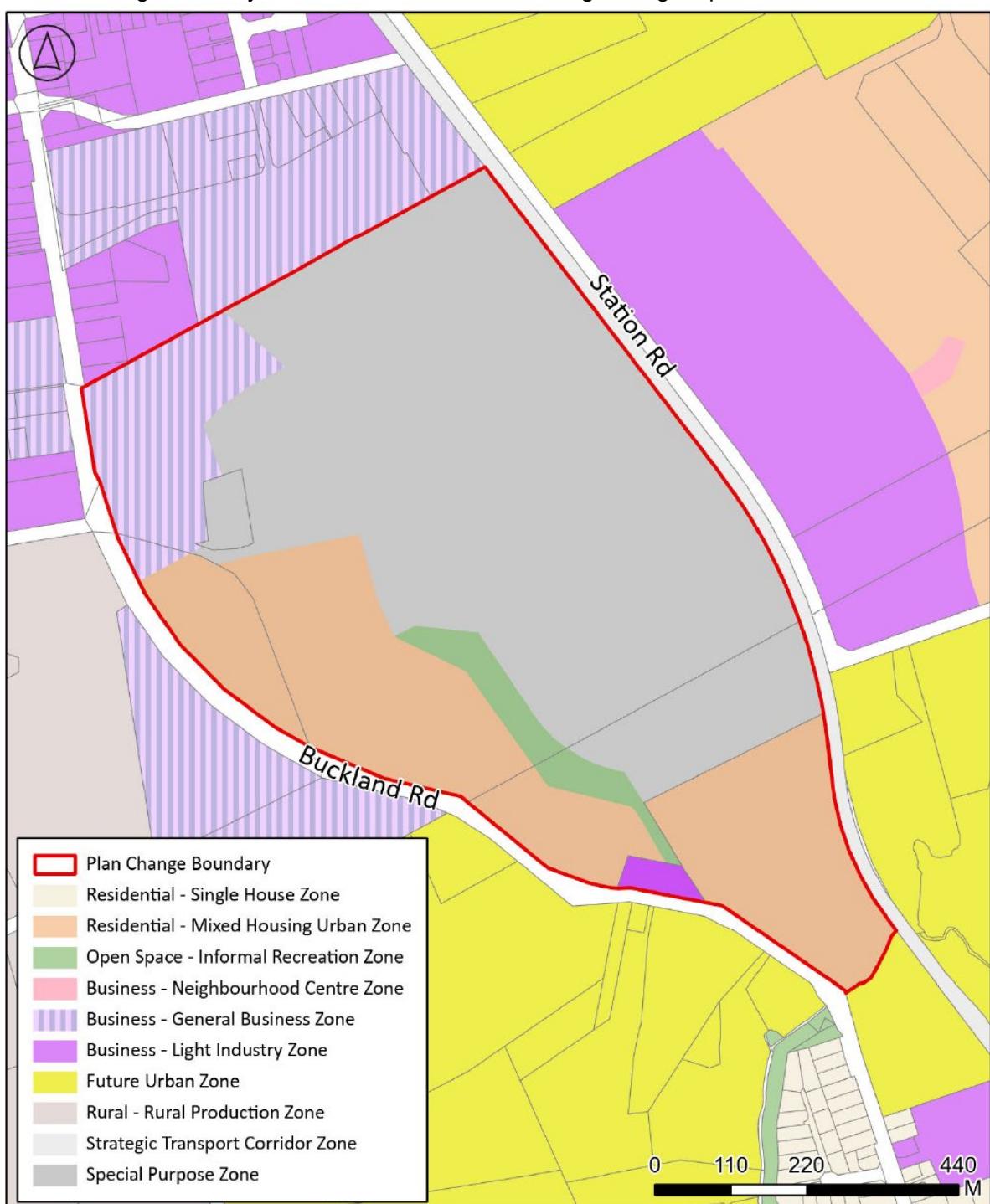


PART A – AMENDMENTS TO AUCKLAND UNITARY PLAN OPERATIVE IN PART PLANNING MAPS VIEWER

ZONING

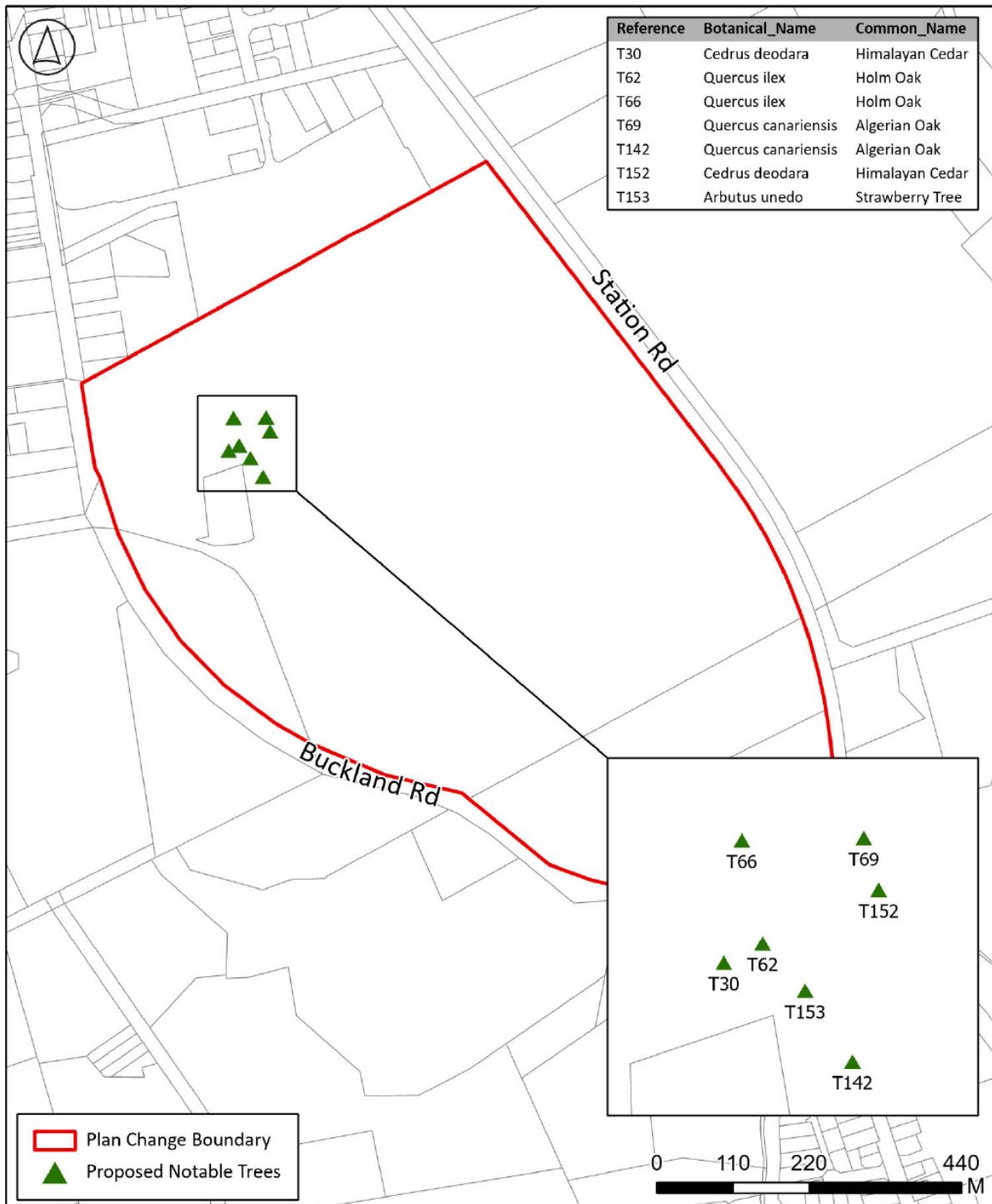
1. That the land currently zoned Special Purpose – Major Recreation Facilities Zone be rezoned to Residential – Mixed Housing Urban Zone, Open Space – Informal Recreation Zone and Business – Light Industry Zone as shown on the following zoning map.



Map 1 – Zoning Map

OVERLAYS

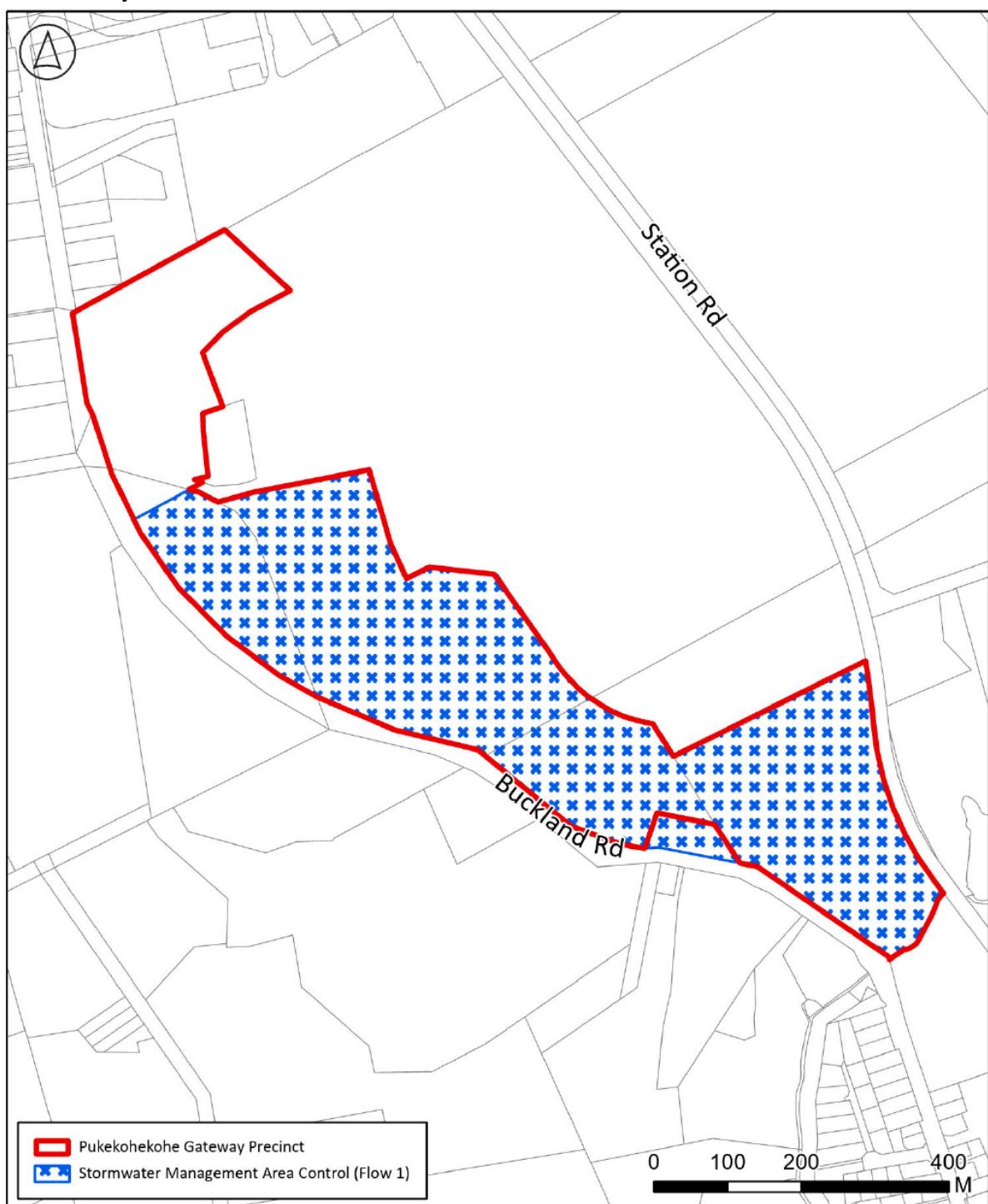
1. Amend Notable Tree Overlay layer (ID2684) to include seven individual trees within the Notable Tree Overlay layer as per below.



Map 2 – Notable Tree Overlay

CONTROLS

1. The land shown below be identified as "Stormwater Management Area – Flow 1" in the 'Controls' layer.



Map 3 – SMAF-1 Control

CHAPTER I - PRECINCTS

1. The land shown below be identified as 'Pukekohekohe Gateway Precinct' on the planning maps.



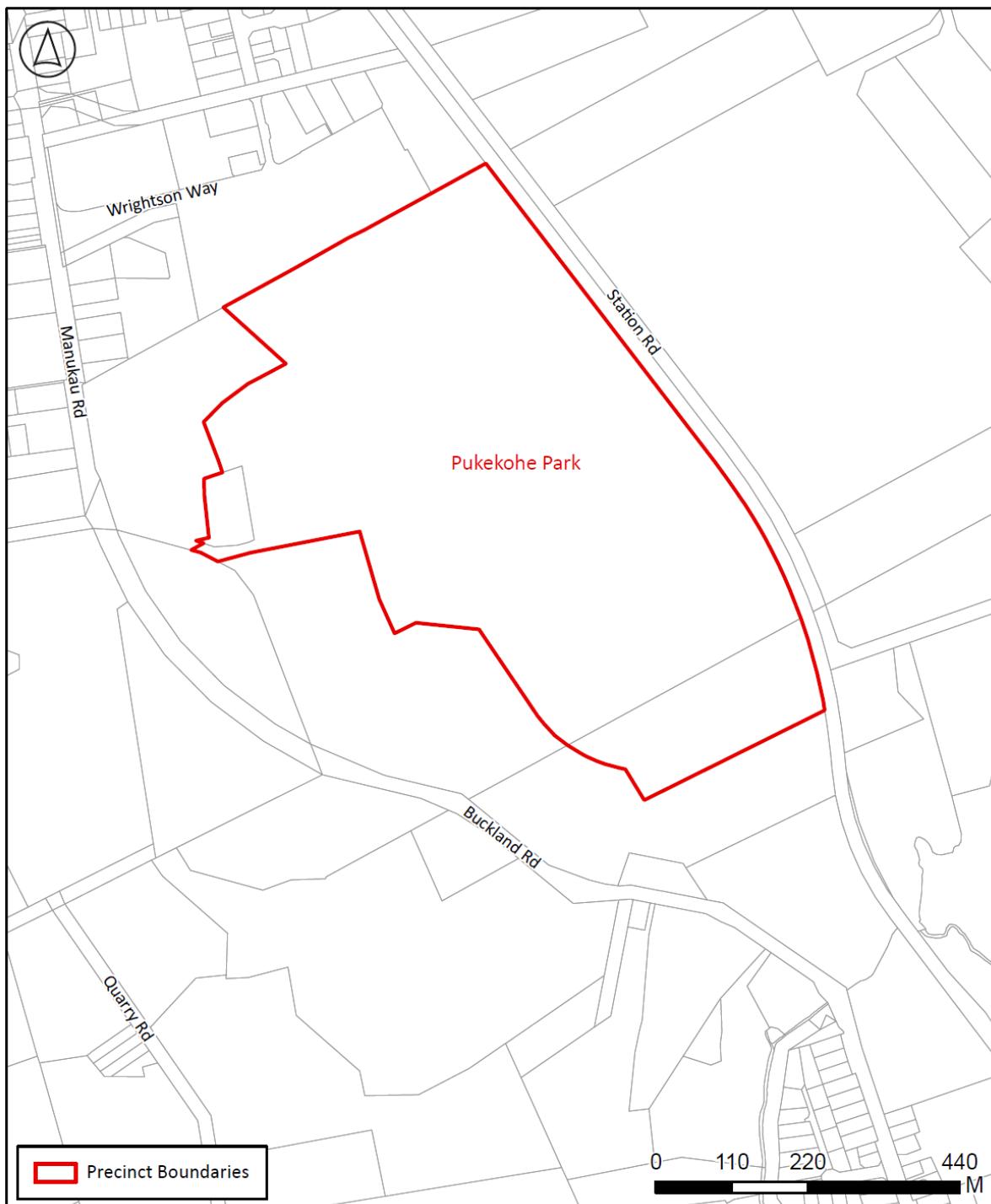
Map 4 – Precinct Boundary of IX – Pukekohekohe Gateway Precinct

2. The land shown below be identified as 'Sub-Precinct A', 'Sub-Precinct B' and 'Sub-Precinct C' within the Pukekohekohe Gateway Precinct on the planning maps.



Map 5 – Sub-Precinct Boundaries of IX – Pukekohekohe Gateway Precinct

3. The 'Pukekohe Park Precinct' be updated to include the area as shown below on the planning maps.



Map 6 – Amended Precinct Boundary of IX – Pukekohe Park Precinct

PART B – AMENDMENTS TO AUCKLAND UNITARY PLAN PROVISIONS

1. AMENDMENTS TO SCHEDULE 10: NOTABLE TREE SCHEDULE

1. Remove the following row in Schedule 10: Notable Trees Schedule within the 'Franklin' section of the table.

ID	Botanical Name	Common Name	Number of Trees	Location / Street Address	Locality	Legal Description
2684	<u>Ulmus</u> sp, <u>Platanus</u> <u>acerifolia</u> , <u>Vitex</u> <u>lucens</u> , <u>Quercus</u> <u>robur</u> , <u>Fagus</u> <u>sylvatica</u> <u>Cedrus</u> <u>Deodara</u> , <u>Quercus</u> <u>Illex</u> , <u>Quercus</u> <u>Canariensis</u> , <u>Cedrus</u> <u>Deodara</u> , <u>Arbutus</u> <u>Unedo</u>	Elm, Plane, Puriri, English Oak, Common Beech Himalaya n Cedar, Holm Oak (2), Algerian Oak (2), Himalaya n Cedar, Strawberr y Tree	Group 7	Manukau Road 222 222-250 Manukau Road	Pukekohe <u>Pukekohe</u>	LOT 2 DP 337473 and LOT 2 DP 100207 <u>LOT 1 DP</u> <u>337473</u> , <u>LOT 2 DP</u> <u>337473</u> , <u>LOT 2 DP</u> <u>100207</u>

2. INSERT NEW PUKEKOHEKOHE GATEWAY PRECINCT INTO CHAPTER I

IX. Pukekohekohe Gateway Precinct

IX.1. Precinct Description

The Pukekohekohe Gateway Precinct applies to 28.8ha of land in the southern part of Pukekohe, adjacent to the Pukekohe Park Precinct, which has facilitated horse racing (and previously motorsports) for over 100 years. Development within the Pukekohekohe Gateway Precinct will be compatible with the activities enabled and expected within the Pukekohe Park Precinct.

The Pukekohekohe Gateway Precinct is located adjacent to Buckland Road to the west, Pukekohe Park Precinct to the north east, the North Island Main Trunk to the east and the Tutaenui Awa to the south.

The purpose of the Pukekohekohe Gateway Precinct is to provide for the subdivision and development of a sustainable and comprehensively planned residential community, that supports a well-functioning urban environment and a quality compact built form.

There are three Sub-precincts in the Pukekohekohe Gateway Precinct:

- Sub-Precinct A is zoned Residential – Mixed Housing Urban Zone and Open Space – Informal Recreation zone and is accessed from the Indicative Central Intersection as shown on IX.10.1 Pukekohekohe Gateway: Precinct Plan 1;
- Sub-Precinct B is zoned Residential – Mixed Housing Urban Zone and is accessed from the Indicative Southern Intersection as shown on IX.10.1 Pukekohekohe Gateway: Precinct Plan 1; and
- Sub-Precinct C is zoned Business – General Business Zone and has existing access from Manukau Road.

The Precinct identifies specific transport infrastructure upgrades required prior to the occupation of buildings within Sub-Precincts A, B and C.

The Precinct seeks to promote the enhancement of ecological values present within the existing waterbody that flows to the Tutaenui Awa and its tributaries, and recognises its cultural importance to Ngaati Te Ata Waiohua and Ngāti Tamaoho (and other relevant tangata whenua).

The Precinct recognises the cultural values associated with the site as it forms part of the cultural landscape of importance to tangata whenua, including Ngaati Te Ata Waiohua and Ngāti Tamaoho.

The Precinct includes controls to ensure that new and altered buildings containing Noise Sensitive Spaces that are adjacent to the North Island Main Trunk and arterial roads (Buckland Road) are designed, constructed and maintained to provide occupants with an adequate level of internal noise amenity. Areas within the Precinct that are within 60m of the North Island Main Trunk may experience vibration levels higher than would normally be experienced. A Vibration Alert Area is shown on IX.10.2 Pukekohekohe Gateway: Precinct Plan 2. The zoning

of land within this Precinct is Residential – Mixed Housing Urban Zone, Open Space – Informal Recreation Zone, and Business – General Business Zone.

All relevant overlay, Auckland-wide and zone provisions apply in this precinct unless otherwise specified below.

IX.2. Objectives

Sub-Precinct A and Sub-Precinct B

- (1) Pukekohekohe Gateway Precinct is a comprehensively developed residential environment that integrates with the existing Pukekohe urban area and the natural environment, and is compatible with the activities enabled and expected within the adjacent Pukekohe Park Precinct.
- (2) Development within the Pukekohekohe Gateway Precinct protects and respects the cultural values held by Ngaati Te Ata Waiohua and Ngāti Tamaho, including their relationships with the ancestral lands, water, and wider cultural landscape.
- (3) Pukekohekohe Gateway Precinct is subdivided and developed in a comprehensive and integrated way which enables a safe and functional residential development.
- (4) Development within Pukekohekohe Gateway Precinct creates a distinctive sense of place, which responds to natural features, landform, and the unique characteristics of the adjacent Pukekohe Park Precinct which is a regionally and nationally important venue for horse racing.
- (5) Stormwater quality and quantity is managed to avoid, as far as practicable, or minimise or mitigate adverse water quality or flooding effects on the receiving environment.
- (6) Ecological values within stream habitats are protected, restored, maintained and enhanced.
- (7) Activities sensitive to noise adjacent to the rail corridor and Buckland Road are designed to protect people's health and residential amenity while they are indoors, and in a way which does not unduly constrain the operation of the railway corridor or roads.

Sub-Precinct A, Sub-Precinct B and Sub-Precinct C

- (8) Access to, from and within the Precinct for all modes of transport occurs in an effective, efficient and safe manner while managing adverse effects of traffic generation on the surrounding road network.
- (9) Development is integrated and coordinated with the availability of operational transport infrastructure.

All relevant overlay, Auckland-wide and zone objectives apply in this precinct in addition to those specified above.

IX.3. Policies

Sub-Precinct A and Sub-Precinct B

- (1) Enable medium density residential development while requiring subdivision and development to be comprehensively designed and integrated with natural features and landform, Buckland Road, and the Pukekohe Park Precinct.
- (2) Development recognises, protects and enhances cultural values, including by:
 - (a) Taking an integrated approach to stormwater management which protects and enhances the mauri of freshwater, in particular with regard to the Tutaenui Awa and its tributaries;
 - (b) Providing opportunities for the establishment of Mahi Toi Cultural Structures;
 - (c) Requiring the restoration and enhancement of riparian margins;
 - (d) Acknowledging the visual and physical connections to open spaces and the surrounding landscape in the layout and/or design of development; and
 - (e) Identifying opportunities to incorporate traditional names or other names put forward by Ngaati Te Ata Waiohua and Ngāti Tamaoho into open space areas, roads, or other community spaces.
- (3) Require the Indicative Shared Path to be provided generally in the location shown in IX.10.1 Pukekohekohe Gateway: Precinct Plan 1, while allowing for variation where it would achieve a highly connected street layout and active mode network that integrates with the surrounding transport network.
- (4) Require development which provides a local road and active modes network that achieves a highly connected street layout that integrates with the surrounding transport network, and contributes to the safety and amenity of the open space and stream network.
- (5) Require the transport network to be attractively designed and appropriately provide for all transport modes in accordance with IX.11: Appendix 1.
- (6) In addition to matters (a)-(c) of Policy E38.3.18, ensure that the location and design of publicly accessible open spaces contribute to a sense of place and a quality network of well-connected open spaces for the Pukekohekohe Gateway Precinct, including by:
 - (a) Incorporating distinctive site features, including the Amenity Trees as shown on IX.10.1 Pukekohekohe Gateway: Precinct Plan 3, where practicable;

- (b) Providing a Neighbourhood Park generally in the location as shown on IX.10.1 Pukekohekohe Gateway: Precinct Plan 1; and
- (c) Enhancing the stream network to provide amenity for future residents and users of the Pukekohe Park Precinct.

(7) Require subdivision and development to be consistent with an approved stormwater management plan including by:

- (a) The use of inert building materials to eliminate or minimise the generation and discharge of contaminants;
- (b) Requiring treatment of runoff from all directly connected impervious surfaces by a water quality device designed in accordance with GD01; and
- (c) Requiring tanks to capture roof runoff to provide retention and detention.

(8) Require the design of infrastructure and devices (including communal devices) to be efficient and effective, with consideration given to whole lifecycle costs, ease of access and operation, and integration with the built and natural environment.

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

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

Sub-Precinct A, Sub-Precinct B and Sub-Precinct C

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

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

All relevant overlay, Auckland-wide and zone policies apply in this Precinct in addition to those specified above.

IX.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is otherwise listed in Activity Table IX.4.1 below.

Activity Table IX.4.1 specifies the activity status of subdivision and development in the Pukekohekohe Gateway Precinct pursuant to sections 9 and 11 of the Resource Management Act 1991.

Table IX.4.1 Activity table

Activity	Activity status
Use and Development	
(A1) Mahi Toi Cultural Structures up to 5m in height	P
(A2) New buildings and development prior to subdivision, including private roads within Sub-Precinct A or Sub-Precinct B	RD
(A3) New buildings within Sub-Precinct C	RD
(A4) Development that does not comply with Standard IX.6.1 or IX.6.2	D
(A5) Development that does not comply with Standards IX.6.3 to IX.6.11	RD
Subdivision	
(A6) Subdivision, including private roads within Sub-Precinct A or Sub-Precinct B	RD

Note: For the purpose of IX.4.1(A1), Mahi Toi Cultural Structures includes but are not limited to pou, carvings, tohu, and cultural interpretive elements located in public spaces or gateways designed in partnership with Ngaati Te Ata Waiohua and Ngāti Tamaoho.

IX.5 Notification

- (1) Any application for resource consent for an activity listed in Table IX.4.1 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding on who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

IX.6. Standards

- (1) Unless specified in Standard IX.6(2) or IX.6(3) below, all relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table IX.4.1 above.

(2) The Residential – Mixed Housing Urban zone and Open Space – Informal Recreation zone standards do not apply to Mahi Toi Cultural Structures up to 5m in height within the Pukekohekohe Gateway Precinct.

(3) The following Auckland-wide standards do not apply to residential activities that comply with IX.6.1. Staging of Development with Transport Upgrades within Sub-Precinct A and Sub-Precinct B or IX.6.2 Staging of Development with Transport Upgrades within Sub-Precinct C:

(a) E27.6.1 Trip generation

All activities listed in Activity Table IX.4.1, except Mahi Toi Cultural Structures provided for at IX.4.1(A1), must also comply with the following Standards as relevant below. All activities listed in Activity Table IX.4.1 must also comply with IX.9 Special Information Requirements.

Where there is any conflict or difference between standards in this precinct and the Auckland-wide and zone standards, the standards in this precinct will apply.

IX.6.1 Staging of Development with Transport Upgrades within Sub-Precinct A and Sub-Precinct B

Purpose:

- Manage the adverse effects of traffic generation on the surrounding local and wider road network, consistent with Policy IX.3(11).
- Achieve the integration of land use and transport, consistent with Policies IX.3(3), (4) and (5).

(1) Prior to the occupation of any new dwellings within the Pukekohekohe Gateway Precinct Sub-Precinct A or Sub-Precinct B, the transport upgrades in Table IX.6.1.1. must be provided in accordance with Standard IX.6.1(2).

Table IX.6.1.1 Staging of Transport Upgrades

Column 1 Activities or development enabled by Transport Infrastructure in column 2	Column 2 Transport infrastructure required to enable activities or development in column 1
(a) Prior to the occupancy of any new dwelling within Sub-Precinct A	(i) Provision of a roundabout with a formal pedestrian crossing facility across Buckland Road (Central Intersection) generally in the location shown in IX.10.1 Precinct Plan 1.

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

(2) Applications for resource consent in respect of activities or development identified in Column 1 of the Table will be deemed to comply with this standard IX.6.1(1) if the corresponding infrastructure identified in Column 2 of the Table is:

- (a) Constructed and operational prior to lodgement of the resource consent application; or
- (b) Under construction with relevant consents being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to the occupation of any dwellings; or
- (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to the occupation of any dwellings.

(3) Any application lodged in terms of IX.6.1(2) (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an *Augier* basis to the imposition of consent conditions requiring (as relevant) that:

(a) No dwellings shall be occupied until the relevant infrastructure upgrades are constructed and operational.

(4) For the purpose of this standard:

(a) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and

(b) 'Operational' means the relevant upgrade is available for use and open to all traffic.

IX.6.2 Staging of Development with Transport Upgrades within Sub-Precinct C

Purpose:

- Manage the adverse effects of traffic generation on the surrounding local and wider road network, and achieve coordination of land use and transport, consistent with Policy IX.3(11).

(1) Prior to the occupation of any new buildings within the Pukekohekohe Gateway Precinct Sub-Precinct C, the transport upgrades in Table IX.6.2.1. must be provided in accordance with Standard IX.6.2(2).

Table IX.6.2.1 Staging of Transport Upgrades

Column 1 Activities or development enabled by Transport Infrastructure in column 2	Column 2 Transport infrastructure required to enable activities or development in column 1
(a) Prior to the occupancy of any new building within Sub-Precinct C	(i) Provision of a 1.8m footpath along the eastern side of Manukau Road for the extent of the Sub-Precinct C frontage north of the intersection of Kitchener Road with Manukau Road and Buckland Road, as shown in IX.10.1 Precinct Plan 1; and (ii) Provision of a new pedestrian refuge generally in the indicative location of pedestrian refuge and bus stops shown in IX.10.1 Precinct Plan 1; and

		(iii) Provision of new bus stops on the east and west side of Manukau Road in the indicative location of pedestrian refuge and bus stops shown in IX.10.1 Precinct Plan 1.
(b)	Occupied development generating more than 75 vehicle movements per hour turning right out of a single access from Sub-Precinct C	(i) Provision of a single-lane roundabout at the intersection of Kitchener Road with Manukau Road and Buckland Road (Northern Intersection), generally in the location shown in IX.10.1 Precinct Plan 1, and including the necessary street lighting as part of the urban transition on the southern approach to the roundabout.

(2) Applications for resource consent in respect of activities or development identified in Column 1 of the Table will be deemed to comply with this standard IX.6.2(1) if the corresponding infrastructure identified in Column 2 of the Table is:

- (a) Constructed and operational prior to lodgement of the resource consent application; or
- (b) Under construction with relevant consents being given effect to prior to the lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to the occupation of any buildings; or
- (c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrade(s) will be completed and operational prior to the occupation of any buildings.

(3) Any application lodged in terms of IX.6.2(2) (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:

- (a) No buildings shall be occupied until the relevant infrastructure upgrades are constructed and operational.

(4) For the purpose of this standard:

- (a) 'Occupation' and 'occupied' mean occupation and use for the purposes permitted by the resource consent but not including occupation by personnel engaged in construction, fitting out or decoration; and

(b) 'Operational' means the relevant upgrade is available for use and open to all traffic.

IX.6.3 Road Design within Sub-Precinct A or Sub-Precinct B

Purpose: To ensure that any activity, development and/or subdivision complies with IX.11 Appendix 1: Road Function and Design Elements Table.

- (1) Any activity, development and/or subdivision must comply with IX.11 Appendix 1: Road Function and Design Elements Table.

IX.6.4 Riparian Margins within Sub-Precinct A or Sub-Precinct B

Purpose: Contribute to improvements to water quality, habitat and biodiversity.

- (1) Riparian margins of permanent or intermittent streams must be planted either side to a minimum width of 10m measured from the top of bank of the stream, provided that:

- (a) This rule shall not apply to road or active mode crossings over streams;
- (b) Walkways and cycleways must not locate within the 10m riparian planting area;
- (c) When the riparian planting area is located on private land it is protected and maintained in perpetuity by an appropriate legal mechanism.

IX.6.5 Stormwater Quality within Sub-Precinct A or Sub-Precinct B

Purpose: Contribute to improvements to water quality and stream health.

- (1) Stormwater runoff from all directly connected impervious surfaces, excluding roofs, must be treated with a stormwater management device(s) meeting the following standards:

- (a) The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'; or
- (b) Where alternative devices are proposed, the device must demonstrate it is designed to achieve an equivalent level of contaminant or sediment removal performance to that of 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.

- (2) New buildings, and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that avoid the use of high contaminant yielding building products which have:

- (a) Exposed surface(s) or surface coating of metallic zinc of any alloy containing greater than 10% zinc; or
- (b) Exposed surface(s) or surface coating of metallic copper or any alloy containing greater than 10% copper; or
- (c) Exposed treated timber surface(s) or any roof material with a copper-containing or zinc-containing algaecide.

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

IX.6.6 Building setback along the railway corridor within Sub-Precinct B

Purpose: Buildings are setback from the railway corridor to ensure the safe operation of the railway corridor by providing for buildings on adjoining sites to be maintained within their site boundaries.

- (1) Buildings must be setback at least 5 metres from any boundary which adjoins the railway corridor.

IX.6.7 Acoustic Barrier along the railway corridor within Sub-Precinct B

Purpose: To provide an acoustic barrier to protect people's health and residential amenity adjacent to the railway corridor.

- (1) Either prior to or concurrent with the first development for any activities sensitive to noise within 100m of the rail line within Sub-Precinct B, a 2m high acoustic barrier must be constructed at the location shown in IX.10.4 Pukekohekohe Gateway: Precinct Plan 1.

IX.6.8 Activities sensitive to noise within 100m of the North Island Main Trunk within Sub-Precinct B

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

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

- (a) A source level for railway noise of $72 \text{ L}_{\text{Aeq}}(1\text{hour})$ at a distance of 12 metres from the nearest track; and
- (b) The attenuation over distance being:
 - i. 3 dB per doubling of distance up to 40m and 6 dB per doubling of distance beyond 40m; or
 - ii. As modelled by a Suitably Qualified and Experienced Acoustic Consultant using a recognised computer modelling method for freight trains with diesel locomotives, having regard to factors such as barrier attenuation, the location of the dwelling relative to the orientation of the track, topographical features and any intervening structures.

(2) The requirements of IX.6.8(1) do not apply where the Noise Sensitive Space(s) within 100m of the boundary of the nearest rail line is in a location where it can be demonstrated by way of prediction or measurement by a Suitably Qualified and Experienced Acoustic Consultant that the rail noise level at all exterior façades of the Noise Sensitive Space(s) is no more than 15 dB above the relevant internal noise levels in IX.6.6(1).

IX.6.9 Activities sensitive to noise within 55m of the centreline of Buckland Road within Sub-Precinct A and Sub-Precinct B

Purpose: Ensure activities sensitive to noise adjacent to Manukau Road and Buckland Road are designed to protect people's health and residential amenity while they are indoors.

- (1) Any new building or alteration to an existing building that contains a Noise Sensitive Space within 55m of the centreline of Buckland Road must be designed, constructed and maintained so that road traffic noise from Buckland Road does not exceed 40 dB LAeq (24 hour) in all Noise Sensitive Spaces.
- (2) Written certification of compliance with IX.6.9(1) shall be submitted from a Suitably Qualified and Experienced Acoustic Consultant with the relevant building consent application. The certification shall be based on the existing measured or predicted noise levels plus 3 dB. Noise level predictions for the building may be modelled by a Suitably Qualified and Experienced Acoustic Consultant using a recognised computer modelling method for road traffic, having regard to factors such as barrier attenuation, the location of the dwelling relative to the road, topographical features, any changes to the road environment and any intervening structures.

IX.6.10 Mechanical cooling and ventilation requirements for Noise Sensitive Spaces in IX.6.8 and IX.6.9

Purpose: Ensure activities sensitive to noise adjacent to the railway corridor or Buckland Road are designed to protect people's health and residential amenity while they are indoors.

- (1) If opening windows of Noise Sensitive Spaces must be closed to achieve the design noise levels in IX6.8(1) or IX.6.9(1) those spaces must be designed, constructed and maintained with a mechanical cooling and ventilation system that achieves the following requirements:
 - (a) Provides mechanical ventilation that can operate continuously to satisfy clause G4 of the New Zealand Building Code and that provides at least 1 air change per hour, but no less than 7.5L/s per occupant; and
 - (b) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C when assessed using a 2.5% design weather condition for Pukekohe. An acceptable design weather set would include IRHACE Yearbook 2009 NIWA weather data; and
 - (c) Any system installed in compliance with IX.6.10(1)(a) and (b) above, must not generate more than 35 dB L_{Aeq(30s)} when measured 1 metre away from any grille or diffuser. The noise level must be measured after the system has cooled the rooms to the temperatures in IX.6.10(1)(b), or after a period of 30 minutes from the commencement of cooling (whichever is the lesser);

OR:

- (d) Alternatively, in lieu of section IX.6.10(1)(a) - (c) above, a design verified by a suitably qualified and experienced HVAC expert stating the design proposed will provide ventilation and internal space temperature controls to meet or exceed the outcomes described in IX.6.10(1)(a)-(c).
- (2) A commissioning report must be submitted to the Council prior to occupation of the building demonstrating compliance with the mechanical ventilation system performance requirements in IX.6.10(1)(a)-(c) or IX.6.7(1)(d).

IX.6.11 Fencing Interface Control within Sub-Precinct A

Purpose: Provide privacy for dwellings while ensuring development positively contributes to the visual quality and safety of open spaces.

- (1) Fences, or walls, or a combination of these structures, within a rear or side yard directly adjoining the Fencing Interface Control as shown on IX.10.1 Pukekohekohe Gateway: Precinct Plan 1 (excluding roads) must not exceed 1.5m in height, measured from the ground level at the boundary.

IX.7 Assessment – Controlled Activities

There are no controlled activities in this precinct.

IX.8. Assessment – Restricted Discretionary Activities

IX.8.1. Matters of discretion

The Council will restrict its discretion to all of the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) Subdivision, or new buildings and development prior to subdivision, including private roads within Sub-Precinct A or Sub-Precinct B:
 - (a) Location and design of the key local roads, key intersections, and key active mode connections to achieve an integrated street network, and appropriately provide for all modes;
 - (b) Provision of cycling and pedestrian networks and connections;
 - (c) Open space network;
 - (d) Stormwater and flooding effects;
 - (e) Cultural values;
 - (f) Matters of discretion IX.8.1(1)(a)-(e) apply in addition to the matters of discretion in E38.12.1.
- (2) New buildings within Sub-Precinct C:
 - (a) Matters of discretion H14.8.1(4) apply.
- (3) Infringement to Standard IX.6.3 Road Design within Sub-Precinct A or Sub-Precinct B:
 - (a) The design of the road, and associated road reserve and whether it achieves policies IX.3(5) and (6);
 - (b) Design constraints;
 - (c) Interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (4) Infringements to Standard IX.6.4 Riparian Margins within Sub-Precinct A or Sub-Precinct B:
 - (a) Effects on water quality, stream habitat and biodiversity.

- (5) Infringements to Standard IX6.5 Stormwater Quality within Sub-Precinct A or Sub-Precinct B:
 - (a) Matters of discretion E9.8.1(1) apply.
- (6) Infringement of Standard IX.6.6 Building setback along the North Island Main Trunk within Sub-Precinct B:
 - (a) Effects on the safe operation of the North Island Main Trunk, by providing for buildings on adjoining sites to be maintained within their site boundaries.
- (7) Infringement of Standard IX.6.7 Acoustic Barrier along the railway corridor within Sub-Precinct B, Standard IX.6.8 Activities sensitive to noise within 100m of the rail line within Sub-Precinct B or Standard IX.6.9 Activities sensitive to noise within 55m of the centreline of Buckland Road within Sub-Precinct A and Sub-Precinct B:
 - (a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor and roads.
- (8) Infringement of Standard IX6.10 Mechanical cooling and ventilation requirements for IX6.8 and IX.6.9:
 - (a) Effects on human health and residential amenity while people are indoors and effects on the operation of the railway corridor.
- (9) Infringement of Standard IX.6.11 Fencing Interface Control:
 - (b) Effects on privacy and the amenity and safety of the open space.

IX.8.2. Assessment Criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlays, Auckland-wide or zones provisions:

- (1) Subdivision, and new buildings and development prior to subdivision, including private roads within Sub-Precinct A or Sub-Precinct B:

Location of roads and other transport connections

- (a) Whether the Indicative Local Roads and Indicative Active Mode Connections are provided generally in the location shown on IX.10.1 Pukekohekohe Gateway: Precinct Plan 1 to achieve a highly connected street layout and active mode network that integrates with the surrounding transport network. An alternative alignment that provides an equal or better degree of connectivity and amenity within and beyond the precinct may be appropriate, having regard to the following functional matters:

- i. The presence of natural features, natural hazards, contours or other constraints and how this impacts the placement of Indicative roads and the Indicative Shared Path; and
- ii. The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities.

(b) Whether a high quality and integrated network of local roads is provided within the precinct that achieve a good degree of accessibility and support a walkable and cyclable street network.

(c) Whether street and block patterns are designed to provide visual and physical connections to open spaces and the surrounding landscape including Pukekohe Hill and the Hunua Ranges.

Design of roads and key intersections

- (d) Whether the design of new local roads accord with the road design details provided in IX.11.1 Pukekohekohe Gateway: Appendix 1: Road Function and Design Elements Table.
- (e) Whether the design of key intersections provides for the safe and efficient function of the existing and future planned transport network and can be accommodated within the available road reserves.
- (f) Where an interim upgrade is proposed whether the design allows for the ultimate upgrade to be efficiently delivered.

Sequencing of upgrades to the existing road network

- (g) Where the active mode connection on the western side of Buckland Road is not constructed and operational, whether local road connections are provided within Sub-Precinct A to connect active modes to the intersection of Kitchener / Buckland / Manukau Road.
- (h) Where the footpath required in Standard IX.6.2 has not been provided, whether a safe interim connection for active modes is provided along the Sub-Precinct C frontage.

Open space network

- (i) Whether a Neighbourhood Park is provided generally consistent with the indicative size and location shown on IX.10.1 Pukekohekohe Gateway: Precinct Plan 1.
- (j) Whether the Neighbourhood Park has adequate street frontage to ensure it is visually prominent, accessible, and safe.

(k) Whether existing Amenity Trees, as shown on IX.10.1 Pukekohekohe Gateway: Precinct Plan 3, are retained for amenity reasons, where practicable, having regard to the following operational and functional matters:

- (i) Existing contours and the extent of earthworks required to create suitable levels;
- (ii) The presence of natural hazards;
- (iii) The operational and/or functional needs of three waters infrastructure; and
- (iv) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities.

Stormwater and flooding

- (l) Whether development is in accordance with an approved Stormwater Management Plan and policies E1.3(1) – (14).
- (m) The design and efficacy of infrastructure and devices with consideration given to the likely effectiveness, life-cycle cost, ease of access, operation, ongoing viability and maintenance, and integration with the surrounding environment including the road corridor where relevant.
- (n) Whether the proposal ensures that subdivision and development manages flooding effects (including cumulative effects) downstream of the precinct so that the risks to people, property, and infrastructure are not increased for all flood events, up to a 1% AEP flood event, including allowance for climate change.

Cultural values

- (o) Whether the proposal achieves policy IX.3(2).
- (p) Whether the development provides for the delivery of Mahi Toi Cultural Structures in the location identified on IX.10.1 Pukekohekohe Gateway: Precinct Plan 1.

(2) New buildings within Sub-Precinct C:

- (a) Assessment criteria H14.8.2(4) apply.

(3) Infringement to Standard IX.6.3 Road Design within Sub-Precinct A or Sub-Precinct B:

- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
- (b) Whether the design of the road and associated road reserve achieves policies IX.3(5) and (6).

(c) Whether the proposed design and road reserve:

- i. incorporates measures to achieve the required design speeds;
- ii. can safely accommodate required vehicle and active mode movements;
- iii. can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment.

(d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

(4) Infringement to Standard IX.6.4 Riparian Margins within Sub-Precinct A or Sub-Precinct B:

- (a) Whether the infringement is consistent with Policies IX.3(7) and IX.3(9).

(5) Infringement to Standard IX.6.5 Stormwater Quality within Sub-Precinct A or Sub-Precinct B:

- (a) Assessment criteria E9.8.2(1) apply.
- (b) Whether the proposal is in accordance with an approved Stormwater Management Plan and Policies E1.3(1) – (10) and (12) – (14).
- (c) Whether a water sensitive approach is implemented to treat runoff so that all contaminant generating surfaces are treated, including cumulative effects of lower contaminant generating surfaces.

(6) Infringement of Standard IX.6.6 Building Setback of the North Island Main Trunk within Sub-Precinct B:

- (a) Whether the proposal ensures that buildings can be maintained within their site boundaries while providing for the safe operation of the North Island Main Trunk, including:
 - i. the size, nature and location of the buildings on the site;
 - ii. the extent to which the safety and efficiency of railway operations will be adversely affected;
 - iii. any characteristics of the proposal that avoid or mitigate any effects on the safe operation of the North Island Main Trunk; and
- (b) The outcome of any consultation with KiwiRail.

(7) Infringement of Standard IX.6.7 Acoustic Barrier along the railway corridor within Sub-Precinct B, Standard IX.6.8 Activities sensitive to noise within 100m of the rail line within Sub-Precinct B or Standard IX.6.9 Activities sensitive to noise within 55m of the centreline of Buckland Road within Sub-Precinct A and Sub-Precinct B:

(a) Whether activities sensitive to noise adjacent to the rail line are designed to protect people's health and amenity while they are indoors, and whether such activities unduly constrain the operation of the rail line. This includes:

- i. the extent to which building(s) containing activities sensitive to noise have been located and designed with particular regard to proximity to the rail corridor and Buckland Road;
- ii. the extent of non-compliance with the noise standard and the effects of any non-compliance;
- iii. the extent to which topographical features or location of other buildings or structures will mitigate noise effects; and
- iv. Any noise management implications arising from technical advice from an acoustic expert and the relevant transport authority.

(8) Infringement of Standard IX6.10 Mechanical cooling and ventilation requirements for IX.6.8 and IX.6.9:

(a) The extent to which any alternative ventilation and temperature control system provides sufficient thermal comfort and fresh air supply to ensure that the requirements of Clause G4 of the New Zealand Building Code are met and that occupants of Noise Sensitive Spaces can remain cool and comfortable at all times without having to open windows and doors for cooling or fresh air (where doing so would result in the indoor noise levels exceeding the standards in IX.6.8 and IX.6.9).

(9) Infringement of Standard IX.6.11 Fencing Interface Control:

- (a) Whether the proposal positively contributes to the visual quality of the adjoining open space, while providing an adequate degree of privacy and security for residents; and
- (b) Any specific or unique characteristics of the site which is relevant to the standard.

IX.9 Special information requirements

(1) Riparian planting plan

(a) An application for land modification, development and subdivision which adjoins a permanent or intermittent stream must be accompanied by a riparian planting plan identifying the location, species, planter bag size and density of the plants. Plant species should be predominantly native and resilient to the potential adverse effects

of flood risk. The plating plan must include details of any management and maintenance requirements.

(2) Development adjacent to the North Island Main Trunk

- (a) Activities sensitive to noise proposed within 100m of the rail corridor which infringe Standard IX.6.6 and/or buildings proposed within 5m from any boundary which adjoins the North Island Main Trunk which infringe Standard IX.6.8 must demonstrate evidence of consultation with KiwiRail and its responses to that consultation.

(3) Consultation with Ngaati Te Ata Waiohua and Ngāti Tamaoho

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

(4) Development within Sub-Precinct C

- (a) Any development within Sub-Precinct C must demonstrate compliance with Standard IX.6.2.1(b) Staging of Development with Transport Upgrades within Sub-Precinct C, and must identify the maximum number of right turn exiting vehicle movements generated per hour out of a single existing or proposed vehicle crossing within Sub-Precinct C through an assessment prepared by a suitably qualified and experienced person.

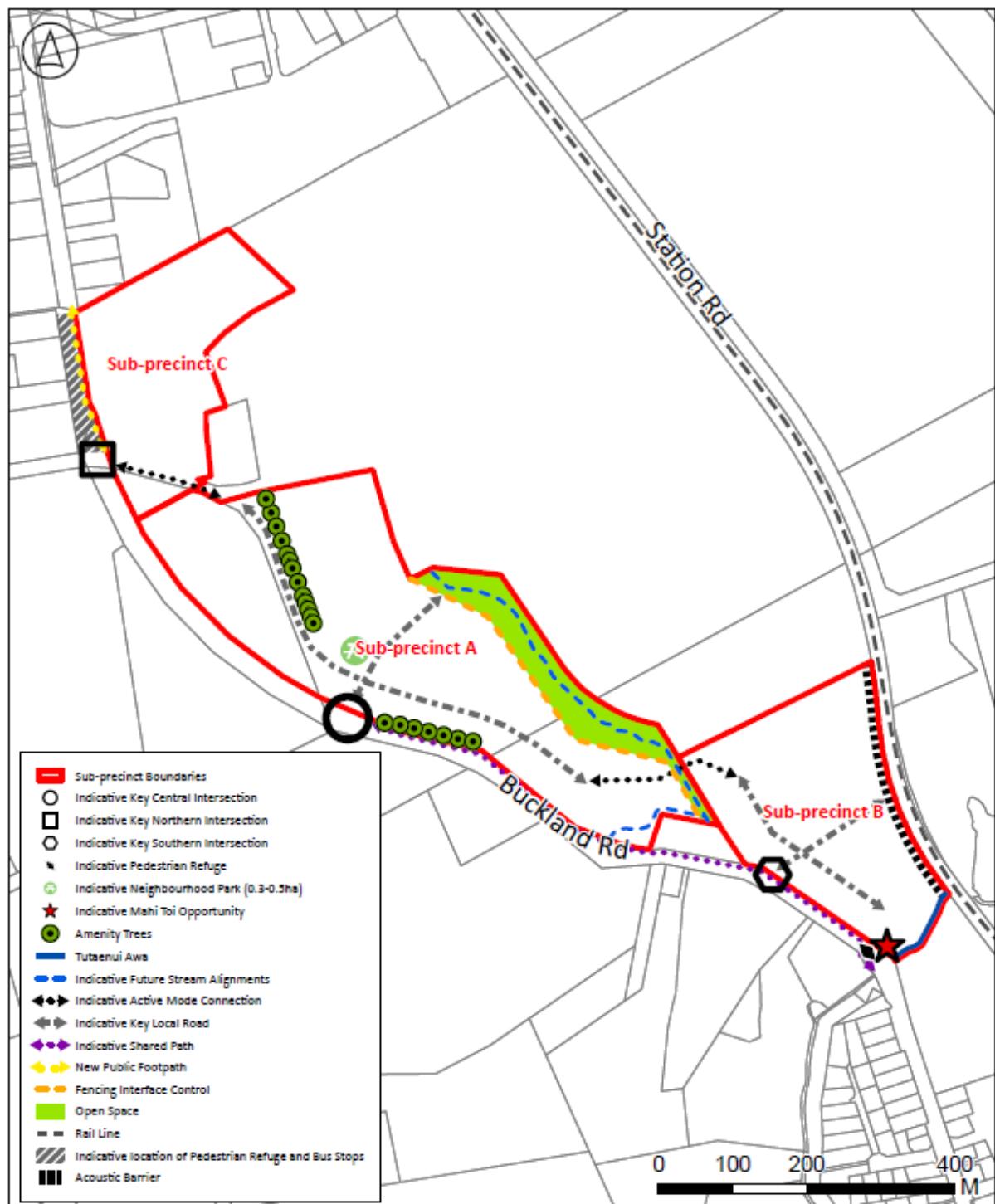
(5) Transport Design Report

- (a) Any proposed new key intersection or upgrade to an existing intersection, or any proposed new local roads as shown on IX.10.1 Pukekohekohe Gateway: Precinct Plan 1 must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer. The Report must demonstrate that the location and design of any new local road or intersection supports the safe and efficient function of the existing and future planned transport network and can be accommodated within the available road reserves. This may be included within a transport assessment supporting land use or subdivision consents.

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

IX.10 Precinct Plans

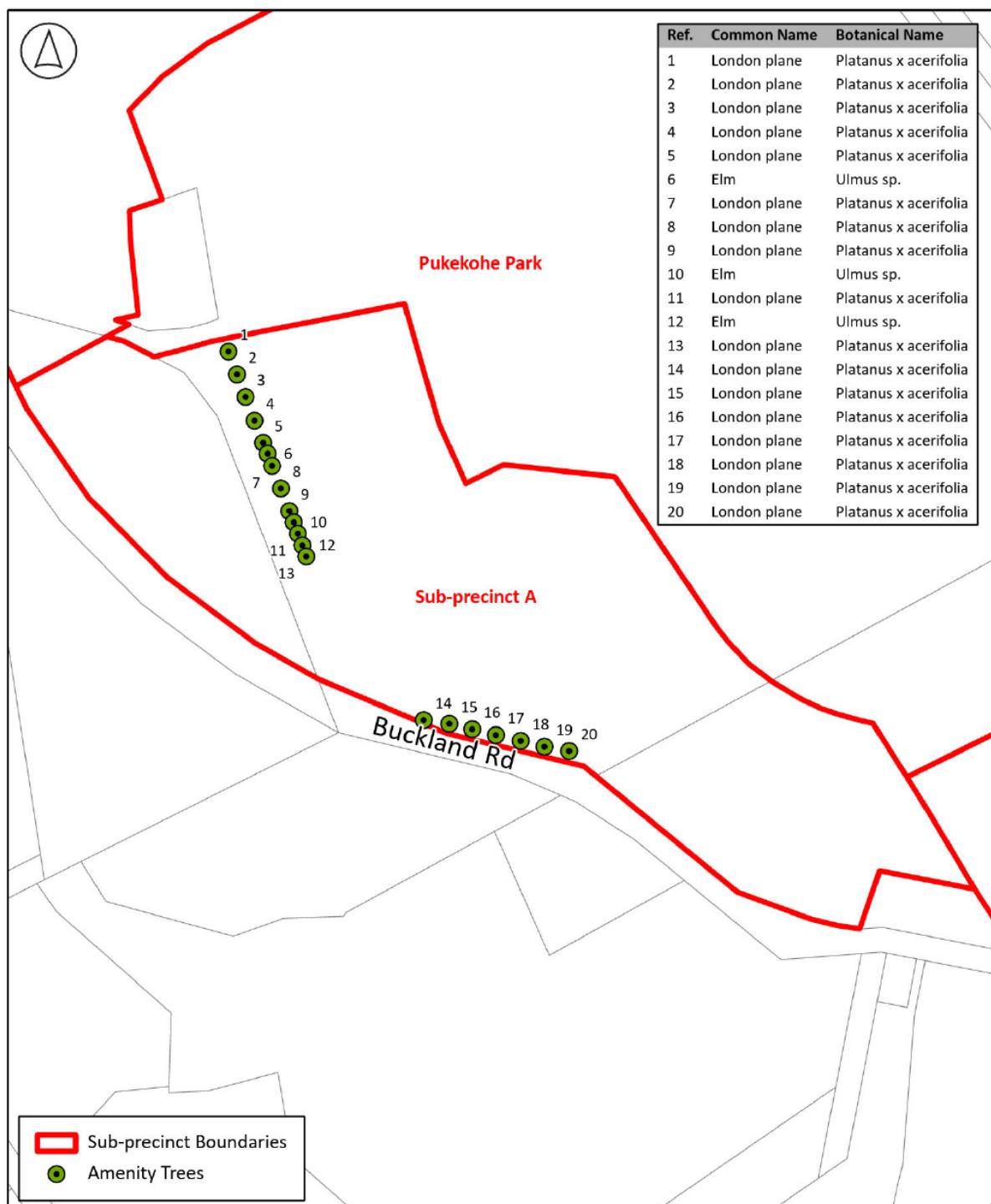
IX.10.1 Pukekohekohe Gateway Precinct: Precinct Plan 1 – Indicative Road and Open Space Network



IX.10.2 Pukekohekohe Gateway Precinct: Precinct Plan 2 – Rail Vibration Plan



IX.10.3 Pukekohekohe Gateway Precinct: Precinct Plan 3 – Amenity Trees



IX.11 Appendices

Appendix 1: Road Function and Design Elements Table

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

Note 1: Typical minimum width which may need to be varied in specific locations where required to accommodate network utilities, batters, structures, stormwater treatment, intersection design, significant constraints or other localised design requirements.

3. AMEND CHAPTER I434 PUKEKOHE PARK PRECINCT WITHIN CHAPTER I

I434. Pukekohe Park Precinct

Precinct description

The Pukekohe Park Precinct provides specific planning controls for the use and development of Pukekohe Park. Pukekohe Park is located adjacent to Manukau Road in Pukekohe and was established in the 1920's. The site comprises approximately ~~73~~ 43.7 hectares and provides facilities for ~~motor~~ sports and horse racing.

The zoning of the land within the Pukekohe Park Precinct is Special Purpose - Major Recreation Facility Zone. The overlay, Auckland-wide and zone objectives and policies apply in this precinct in addition to those listed below.

Refer to the planning maps for the location and extent of the precinct.

I434. 2 Objectives

- (1) Pukekohe Park is protected as a regionally and nationally important venue for ~~motorsports activities~~ and horse racing.
- (2) A range of activities compatible with, or accessory to, the primary activities are enabled.
- (3) The adverse effects of the operation of Pukekohe Park are avoided, remedied or mitigated as far as is practicable recognising that the primary activities will by virtue of their nature, character, scale and intensity, generate adverse effects on surrounding land uses which are not able to be fully internalised.

I434.3 Policies

- (1) Enable the safe and efficient operation of Pukekohe Park for its primary activities.
- (2) Protect the primary activities of Pukekohe Park from the reverse sensitivity effects of adjacent development.
- (3) Enable a range of accessory and compatible activities which:
 - (a) avoid, remedy or mitigate adverse effects; and

- (b) are of a character and scale which will not displace the primary activities.
- (4) Manage the adverse effects of the operation of Pukekohe Park, having regard to the amenity of surrounding properties.
- (5) Recognise that Pukekohe Park's primary activities may generate adverse effects that are not able to be fully internalised and may need to be further mitigated by limiting or controlling their scheduling, duration and frequency.

I434.4 Activity table

The provisions in any relevant overlays and Auckland-wide apply in this precinct except those specified below.

- (1) [E24 Lighting](#);
- (2) [E25 Noise and vibration](#) (noise provisions only);
- (3) [E27 Transport – Rule E27.6.1](#);
- (4) [E27 Transport – Rule E27.6.2](#); and
- (5) [E40 Temporary activities](#).

Table I434.4.1 specifies the activity status of land use and development activities in the Pukekohe Park Precinct pursuant to section 9(3) of the Resource Management Act 1991.

Table I434.4.1: Activity table

	Activity	Activity status
Use		
Primary activities		
(A1)	Horse racing	P
(A2)	Motorsport activities	P
(A3)	Any primary activity not meeting Standard I434.6.54 but meeting all other standards	C
Accessory activities		
(A4)	Accessory activities	P
(A5)	Any accessory activity not meeting Standard I434.6.54 but meeting all other standards	C
Compatible activities		
(A6)	Organised sports and recreation	P
(A7)	Informal recreation	P
(A8)	Concerts, events and festivals	P
(A9)	Displays and exhibitions	P
(A10)	Functions, gatherings, conferences and meetings	P
(A11)	Markets, fairs and trade fairs	P
(A12)	Sports, recreation and community activities	P

(A13)	Professional fireworks displays meeting Standard <u>I434.6.107</u>	P
(A14)	Professional fireworks displays not meeting Standard <u>I434.6.107</u>	RD
(A15)	Helicopter flights meeting Standard <u>08</u>	P
(A16)	Helicopter flights not meeting Standard <u>08</u>	RD
(A17)	Filming activities	P
(A18)	Any compatible activity not meeting Standard <u>I434.6.54</u> but meeting all other standards	C
Development		
(A19)	New buildings, external building alterations or additions to a building for a primary, compatible, or accessory activity up to 16.5m in height	P
(A20)	New buildings, external building alterations or additions to a building for a primary, compatible, or accessory activity greater than 16.5m and up to 20m in height	RD
(A21)	New buildings, external building alterations or additions to a building for a primary, compatible, or accessory activity greater than 20m in height	D

(A22)	Light towers and associated fittings up to and greater than 20m in height	P
(A23)	New buildings, building alterations or additions to a building for a primary, compatible, or accessory activity not meeting Standard 0	RD
(A24)	Demolition of buildings	P
(A25)	Temporary buildings	P
(A26)	Workers' accommodation	P

I434.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table 0.1 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(9) of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity listed in Table 0.1 Activity table and which is not listed in 0(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in [Rule C1.13\(4\)](#).

I434.6. Standards

All permitted, controlled or restricted discretionary activities listed in Table I434.4.1 must comply with the following activity standards unless otherwise stated.

I434.6.1. Motorsport activities noise

(1) ~~There must not be any use of the track by motor vehicles, except for vehicles undertaking track or facility maintenance or repairs, in all of the following circumstances:~~

(a) ~~from 24 December to January 2 inclusive;~~

(b) ~~on Good Friday, Easter Sunday and Anzac Day, except that the track can be used for multi-day international motor sport events from 1.00pm on Anzac Day;~~

(c) ~~on Mondays, Tuesdays or more than two Wednesdays of any month except for category E events;~~

(d) ~~Five days before and after a Category A event except that the track can be used for one Category E event within each five day period; and~~

(e) ~~Three days before and after a Category B event except that the track can be used for one Category E event within each three day period.~~

(2) ~~The use of the track for any motorsport activity, except for vehicles undertaking track or facility maintenance or repairs, may only take place between:~~

(a) ~~Category A & B days between 7am to 7pm;~~

(b) ~~{deleted}~~

(c) ~~Category C, D and E days between 10am to 5pm.~~

(3) ~~The use of the track for any motorsport activity, except for vehicles undertaking track or facility maintenance or repairs, must not exceed all of the following:~~

(a) ~~4 consecutive Category A days;~~

(b) ~~3 consecutive Category B days; and~~

(c) 3 consecutive days of Category C or D days.

(4) The noise (rating) level from any motorsport activity or from motor vehicles using the track must not exceed the noise limits in Table I434.6.1.1.

(5) Vehicles associated with the repair and maintenance of the track and/or facilities are excluded from Standard 0.

Table I434.6.1.1: Motorsport noise standards

Motorsport category	Number of days in any 12 month period	Noise limit (L _{Aeq})	Timeframe
Category A	Not more than 6	90dB	12 hours
Category B	Not more than 24	85dB	12 hours
Category C	Not more than 50	80dB	7 hours
Category D	Not more than 40	70dB	7 hours
Category E	Any other day	60dB	7 hours

(6) The measurement point for the noise limits in Table I434.6.1.1 is 2m above ground level at the existing 'Bravo' location, 22.5m from the edge of track at coordinates 37°12'54.95"S and 174°54'55.29"E.

(7) Any motor vehicle using the track must not exceed a noise limit of 95dB L_{AFmax} when measured 30 meters at a right angle from the track at points where the vehicle is under maximum power.

(8) Vehicles using the track on Category E days must have an exhaust system meeting the requirements of Rule 2.7(8) of the Land Transport Rule – Vehicle Equipment Amendment 2007 (Rule 32017/2).

(9) In the last week of February, May, August and November, the operator of Pukekohe Park Raceway must do both of the following:

- (a) Publish a calendar identifying all Category A, B, C and D days booked or available at the track for the following 3 months. This must be published in a locally available paper (which is published at least weekly) and must be available on the operator's website; and
- (a) Provide written notice to the Council of the use of the motor racing track identifying all Category A, B, C and D events held at the track for the previous 3 months.

I434.6.2 Public address system noise

(1) The noise (rating) level from any public address system or any outdoor amplified sound system used for broadcasting voice or music within the site must comply with a noise limit of 50dB L_{Aeq} when measured at any notional boundary. This excludes Category

~~A, B and C event days when the noise limit must be 65dB $L_{Aeq(5min)}$ at any notional boundary;~~

~~(2) Any public address system or outdoor amplified sound system must not be used at any of the following times:~~

~~(a) before 7am or more than one hour before a motorsport activity is programmed to start, whichever is later; and~~

~~(b) after 7pm or more than one hour after programmed motorsport activity has finished, whichever is the earlier.~~

~~(3) There must be no adjustment for special audible characteristics in relation to noise from the public address system.~~

~~(4) Where $L_{Aeq(5min)}$ is specified, no 5 minute measurement sample can exceed the stated limit.~~

I434.6.31. General noise Noise

~~(1) The noise (rating) level from any activity (other than activities provided for in rules I434.6.1 and I434.6.2) as measured at any notional boundary must not exceed the noise limits in Table I434.6.31.1.~~

Table I434.6.31.1 General noise Noise standards

Timeframes	Noise limit
Monday to Saturday 7am to 10pm	55dB L_{Aeq}
Sunday 9am to 6pm	
At all other times	45dB L_{Aeq} 75dB L_{AFmax}

<u>Time, day, duration and frequency</u>	<u>Noise limit</u>
<u>Up to 5 special noise events between 8:00am and 10:30pm in any 12 month period</u>	<u>75dB L_{Aeq(5min)}</u>
<u>Up to 15 special noise events between 8:00am and 10:30pm in any 12 month period</u>	<u>65dB L_{Aeq(5min)}</u>
<u>General noise standards for all other days including Christmas Day, Good Friday & Anzac Day between 8:00am and 10:30pm</u>	<u>55dB L_{Aeq}</u>
<u>General noise standards for all other times</u>	<u>45dB L_{Aeq} and 75dB L_{Amax}</u>

(2) ~~On up to 2 days in any 12 month period, any activity can take place provided that the following standards are met. Standard 0(2) does not apply to motorsport and horse racing activities:~~

- (a) ~~the noise (rating) level does not exceed a limit of 65dB L_{Aeq} when measured at any notional boundary, and~~
- (b) ~~the activity does not exceed 6 hours in duration and does not start before 9am and finishes no later than 10pm.~~

(2) Noise limits must be measured in accordance with NZS 6801:2008 Acoustics – Measurement of Environmental Sound and assessed in accordance with NZS 6802:2008 Acoustics – Environmental Noise.

(3) For special noise events an adjustment must not be applied to amplified music or amplified voice sounds containing special

audible characteristics (with respect to section 6.3 of NZS6802:2008) but other sources of sound may have an adjustment applied if necessary in accordance with the same section.

- (4) The prescribed time frames for the purpose of assessment according to NZS6802:2008 must be the timeframe for which any particular noise limit applies.
- (5) Crowd noise is to be excluded from any assessment of compliance with these limits.
- (6) Where $L_{Aeq(5min)}$, is specified, no 5-minute measurement sample can exceed the stated limit.
- (7) Professional fireworks displays and helicopter flights are excluded from this standard.

I434.6.2. Special noise events

- (1) The total number of special noise events in any 12 month period must not exceed 20 events.
- (2) For the purpose of this standard, a special noise event exceeds the standard noise limits but does not exceed the special noise limits listed in Table I434.6.1.1.
- (3) Special noise events may occur consecutively over a day or days, but may not exceed the total number of special noise events allowed in any 12 month period provided that:
 - (a) There must be no more than 2 special noise events on any one day.
 - (b) There must be no more than 4 special noise events within any 2 week period.
- (4) A single special noise event must be limited to a total duration of 6 hours. Any special noise event lasting longer than 6 hours shall be

counted as 2 special noise events. The duration of a special noise event must be determined by the cumulative length of time that the standard noise limits are exceeded.

I434.6.43. Lighting

- (1) Lighting limits must be measured and assessed in accordance with Standard AS 4282-1997 (Control of the Obtrusive Effects of Outdoor Lighting). In the event of any conflict between these documents and the lighting standards set out below, the below standards will prevail.
- (2) Any calculation must be based on a maintenance factor of 1.0 (i.e. no depreciation).
- (3) Where measurements of any illuminance above background levels from the use of artificial lighting cannot be made because the owner will not turn off artificial lighting, measurements may be made in areas of a similar nature that are not affected by the artificial light. The result of these measures may be used for determining the effect of the artificial light.
- (4) For the purposes of Standard I434.6.43, the curfew and pre-curfew times are as stated in Table I434.6.43.1.

Table I434.6.43.1: Pre-curfew and curfew times

	Times
Pre-curfew	7am – 10pm
Curfew	10pm – 7am

- (5) The added illuminance from the use of any artificial lighting on any site must not exceed either one of the following:
 - (a) The limits in Table I434.6.43.2 when measured at the boundary of any adjacent site containing a lawfully established dwelling. The

illuminance limit will apply horizontally and vertically at any point on the boundary and at any height; or

Table I434.6-43.2: Horizontal and vertical illuminance at a boundary

	Illuminance limit
Pre-curfew	100 lux (above the background level)
Curfew	10 lux (above the background level)

(b) The vertical illuminance limits in Table I434.6-43.3 when measured at the windows of habitable rooms of a lawfully established dwelling within a residential zone.

Table I434.6-43.3: Vertical illuminance at a window

	Vertical illuminance limit
Pre-curfew	10 lux
Curfew	2 lux

(6) Outdoor artificial lighting operating on any site between sunset and sunrise must not exceed a threshold increment limit of 15% (based on an adaption luminance of 2 cd/m²) on any public road, calculated within each traffic lane in the direction of travel.

(7) Any exterior lighting must be selected, located, aimed, adjusted and/or screened to ensure that glare resulting from the lighting does not exceed 10,000 cd for pre-curfew times and 1,000 cd for curfew times at the windows of habitable rooms of a lawfully established dwelling.

(8) The average surface luminance for an intentionally artificially lit building façade must not exceed 10 cd/m². The values may be determined by calculation or measurement in accordance with CIE 150:2003 (Guide on the limitation of the effects of obtrusive light

from outdoor lighting installations) – International Commission on Illumination ISBN 3 901 906 19 3.

(9) Professional fireworks displays are excluded from this standard.

I434.6.54. Traffic management

All activities must meet at least one of the following traffic management standards:

- (1) The activity and management of associated transport and traffic effects is undertaken in accordance with a Transport and Traffic Management Plan authorised by Auckland Transport; or
- (2) The activity generates a crowd of less than 5,000 people and does not require the closure of a public road.

I434.6.6. [Deleted]

- (1) [Deleted]

I434.6.75. Screening

- (1) Any outdoor storage or rubbish collection areas that are visible from a residential zone or an open space zone must be screened from those areas.

I434.6.8. Interface control areas

- (1) ~~New buildings, external building alterations or additions to a building must be located outside the Interface Control Area (ICA) as illustrated on the precinct plan. Temporary buildings are excluded from this standard.~~

I434.6.96. Height in relation to boundary

- (1) Where the Pukekohe Park Precinct directly adjoins another zone, the height in relation to boundary standard that applies in the adjoining zone also applies to the adjoining Pukekohe Park Precinct boundary.

- (2) Where the Pukekohe Park Precinct directly adjoins a road or a zone with no height in relation to boundary standard, buildings must not project beyond a 45 degree recession plane measured from a point 8.5m vertically above ground level on the precinct boundary.
- (3) Temporary buildings, light towers and associated fittings are excluded from this height in relation to boundary standard.

I434.6.107. Professional fireworks displays

- (1) Displays are limited to 3 in any 12 month period.
- (2) Displays must not exceed 15 minutes in duration.
- (3) Displays must be finished by 10:30pm.
- (4) Fireworks must be discharged at least 120 meters from any residential zone.
- (5) Displays must comply with 140dB LZpeak at any point in the audience area and within the boundary of any activity sensitive to noise.

I434.6.118. Helicopter flights

- (1) There must be no more than 60 helicopter movements in any 12 month period and 10 on any day (where an arriving flight and a departing flight comprises two movements).
- (2) Landing and departures must take place at least 150m from any neighbouring site.
- (3) ~~The helicopter movements must not exceed the numbers in Table I434.6.11.1 where an arriving flight and a departing flight are counted as two movements.~~

Table I434.6.11.1 Helicopter Movements

Motorsport category	Number of movements
Category A day	Limited to 30 movements per Category A day

Category B day	
Category C day	Limited to 30 movements (in any 12 month period)
Category D day	
Category E day	

I434.6.129. Temporary buildings

- (1) Temporary buildings must be erected for a continuous period of no greater than 12090 days, excluding set up and dismantling time.

I434.7. Assessment – controlled activities

I434.7.1. Matters of control

The Council will consider the relevant assessment criteria below for controlled activities, in addition to the assessment criteria specified for the relevant controlled activities in the overlay or Auckland-wide provisions:

- (1) The effects of the proposed activity on the safety and efficiency of the transport network.

I434.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities, in addition to the assessment criteria specified for the relevant activities in the overlay and Auckland-wide provisions:

- (1) Effects on the safety and efficiency of the transport network:
 - (a) the extent to which there are likely to be adverse effects on the safe and efficient operation of the transport network and pedestrian movements;
 - (b) the extent to which entry and exit points to the precinct will be managed to accommodate traffic and pedestrian movements; and
 - (c) the extent to which any proposed mitigation measures will address adverse traffic and parking effects. Such measures may include

travel planning, providing alternatives to private vehicle trips and the preparation and implementation of a Transport and Traffic Management Plan (prepared by a suitably qualified and experienced person).

I434.8. Assessment – restricted discretionary activities

I434.8.1. Matters of discretion

The Council will restrict its discretion to the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant activities in the overlay and Auckland-wide provisions:

(1) Any activity that does not comply with noise and/or lighting standards:

(a) The effects of non-compliance with a noise and/or lighting standard on the amenity values of surrounding properties and safety of transport networks.

(2) Any activity that does not comply with permitted helicopter flight standards:

(a) The effects of non-compliance with the permitted helicopter flight standards on the amenity of surrounding properties.

(3) Any activity that does not comply with permitted professional fireworks display standards:

(a) The effects of non-compliance with the permitted fireworks display standard on the amenity of surrounding properties.

(4) Any new buildings, external building alterations or additions to a building for a primary, compatible, or accessory activity greater than 16.5m and up to 20m in height and/or which does not comply with height in relation to boundary standards:

(a) The visual effects of the additional bulk and scale of buildings on the amenity of private properties, streets and public open spaces.

~~(5) Any new buildings, external building alterations or additions to a building for a primary, compatible, or accessory activity not meeting Standard 0:~~

~~(a) The visual effects of the building design and external appearance on the amenity of private properties, streets and public open spaces.~~

(6) Any activity that does not comply with screening standards:

(a) The visual effects of rubbish and storage areas on residential and open space sites.

I434.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant activities in the overlay and Auckland-wide provisions:

(1) The effects of non-compliance with a noise and/or lighting standard on the amenity values of surrounding properties and safety of transport networks:

(a) Whether the effects of the activity will give rise to noise effects that are unreasonable, having regard to all of the following:

- (i) the cumulative noise effects of other activities which are permitted on the site;
- (ii) the cumulative effect of numerous infringements of noise standards; and
- (iii) the degree of non-compliance;

(b) Whether people likely to be affected by the exceedance of noise standards will be given reasonable notice of the likely effects of the infringement including start time and end time;

- (c) The extent to which duration and hours of operation are managed to minimise the effects of the infringement having regard to the operational requirements and reason for the infringement;
- (d) The extent to which any artificial lighting will create a traffic safety issue;
- (e) Whether the number, placement, design, height, colour, orientation and screening of light fittings and light support structures minimise light spill, glare, and loss of night time viewing;
- (f) The extent to which the amount of light falling into habitable rooms of during the hours of darkness is minimised to control effects on indoor amenity and sleep disturbance; and
- (g) Whether the artificial lighting is necessary, suitable and adequately protects the amenity of the surrounding environment.
- (h) The extent to which additional special events adversely affect the amenity of surrounding properties having regard to all of the following:
 - (i) the sensitivity of the surrounding environment;
 - (ii) the cumulative effect of numerous infringements of special event standards;
 - (iii) the additional number of special events; and
 - (iv) whether there is an operational need for the exceedance.

(2) The effects of non-compliance with the permitted helicopter flight and/or fireworks display standard on the amenity of surrounding properties:

- (a) The extent to which the additional activities adversely affect the amenity of surrounding properties, having regard to all of the following:
 - (i) the sensitivity of the surrounding environment;
 - (ii) the cumulative effect of numerous infringements of this standard;

- (iii) the additional number of activities; and
- (iv) whether there is an operational need for the exceedance.

(3) The visual effects of the additional bulk and scale of buildings on the amenity of private properties, streets and public open spaces.

- (a) The extent to which the height, location and design of the building allow reasonable sunlight and daylight access to:
 - (i) streets and public open spaces; and
 - (ii) adjoining sites, particularly those in residential zones;
- (b) The extent to which the building avoids, remedies or mitigates any potential loss of privacy for surrounding properties (particularly those in residential zones);
- (c) Whether there is an operational, technical or locational need to exceed height and/or height in relation to boundary standard/s; and
- (d) The extent to which adverse effects of the visual dominance of the building on the surrounding area (including roads) are avoided, remedied or mitigated having regard to the amenity and character of the surrounding area and the functional and operational needs of the facility.

(4) The visual effects of the building design and external appearance on the amenity of private properties, streets and public open spaces:

- (a) The extent to which the building design and external appearance avoids, remedies or mitigates adverse effects on the surrounding area having regard to all of the following:
 - (i) the amenity values and character of the surrounding area;
 - (ii) the functional and operational requirements of the precinct;

- (iii) whether crime prevention through environmental design (CPTED) principles have been integrated into external building and layout design;
- (iv) whether long unrelieved frontages and excessive bulk and scale when viewed from the public realm and residential zones have been avoided;
- (v) whether mechanical and electrical equipment has been integrated into the building design as far as is practicable;
- (vi) whether quality, durable, fit for purpose and easily maintained materials have been used for building design and construction; and,
- (vii) whether landscape design is utilised to enhance the visual appearance of the development, including around parking areas and service areas.

(5) The visual effects of rubbish and storage areas on residential and open space zoned sites:

- (a) The extent to which screening is practicable; and
- (b) The extent to which distance and topographical matters mitigate likely adverse visual effects.

I434.9. Special information requirements

There are no special information requirements for this precinct.

Precinct plans

I434.10.1. Pukekohe Park: Precinct plan 1

