

Decision following the hearing of a Plan Change to the Auckland Unitary Plan under the Resource Management Act 1991

Proposal

The proposal is a plan change to the Auckland Unitary Plan (Operative in Part) to re-zone approximately 82.66 hectares of land in south-eastern Pukekohe (bounded by Golding Road, Station Road, Royal Doulton Drive, part of Yates Road and a stream that runs in a roughly southerly direction from Golding Road to Yates Road) from Future Urban Zone and Special Purpose - Major Recreation Facility Zone (Franklin Trotting Club Precinct) to a combination of Business – Light Industry Zone (19.974ha), Residential – Mixed Housing Urban Zone (62.356ha) and Neighbourhood Centre Zone (0.3365ha).

The plan change also seeks to introduce a new precinct to the Auckland Unitary Plan to manage: noise from the nearby Pukekohe Park motorsport activities; traffic generated to the land; a new Significant Ecological Area; the indicative location of future collector roads; and key walking and cycling routes.

This plan change is **APPROVED**. The reasons are set out below.

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| Private Plan Change: | 74 - Golding Meadows and Auckland Trotting Club Incorporated |
| Applicant: | Golding Meadow Developments Limited & Auckland Trotting Club Incorporated |
| Hearing commenced: | 27 October 2022, 10:30am |
| Hearing Panel: | Richard Blakey Bridget Gilbert Vaughan Smith |
| Appearances: | <u>For the Applicant:</u> Jeremy Brabant, Barrister Mark Tollemache, Planning Ian Munro, Urban Design Leo Hills, Transportation Jon Styles Acoustics (MS-Teams) Kelly Bosgra, Engineering Rob Pryor, Landscape Jennifer Shanks, Ecology (MS-Teams) Matthew Paul, Arborist Luke Kennedy, Geotech (provided written answers to the Panel's questions) Adam Thompson, Economics (MS-Teams) |

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| | <p><u>For the Submitters:</u> Christina Montagna for Save Pukekohe Park Petition and own submission YLH Holdings represented by Daniel Sadlier, Legal counsel (MS-Teams) and Monique Kimber, Planner Watercare Services Limited represented by Mark Iszard Auckland Council as submitter represented by Ian Blundell Auckland Transport represented by: Matthew Allan, legal counsel Ruby Taurau, legal counsel Catherine Absil-Couzins, Corporate Tim Segedin, Transport Chris Freke, Planning</p> <p><u>For the Council:</u> Craig Cairncross, Team Leader Peter Reaburn, Planner (consultant) Martin Peake, Traffic Engineer (consultant) Rue Statham, Ecologist Bevan Donovan, Kaitohutohu Whakawātanga/Hearings Advisor</p> |
| Hearing adjourned | 27 October 2022 |
| Commissioners' site visit | 25 October 2022 |
| Hearing Closed: | 15 November 2022 |

INTRODUCTION

1. This decision is made on behalf of the Auckland Council (**the Council**) by Independent Hearing Commissioners Richard Blakey, Bridget Gilbert and Vaughan Smith, appointed and acting under delegated authority under ss.34 and 34A of the Resource Management Act 1991 (**RMA**).
2. The Commissioners have been given delegated authority by the Council to make a decision on Plan Change 74 (**PC 74**) to the Auckland Council Unitary Plan (Operative in Part) (**AUP(OP)**) after considering all the submissions, the s.32 evaluation, the reports prepared by the officers for the hearing and evidence presented during and after the hearing of submissions.
3. PC 74 is a private plan change that has been prepared following the standard RMA Schedule 1 process (that is, the plan change is not the result of an alternative, 'streamlined' or 'collaborative' process as enabled under the RMA).

THE SITE AND EXISTING PLAN PROVISIONS

4. The site is subject to the Future Urban Zone (**FUZ**) and Special Purpose – Major Recreation Facility Zone (Franklin Trotting Club Precinct) (**MRFZ**) in the AUP(OP). The FUZ is a transitional zone applying to greenfield land that has been identified as

suitable for urbanisation (through the Pukekohe-Parerata Structure Plan). The purpose of the MRFZ is to appropriately manage facilities within the Auckland region capable of hosting large-scale sports, leisure, entertainment, art, recreation, or events and cultural activities. It is noted that land in the FUZ may be used for a range of general rural activities, with urban activities either enabled by a plan change that rezones the land for urban purposes, or which are authorised by a resource consent.

5. The land within the plan change area comprises 14 separate properties with nine separate owners. A stream that runs from Golding Road to Yates Road has been adopted as a natural boundary to the southern extent of the plan change area which results in small portions of three properties being outside of the extent of the plan change. The s.42A report advises that it is anticipated that this excess land will be the subject of a future plan change application along with the other surrounding FUZ properties to the south-east, abutting Golding Road, Logan Road and Yates Road.
6. The site is also subject to the following AUP(OP) overlays and controls:
 - Natural Resources: High-Use Aquifer Management Areas Overlay – Pukekohe Kaawa Aquifer; and
 - Controls: Macroinvertebrate Community Index – Rural and Urban.
7. It is also noted that the land to the immediate north is also zoned FUZ, as well as land further north again which fronts onto East Street and is subject to a separate plan change process (Plan Change 76). The s.42A report notes that the immediately surrounding land contains similar land uses, with the notable exceptions being the North Island Main Trunk Railway and Pukekohe Park Raceway which lie just to the south-west of Station Road, opposite the plan change area. Pukekohe Park Raceway recently undertook its own private plan change (Plan Change 30) to rezone 5.8ha of its land to General Business Zone.

SUMMARY OF PLAN CHANGE

8. The proposed plan change is described in detail in the application materials and the Council's s.42A hearing report prepared by Peter Reaburn, the Council's Consultant Planner. In summary, the plan change seeks to apply three 'standard' zones under the AUP(OP) to the land, being the Residential - Mixed Housing Urban Zone (**MHUZ**), Business – Light Industry Zone (**LIZ**) and Business – Neighbourhood Centre Zone (**NCZ**), within an overall precinct (described as the 'I4XX Pukekohe Golding Precinct'), which is comprised of two precinct plans, with Precinct Plan 1 illustrating indicative collector and local roads, walking / cycling routes, the location of wetlands and streams and, in respect of noise mitigation proposals, a noise contour and noise control area ('Area A'). A proposed Significant Ecological Area (**SEA**) is also shown on a separate overlay plan. Precinct Plan 2 shows stormwater catchments. The abovementioned overlays and controls would remain applicable to the plan change area.
9. The s.42A report advises that the approach taken in the proposed precinct provisions is that the standard AUP(OP) zones adopted for the plan change are cross-referenced, with the only difference being to provide for show homes as a permitted activity in the MHUZ.

10. The Applicant has proposed bespoke precinct provisions relating to transport infrastructure requirements, riparian and buffer planting, site access, stormwater management and noise. The reasons for these provisions are as follows:
- (a) Noise from Pukekohe Park motorsport activities is proposed to be managed by a number of special provisions relating to the requirement for a 7m high acoustic wall that would run all of the way through the LIZ (mid-way within the zone), as well as specifying activity restrictions in that zone and design and layout of buildings in the MHUZ within 'Area A'.
 - (b) There are traffic generation thresholds that will require investigation of the capacity of specified road intersections.
 - (c) The precinct plan specifies the extent of a SEA (comprising a stand of Kahikatea trees), the indicative location of future collector roads and key walking and cycling routes, the indicative location of a local park and a local road that demarcates the proposed zones and the indicative streams and wetland.
 - (d) Natural features, ecosystems, water quality and stormwater management are also responded to through the precinct provisions.
11. It is noted that the plan change has occurred at the same time that changes have arisen as a result of mandated changes to the AUP(OP) under the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (**Amendment Act**), and in particular those relating to the Medium Density Residential Standards (**MDRS**) which are included within the RMA as Schedule 3A. The s.42A report advised in this regard that:¹

When putting their notification documents together the applicants were aware of the forthcoming changes and attempted to address the mandates by making specific reference to the MDRS in the provisions. It is recognised that this will need to change to align with the changes to standard zones, and in a manner that is consistent with how like matters are being addressed, including in other AUP precincts. The council's NPSUD [National Policy Statement – Urban Development] plan change will be notified after the date that this report is required to be prepared, which is not ideal timing. However in my view it is clear at this stage, because of the Amendment Act's mandates, that the MDRS will apply in any residential zone introduced at this location.² The provisions as notified will need to be amended, and that is part of [what] the applicants have amended in their Version 3 of the provisions. This then leaves the precinct provisions only having to relate to matters specific to, or affected by, the plan change area.

12. The s.42A report also references the reasons for the plan change request, as set out in the application Assessment of Environmental Effects report. This provides useful

¹ Agenda, at p.21

² Noting that "Apart from the small area of SEA proposed (addressed later in this report), this is not an area where a "qualifying matter" will apply, and any new residential zone will therefore be a "relevant residential zone" under the Amendment Act provisions".

background as to the purpose and rationale for the plan change, and we therefore include it here:³

- *The structure planning process for Pukekohe-Paerata has been completed which is the precursor (as per Appendix 1 Structure plan guidelines) to a plan change to rezone the land for urbanisation. Until this occurs, the FUZ land is in limbo and able only to function for rural uses. On this point it is noted that the PPC request does not strictly adhere to the zoning in the approved PPSP. Instead, a tailored approach to zoning is proposed that responds to the location of the site and the surrounding features, notably the Pukekohe Railway Station which has been previously upgraded and is set to have the rail between the station and Papakura electrified.*
- *The urgent need for development ready residential and industrial land in Pukekohe has been consistently highlighted in the consultation stages of the structure planning process and in previous consultation with Council.*
- *The Special Purpose Zone land (and overarching Franklin Trotting Club Precinct) are bespoke planning provisions that only provide for horse racing and other recreational activities. The land needs to be rezoned if it is to be used for other activities;*
- *The sequencing of the FULSS for Pukekohe is fast-approaching with the FUZ land expected to be “development ready” within the next two years at the earliest (2023) and the next six years at the latest (2027). Development ready in the FULSS is the stage whereby bulk infrastructure has been provided following rezoning. To reach this stage prior to 2027 it is integral that the rezoning process commence as soon as possible; and*
- *Pukekohe is identified as a satellite town in the Auckland Plan 2050. To reach this aspiration of a town that can function semi-independently from the main urban area, additional residential/employment opportunities will need to be created.*

13. Specific amendments sought to the plan change following notification were summarised in the evidence of Mark Tollemache (the Applicant’s consultant planner), as follows:⁴

- (a) *Addition of a collector road and key walking/cycling route from the east-west collector road along the boundary of LIZ and MHU Zone to Yates Road. This is to provide an internal pedestrian and cycle route, along with vehicle access from Yates Road north south through the Precinct as generally sought by the PPSP. As outlined by Mr Munro and further in this evidence, the alignment of the north south collector road from the PPSP cannot be readily achieved in its illustrated*

³ Agenda, p.22, with reference to section 2.2 of the AEE

⁴ Tollemache, EV10F at [2.10]

alignment because of the presence of a wetland and the requirement for 3 stream crossings. The proposed alternative avoids these constraints and complements the access arrangement proposed in the Precinct Plan adjoining the FUZ to the south-east of the precinct;

- (b) Indicative roundabouts and key intersections which relate to new Special Information Requirement I4X.8.3;*
 - (c) Key walking/cycling route to Station Road in the north-western corner of the Precinct;*
 - (d) Splay for future road widening at the intersection of Royal Doulton Drive and Golding Road in anticipation of a future intersection upgrade to accommodate the east-west arterial road illustrated on the PPSP;*
 - (e) Arrows associated with the north-south collector road and key walking/cycling route providing clarity that these are connections between property boundaries.*
14. Additional minor amendments referred to in the Applicant's reply are discussed later in this decision.

RELEVANT STATUTORY PROVISIONS CONSIDERED

15. The RMA sets out an extensive set of requirements for the formulation of plans and changes to them. These requirements were set out in the Applicant's Plan Change Request (including an evaluation pursuant to s.32) and in section 2 of the Council's s.42A report.
16. In particular, s.32(1)(a) requires an assessment of whether the objectives of a plan change are the most appropriate way for achieving the purpose of Part 2 of the RMA. Section 72 also states that the purpose of the preparation, implementation, and administration of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of the RMA. In addition, s.74(1) provides that a territorial authority must prepare and change its district plan in accordance with the provisions of Part 2. While this is a private plan change, these provisions apply as it is the Council that is approving the private plan change, which will in turn change the AUP(OP).
17. We also note that s.32 clarifies that analysis of efficiency and effectiveness of the plan change is to be at a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposed re-zoning. Having considered the evidence and relevant background documents, we are satisfied that PC 74 has been developed in accordance with the relevant statutory requirements.
18. Clause 10 of Schedule 1 also requires that this decision must include the reasons for accepting or rejecting submissions. The decision must include a further evaluation of any proposed changes to the plan change arising from submissions; with that evaluation to be undertaken in accordance with s.32AA. This further evaluation must

be undertaken at a level of detail that corresponds to the scale and significance of the changes. In this case, the changes relate to:

- amendments to address the MDRS;
- inclusion of notable trees to Schedule 10 of the AUP(OP);
- stormwater and transportation provisions; and
- arterial road noise and other acoustic provisions.

19. We consider that the evidence presented by Mr Tollemache⁵ on behalf of the Applicant effectively fulfils the requirements of this assessment and satisfies our s.32AA obligations, and that that material should be read in conjunction with this decision.

NOTIFICATION PROCESS AND SUBMISSIONS

20. The plan change was publicly notified on 24 March 2022 following a feedback process involving Iwi, as required by cl.4A of Schedule 1. Notification involved a public notice as well as letters to directly affected landowners and occupiers alerting them to the plan change. The latter step was aimed at ensuring that landowners and occupiers of properties affected by potentially significant changes were made aware of the changes.
21. The submission period closed on 26 April 2022. A summary of submissions was notified for further submissions on 26 May 2022 (with the one late submission notified on 10 June 2022). A total of 28 submissions (including one late submission) and 12 further submissions were made on the plan change (including one late further submission).
22. The late submission was made by YLH Holdings Ltd (submission #28) and was accepted under delegated authority by a Council manager.
23. The main themes raised by submissions (as summarised in the Council's s.42A report) were as follows:⁶
- Transport
 - Infrastructure funding
 - Extend plan change area
 - Zoning
 - Cultural issues
 - Noise
 - Infrastructure
 - Stormwater
 - Ecology / trees / open space
 - Trotting activities
 - Other effects
 - Plan change provisions
 - Support for the plan change

⁵ Tollemache, EV10F at Appendix 3

⁶ Agenda, at p.71

24. Notwithstanding this range of issues raised by submissions, the matters remaining in contention by the time the hearing commenced had been narrowed considerably, with only minor, if any, differences between the parties and the relevant experts, save for the submission by Christine Montagna. We summarise the remaining matters later in this decision.
25. It is also noted that two directions were issued by the Panel prior to the hearing as follows:
- (a) Direction #1 directed the Applicant to file a memorandum outlining what, if any, changes they recommend to the proposal and outline which changes were in response to which submissions. The Applicant filed an email and a revised set of provisions in response to this direction on 13 July 2022.
 - (b) Direction #2 gave directions in relation to the staged provision of the s.42A report and evidence and, in response to a request made by the Applicant, directed facilitated conferencing after the circulation of expert evidence. It was envisaged the conferencing would take place on (at least) planning and transportation matters.
26. An outline of the witness conferencing that occurred is provided in our summary of evidence below.

SUMMARY OF EVIDENCE

Introduction

27. As previously noted, the Council's s.42A report was prepared by Mr Reaburn. His report was based on the plan change as notified and addressed the relevant statutory requirements, the relevant environmental effects and the issues raised by submissions. Mr Reaburn's overall conclusions were that:⁷

At a strategic level I consider the plan change to be generally in accordance with the direction that has been established to enabling growth in this area, including through the AUP's Future Urban zoning and the PPSP. There are inconsistencies with the PPSP which are assessed in this report, however with some modification my assessment concludes that the plan change is consistent with what could reasonably be expected, taking into account events that have occurred since the AUP and PPSP were prepared – including the MDRS and the decision by one of the applicants – Auckland Trotting Club Incorporated Limited that the Special Purpose zoning and precinct is not now appropriate in view of the bespoke nature of those provisions and the desire to now accommodate other activities.

28. It was Mr Reaburn's draft recommendation that the plan change be approved, but that his recommendation "*is subject to the applicant addressing a number of issues that*

⁷ Section 42A report, at [15]

*are raised in this report including further analysis that is required in relation to effects the plan change will have on the local roading network”.*⁸

29. The evidence presented by the Applicant at the hearing responded to the issues and concerns identified in the s.42A report, the application itself and the submissions made on the application. Overall, we have had the benefit of a significant amount of information on which to consider this plan change request.
30. Given the information received and the point where we ended up prior to the hearing (i.e., with no areas of contention remaining between the parties save for those concerns raised by Ms Montagna) and in order to reduce repetition and noting our obligations under the RMA to reduce delays, we do not propose to provide a detailed summary of the evidence we received. All the information, evidence and submissions are available on the Council’s internet site using the plan change reference and site address listed above. However, for completeness, and to provide context for the decision we have reached, we provide a brief overview of the evidence and submissions, and outcomes of the joint witness conferencing, below.

Local Board Comments

31. We note that the s.42A report included a summary of the comments received from the Franklin Local Board from its business meeting of 26 July 2022.⁹
- i) request that consideration of plans for Golding Road as a future bypass route to accommodate growth and industry in Pukekohe is taken into account and suggest that the views of the Supporting Growth alliance is sought to ensure that this risk to the Pukekohe transport network is understood*
 - ii) note with concern that walking and cycling connections to the town centre and train station/transport centre do not appear to adequately support pedestrian safety. Greater planning and provision for creation of adequate pedestrian and cycling connection to existing pathways on Station Road should be required as part of the plan change*
 - iii) note that any development should address existing rail-crossing limitations noting that the current Subway Road underpass on Station Road is problematic for vehicles and unsafe for walking and cycling. A new pedestrian and cycling opportunity connecting Station Rd to Subway Rd should be a requirement for the plan change and future resource consent.*
32. The Local Board declined the opportunity to appear at the hearing.

⁸ Ibid, at [18]

⁹ Franklin Local Board Meeting 26 July 2022, Resolution FR/2022/118

Expert Conferencing

33. As previously noted, and following the receipt of the s.42A report and the evidence for both the Applicant and submitters, we directed that expert conferencing be facilitated.¹⁰ This occurred as follows:
- Planning 1 (including Urban Design and Parks), 23 September 2022; and
 - Planning and Transport, 27 September 2022.
34. The outcome of the Planning and Transport expert conferencing included a revised set of precinct provisions (Version 8) and associated Precinct Plan 1 map.
35. The process of expert conferencing was extremely constructive in both narrowing and resolving issues, particularly with respect to transport matters. We have, to a large extent, relied on the outcome of the respective JWS and subsequent evidence to address a range of issues raised in submissions and to establish the precinct provisions that we have adopted. We thank all of the participants who took part in the expert conferencing, which made the hearing and decision-making process much more efficient and effective.

Section 42A Addendum

36. Mr Reaburn prepared a s.42 Addendum report following expert conferencing. His addendum report also included Version 10 of the Precinct provisions which incorporated “*further changes to add clarity, to add amendments sought in the reply evidence for Auckland Transport from Mr Freke and to address issues raised by Monique Kimber, planner for YHL*”.¹¹ These amendments were advised to have addressed the main issues addressed through the JWS process, being:
- Transport provisions (and funding);
 - Urban design and form;
 - Noise (including that associated with use of Royal Doulton Drive);
 - Notable trees;
 - Activity status for subdivision; and
 - National Policy Statement for Highly Productive Land.
37. Through his addendum report, Mr Reaburn affirmed his earlier draft recommendation, and recommended that the plan change be approved, subject to his amendments to the Precinct provisions.

¹⁰ Direction No.2, 28 July 2022

¹¹ Section 42A Addendum, at [10]

Applicant evidence

38. Legal submissions were provided by Jeremy Brabant, counsel for the Applicant. Mr Brabant addressed the legal framework and statutory matters relevant to a plan change request, and an overview of the primary matters to be addressed through the evidence. In this respect, however, he highlighted that:

The relatively straight forward nature of planning outcomes and effects resulting from PC74 is reflected in the level of agreement between Council as regulatory authority (through the s 42A report) and the expert witnesses supporting PC74.

39. In this regard, he drew attention to the recommendations of the s.42A report that the plan change be approved, and that:

The section 42A Report identifies potential issues that were anticipated to be the focus of some attention at the hearing. Those matters were the subject of additional assessment, facilitated conferencing between witnesses, further consultation and amendments to proposed provisions. Subsequently the issues identified have been resolved.

40. Mr Brabant referred to the issues raised in the evidence of Ian Blundell, for Auckland Council as Submitter (**ACS**), as at that stage it was unclear whether Mr Blundell remained opposed to the plan change, as indicated in his evidence. Because Mr Blundell attended the hearing and subsequently confirmed that his concerns had been addressed (as set out below), we do not further address Mr Brabant's submissions in this regard.

41. It was Brabant's overall submission that:¹²

- The plan change provisions give effect to the applicable higher order planning instruments and the proposed rules will appropriately implement the policies.
- In terms of s.32, the proposed objectives are the most appropriate means of achieving the purpose of the RMA, and the provisions will achieve the objectives of the AUP(OP).
- Approving the plan change would accord with the Council's functions under s.31, and would be consistent with and promote the sustainable management of resources under s.5, because:
 - i. *Potential adverse effects are appropriately avoided, remedied or mitigated;*
 - ii. *The proposed use and development of the PC74 land represents an efficient use of the site and its natural and physical resources, which can be undertaken in a manner that maintains or enhances the environmental values of the site;*

¹² Legal submissions, EV1 at [61]

- iii. *PC74 will enable communities to provide for their social, economic, and cultural wellbeing and for their health and safety; and*
 - iv. *Development of the land can be undertaken in a manner that will ensure amenity values and the quality of the environment can be maintained or enhanced*
42. Evidence had been prepared by a number of witnesses for the Applicant that addressed various areas of expertise and topics to be addressed as part of the plan change. As most of the topics were no longer in contention by the time of the hearing, we focus here on the reply evidence of Mr Hills (transportation) and Mr Tollemache (planning) that was received prior to the hearing and which addressed the evidence of submitters with reference to the joint witness conferencing and incorporated a further version of the precinct provisions.¹³ Rebuttal evidence was received from various submitter witnesses, including statements to be tabled at the hearing.
43. In terms of transport matters, the areas of disagreement were in respect of the evidence of Matt Collins (for submitter John Harris) and two issues that remained in contention following the JWS process. These related to the use of “*special information requests*” in future resource consent applications, and the upgrade of Golding Road (outside the site boundary). Mr Hills’ reply evidence concluded that these issues were fully resolved by the proposed Precinct provisions and/or are considered to be unfounded.¹⁴
44. Mr Tollemache’s reply evidence also referred to the abovementioned transport matters, along with the evidence of Karin Lepoutre (for the Ministry of Education), Mr Blundell (ACS) and Monique Kimber (for YHL Holdings Ltd). It was Mr Tollemache’s view that, having considered the matters raised in the aforementioned evidence, that “*the PC74 provisions (version 9) are efficient, effective and optimal*” and that “*PC74 can be accepted and approved*”.¹⁵

Submitter evidence

45. Ms Montagna appeared both for herself and on behalf of the ‘Save Pukekohe Park Petition’. Ms Montagna set out her understanding of the history of the Franklin Trotting Club’s use of the site, and the significance of its activities to the surrounding area and the horse training and trotting industry generally. She also raised concerns as to the environmental effects associated with urbanisation, including on wildlife and natural waterways, and the geotechnical suitability of the land for development. In her view, demand for residential housing was being adequately provided for elsewhere in the Franklin district, and that the loss of productive rural land would be a permanent impact on the character of the area.
46. Ms Montagna presented a petition signed by 1,695 persons in opposition to the plan change and which supported the existing activities undertaken on the site. However,

¹³ This was Version 9, which was further amended (Version 10) as part of Mr Reaburn’s s.42A addendum

¹⁴ Hills, EV16 at [27]

¹⁵ Tollemache, EV16A at [6.1]

we record here our agreement in this regard with the opening submission by Mr Brabant that “[i]t is trite law that RMA decision making is not a ‘numbers game’ and therefore the Save Franklins Green Belt’ Petition has no special or elevated status”.¹⁶

47. We also heard from several other submitter parties (YHL Holdings Ltd, Watercare Services Ltd and ACS) who confirmed that they had no opposition to the plan change. In particular:
- (a) Ms Kimber advised that she had considered Mr Reaburn’s s.42A addendum report and revised (Version 10) Precinct provisions and considered these to provide for “*an efficient approach for the Precinct while ensuring that a coordinated and integrated greenfield development is achieved*”.¹⁷
 - (b) Mr Iszard (for Watercare) confirmed Watercare’s submission and overall support for the plan change. He noted in respect of the Panel’s questions to the Applicant’s experts regarding the need for pumping of water in the upper part of the site, and the inclusion of the Special Purpose Area, that these were all matters that can be addressed at the subdivision stage, and by way of development agreements.
 - (c) Mr Blundell (for ACS) advised that on review of the Applicant’s reply evidence and Mr Reaburn’s s.42A addendum report (and revised Precinct provisions) that the issues raised in his evidence had been resolved and that he no longer opposed the plan change.
48. Auckland Transport (**AT**) were represented by Matt Allan and Ruby Taurau (legal counsel), Catherine Absil-Couzins (Corporate), Tim Segedin (Transport) and Chris Freke (Planning). Their combined presentation to the Panel provided an update with respect to the alignment of the new west-east road (near or along Royal Doulton Drive) which was to be notified imminently and confirmed AT’s agreement to the revised provisions generally.

Reply evidence and submissions

49. We heard from several Council officers in reply to the evidence heard, being Mr Peake (traffic), Rue Statham (ecology) and Mr Reaburn (who also spoke on behalf of Lea van Heerden, the Council’s Parks Planner). No changes to their recommendations or to the proposed Precinct provisions were made as part of those responses.
50. The Applicant’s reply was received on 14 November 2022. This incorporated reply submissions prepared by Mr Brabant, with a memorandum from Mr Paul (and survey plan depicting the SEA and associated buffer area) and a revised version of the Precinct provisions (Version 11). Mr Brabant’s reply addressed the opposing statement from Ms Montagna, and questions raised by this Panel. As these remained the only matters of contention, we discuss these further in the following section of this decision.

¹⁶ Legal submissions, EV1 at [59]

¹⁷ Kimber, EV5B at p.2

51. We note that Version 11 of the Precinct provisions provided with the Applicant's reply included the following proposed changes:
- Precinct Plan 1 – identification of the SEA 5m buffer area and identification of a group of proposed Notable trees (Group 3);
 - Schedule 10 Amendment, to include the Group 3 trees;
 - Illustration of a local road on the Precinct Plan adjoining the pedestrian link in the north-western corner of the Precinct; and
 - A new pedestrian walkway associated with the central stream.
52. Following the Panel's consideration of the Applicant's reply, it determined that there were no matters outstanding. The hearing was closed on 15 November 2022.

FINDINGS AND REASONS FOR APPROVING THE PLAN CHANGE

53. The following section addresses our overall findings on PC 74, having heard and considered all of the material and evidence before us. In this regard, we acknowledge the submission point made by Mr Brabant in his reply that, in reiterating his opening submissions, little opposition remained to the plan change and that *"during the hearing that position crystallised further, in that both Auckland Council (as submitter) and YLH Holdings confirmed they no longer took issue with the Applicant's position"*. As referred to above, that left the reply to address the matters raised by Ms Montagna, and the questions raised by this Panel.
54. We note in summary form Mr Brabant's reply to the three main issues raised by Ms Montagna:
- (a) The ATC decision to seek a re-zoning of its land has been approved by the ATC Board, and at its recent AGM it has approved the sale of the land subject to the plan change being granted. To the extent that this is relevant to the decision we must make, we accept Mr Brabant's submissions in this regard.
 - (b) In terms of the geotechnical suitability of the land for residential and light industry purposes, and while we appreciate that Ms Montagna may hold concerns in this regard, we accept the evidence provided by the Applicant's geotechnical expert, Luke Kennedy.¹⁸ We would further note that the Panel's own queries on this topic were addressed through a further memorandum from Mr Kennedy that was provided prior to the hearing.¹⁹ We also consider that the other matters as to environmental effects raised by Ms Montagna had all been addressed by expert evidence for the Applicant and through the reviews by Council specialists. We therefore accept the summary of the plan change in this respect by Mr

¹⁸ Kennedy, EV10E

¹⁹ Kennedy, EV16C

Tollemache that the effects associated with future development will be appropriately addressed through a combination of:²⁰

- the requirements of the Precinct Plan provisions;
 - the suite of relevant National Environmental Standards; and
 - the Auckland-wide regional and district plan provisions of the AUP(OP).
- (c) In respect of the suggestion that the economic activity of building homes was short-term whereas rural activity “[lasts] a lifetime”,²¹ Mr Brabant’s submission highlighted that the land is subject to the FUZ and is committed towards urbanisation rather than enduring rural activities. The plan change therefore responds to changing circumstances and growth in Auckland, and “*not only will contribute to shorter term economic activity by way of [construction], but it will also provide for new and ongoing employment by reference to the light industrial and neighbourhood centre development enabled*”.²² We agree with and accept that submission.

55. Mr Brabant also addressed the questions raised by the Panel during the hearing regarding identification of the neighbourhood centre and collector roads on the Precinct Plan, and the extent of protected trees and SEA provisions. To a large extent, these were less matters of contention than matters for which we sought further clarification to understand the approach adopted in respect of these aspects, having regard to the particular features and characteristics of the site. We generally accept the Applicant’s approach to the issues raised, and we again record Mr Brabant’s responses in summary form as follows:

- (a) The position of the proposed collector roads is accepted and supported by submitters, and no defects with the proposed alignments have been identified. These alignments have been tested through the urban design evidence of Ian Munro and changes could result in difficult design challenges, including in respect of providing local roads along the edges of park areas. The removal of collector roads from the Precinct Plan entirely, to provide greater flexibility, could lead to difficulties at the subdivision stage through having to resolve their location with the Council and AT, potentially leading to greater uncertainty and delay. In this regard we also acknowledge that the rules, standards and criteria of the Precinct Plan are intended to work in conjunction with the depiction of the collector roads in the Precinct Plan maps, and a significant change to the maps would require a substantial re-working of these associated provisions. We accept that this would not be justified in light of the broad consensus that has been arrived at in respect of these provisions between the parties.
- (b) The identification of the NCZ on the maps is also noted by Mr Brabant as a highly desirable aspect of the Precinct Plan (with reference to the evidence of Messrs Munro and Tollemache), and that “[p]roviding for a mechanism whereby this

²⁰ Tollemache, EV10F at [4.45]

²¹ Montagna, EV3A at p.4

²² Reply submissions, EV19 at [10]

might float or be less likely or certain is not sought by the Applicant or any submitter".²³ He also noted that there is benefit in knowing that a future neighbourhood centre will eventuate, even if not developed as part of the first stage.

- (c) The 'Area 3' trees had been proposed to be scheduled by Mr Paul, but this had not been supported by the Council's heritage arborist. The Applicant's reply included a memorandum from Mr Paul clarifying his continued support for scheduling this area of trees. It was Mr Brabant's submission that:²⁴

If the Commissioners agree with the Applicant's submission that existing kahikatea and other trees identified for scheduling in the submission are worthy of protection, then they should simply accept that submission (it is the Council's expert that is opposing the scheduling of those additional trees).

This approach was noted as not requiring any change to the proposed Precinct Plan, as Version 11 as provided with the reply includes the trees both in the provisions and the plans.

- (d) Mr Paul's memorandum also addressed the extent of buffer around the SEA, and the questions the Panel raised as to whether a 5m buffer was sufficient, and how this would be determined 'on the ground'. Mr Paul's memorandum included reference to a survey plan, prepared by Birch Surveyors (reference 4294), which depicted the extent of the 5m buffer and the additional land that would be incorporated by a 10m buffer. It was Mr Paul's opinion that:²⁵

- A 5m planted buffer as proposed would be appropriate to adequately protect the existing trees from any potential earthworks "*and enhance the existing environment by minimising future fringe effects and accidental machinery damage if works are proposed near to the future SEA*".
- If further confidence as to the extent of the 5m buffer was required, then this could be depicted on the Precinct Plan (as has now been shown).
- The 5m buffer should "*be planted as soon as practical to ensure [that] maximum tree and plant establishment occurs prior to any earthworks occurring as part of any future scheme*", noting Mr Paul's understanding that the planting rule is triggered by subdivision within the subject property.

We note that the 5m buffer as shown in the Precinct Plan is based on the aforementioned survey plan by Birch Surveyors. Therefore, should there be any doubt as to the extent of the buffer area as part of any future development (including through any errors as a result of scale), this plan should be referred to.

- (e) In terms of whether additional trees within the site should be protected, either by way of notation or through additional rules or criteria, it was Mr Brabant's

²³ Ibid, at [22]

²⁴ Ibid, at [28]

²⁵ Paul, EV19A

submission that such protection “*would not be lawful*” (where they are presently able to be removed),²⁶ and further:

- a. *It would not be efficient, effective or appropriate to include criteria or other plan provisions which have the potential to hinder or undermine the efficient and effective achievement of redevelopment on the site (both by reference to undertaking physical works on the site, in particular earthworks, and by reference to achieving a suitable and successful physical layout).*
- b. *Redevelopment of the site undertaken in accordance with best practice urban design will involve appropriate landscaping and planting.*
- c. *Significant areas of vegetation on the site are protected by the proposed SEA and identification of notable trees (including the applicant’s submission to schedule group 3). In addition, an important ecological corridor will be established on the subject land through planted riparian margins, which Mr Tollemache identified has an area of 3.4 ha which is not by any means inconsequential*

56. We have accepted these submissions and additional evidence and consider that the provisions as presented through the Applicant’s ‘Version 11’ are acceptable, and that no further substantive changes are necessary in respect of the matters raised by Ms Montagna, or any other submitter, nor in response to the questions we raised during the hearing. We have, however, amended several of the rules (A1), (A2), (A4) and (A6) in the 14XX.4.1 Activity Table to clarify that these rules apply where “*one or more of the standards*” are not achieved, rather than where they do not comply with “*any of the standards*”. We have also added reference to 14XX.6.7 at (A1) and (A4) so that non-compliance with that standard would require assessment as a restricted discretionary activity and the relevant matters of discretion and assessment criteria. Other changes are of a minor editing nature.
57. By way of overview, we record our agreement that the proposed extent and level of residential density is appropriate for the plan change area. We also agree that the provision of employment opportunities through the inclusion of the LIZ is appropriate in its location and will assist with the sustainable development of Pukekohe as it evolves over time. We also agree that the position reached between the Applicant and AT on the plan change provisions in respect of the development of transport infrastructure will enable the plan change to proceed without adversely impacting on the surrounding road network.
58. Overall, we accept Mr Reaburn’s recommendation that PC 74 should be adopted, and that the plan change and associated change in the zoning of the land will:
- assist the Council in achieving the purpose of the RMA;
 - give effect to the NPS-UD;
 - be consistent with the RPS; and
 - be consistent with the Auckland Plan.

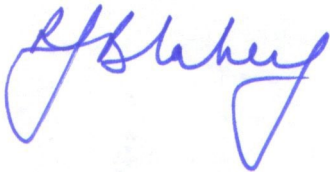
²⁶ Reply submissions, EV19 at [35]

59. It is also necessary for us to set out our decisions with respect to the submissions received on the plan change. We have set out our decision on the submissions, and the relief sought in those submissions, at **Attachment 1** and these are based on our findings set out above in respect of those matters addressed at the hearing, and our overall decision to approve the plan change. In terms of the further topics raised in submissions, we accept Mr Brabant's general comment in his opening submission that "*[t]he subsequent additional modelling work undertaken by Mr Hills, amendments to provisions and formal and informal caucusing, have resolved these issues to the extent there were issues raised with respect to them by Mr Reaburn and/or Council specialists*".²⁷
60. For the purposes of our Attachment 1, and in accordance with cl.10(2) of the RMA, we have grouped the submissions together under the headings that were used in the s.42A report for consistency (and in the same order).
61. We also note in this regard that further submissions can only support or oppose an initial submission. Our decisions on the further submissions reflects our decisions on those primary submissions having regard, of course, to any relevant new material provided in that further submission. For example, if a further submission supported a submission(s) that opposes the plan change and we have recommended that the initial submission(s) be rejected, then it follows that the further submission is also rejected.
62. We also note that we must include a further evaluation of any proposed changes to the plan change arising from submissions; with that evaluation to be undertaken in accordance with s.32AA of the RMA. With regard to that section, and as previously noted, we are satisfied that the evidence presented by Mr Tollemache, on behalf of the Applicant, effectively represents that assessment.
63. For all of the reasons set out in this decision, we are also satisfied the matters set out in ss.6, 7 and 8 of the RMA have been addressed. PC 74 and its provisions, as amended, have recognised and provided for, have had particular regard to and taken into account those relevant ss.6, 7 and 8 matters.
64. In terms of s.5 of the RMA, it is our finding that the provisions of PC 74 are consistent with, and are the most appropriate way, to achieve the purpose of the RMA. PC 74 will enable the efficient development of the site for residential and light industrial activities while also protecting certain existing values (arboricultural, ecological and hydrological) as well as avoiding, remedying, or mitigating any adverse effects on the environment.
65. Having considered all the evidence and relevant background documents, we are satisfied, overall, that PC 74 has been developed in accordance with the relevant statutory and policy matters with regard to ss.32 and 32AA and Part 2 of the RMA. The plan change will clearly assist the Council in its effective administration of the AUP(OP).

²⁷ Applicant opening submissions, EV1 at [51]

DECISION

66. That pursuant to Schedule 1, Clause 10 of the Resource Management Act 1991, that Proposed Plan Change 74 to the Auckland Unitary Plan (Operative in Part) be **approved**, on the basis of that version of the Plan Change and associated maps as provided with the Applicant's reply (Version 11).
67. Submissions on the plan change are accepted and rejected in accordance with Attachment 1 to this decision. In general, these decisions follow the recommendations set out in the Council's s.42A report, except as otherwise identified in the joint witness conferencing statements and our decision above in relation to matters in contention.
68. In addition to the reasons set out above, the overall reasons for the decision are that Plan Change 74:
- (a) will assist the Council in achieving the purpose of the RMA;
 - (b) is consistent with the Auckland Regional Policy Statement;
 - (c) is supported by necessary evaluation in accordance with s.32; and
 - (d) will help with the effective implementation of the plan.



Richard Blakey
Chairperson



Bridget Gilbert



Vaughan Smith

15 December 2022

ATTACHMENTS

Attachment 1 Table of Decisions on Submissions

Attachment 2 I4XX Pukekohe Golding Precinct

ATTACHMENT 1

Table of Decisions on Submissions

Transport

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|--------------------|--|--|----------------|--|
| 15.1 | Auckland Transport | Decline unless deficiencies in the plan change assessments and information are addressed and that there is an appropriate assessment of the impact on yields, potential network effects or network mitigations arising from the application of the medium density residential standards enabled by recent legislative amendments. Modelling and assessment of the transport effects of the plan change's proposed rezoning and intensification needs to be based on a more realistic trip rate and the impact on yields, potential network effects or network mitigations and consequential amendment or addition of the precinct mechanisms and / or provisions required to give effect to the delivery of them including their timing or staging | FS06 John Harris (support) FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan change is approved on the basis of further assessment by the Applicant and amendments supported by AT |
| 15.3 | Auckland Transport | Decline on the basis that the provisions in the plan change have not correctly or adequately provided for identified future network upgrades or (if not declined) incorporate robust provisions and / or appropriate mechanisms to provide for: any network upgrades required on Royal Doulton Drive and | FS06 John Harris (support) Waka Kotahi New Zealand Transport Agency | Accept in Part | Plan change is approved on the basis of amendments supported by AT |

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| | | <p>Golding Road (including intersections and road construction standards); integration of precinct networks and improvements with the identified but as yet undefined supporting networks comprising an east-west route from Golding Road over the rail line to Manukau Road, including the intersection with Golding Road and intersection of Royal Doulton Drive and Golding Road; precinct provisions to address road noise from future East-West Arterial; application of vehicle access restrictions as required on Golding Road and Royal Daulton Drive; removing the requirement to vest a 6m strip on Golding Road and replacement with any appropriate provisions which provide for the future transport improvements outlined above; addition of Golding Road and Royal Daulton Road to a road construction standards table with the required detail; Alignment of the proposed North-South collector in an optimal location which is readily capable of being extended northward as part of development of the land it is located on, to connect with the proposed Arterial Ring Route</p> | <p>FS07 Golding Meadows and Auckland Trotting Club Inc (oppose)</p> <p>FS08 YLH Holdings Limited (oppose)</p> | | |
| 15.4 | Auckland Transport | <p>Amend the Precinct Plan to include provisions to ensure that subdivision and development is integrated with the delivery of the transport infrastructure and services required to provide for the</p> | <p>FS06 John Harris (support)</p> <p>FS07 Golding Meadows and Auckland</p> | Accept in Part | <p>Plan change is approved on the basis of amendments supported by AT</p> |

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| | | transport needs of the precinct, connect with the surrounding network and avoid, remedy or mitigate adverse effects. Concerns include staging, the feasibility of key connections where they cross multiple landowners and streams, construction of the future Arterial Ring Route, and inappropriate amounts of business traffic travelling through the proposed residential areas to access the proposed light business area. Provisions required may include thresholds or triggers, or clear assessment and consenting processes, aligned to related objectives and policies | Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | | |
| 15.6 | Auckland Transport | Decline, unless amendments are made or mechanisms are put in place to address concerns relating to the proposed network, including overprovision of collector roads where local roads could be built; key connections' feasibility where they cross multiple landowners and streams; the North-South collector road's indirect route and not giving effect to the structure plan. requirement for connection through to Yates Road; no indication as to the required treatment for collector/collector or collector/arterial intersections and at what development stage this may be required; risk of business traffic travelling through the residential areas to access light business area. | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Reject in part | Plan change is approved on the basis of amendments supported by AT |

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| | | Also noting mapping inconsistencies: ITA easternmost collector road not shown on precinct plan map, Local Road on master plan not aligned on precinct plan | | | |
| 15.7 | Auckland Transport | Decline, unless provisions are included relating to minimum road reserve widths and key design elements and functional requirements of new and existing roads (example given in Appendix A of the submission) | FS08 YLH Holdings Limited (oppose) | Reject in Part | Plan change is approved on the basis of amendments supported by AT |
| 15.8 | Auckland Transport | Decline, unless there are provisions addressing frontage upgrade requirements to Royal Doulton Drive, Golding Road, Station Road and Yates Road, and provisions or mechanisms (including on the Precinct Plan) addressing walking and cycling connections to Pukekohe Station and on Station Road, Yates Road and Golding Road | FS06 John Harris (support) FS08 YLH Holdings Limited (oppose) | Accept | Plan change is approved on the basis of amendments supported by AT |
| 15.9 | Auckland Transport | Decline unless interventions for walking and cycling (w&c) are clearly shown in the precinct provisions including: Showing w&c connections to Station Rd (towards Pukekohe Station); Showing walking and cycling facilities on Station Rd, Yates Rd and Golding Rd; Amending provisions to clearly show who is responsible for delivering infrastructure and provide appropriate thresholds to ensure development does not continue without w&c infrastructure | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan change is approved on the basis of amendments supported by AT |

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| 15.11 | Auckland Transport | Confirmation sought about whether any protected wetlands will affect the proposed precinct network or zoning | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan change is approved on the basis of amendments supported by AT |
| 16.4 | John Harris | Decline, unless matters addressed in the submission are addressed including whether the location and capacity of the proposed roading network, roading upgrading and trigger rules are the most appropriate and will also best serve other Future Urban zoned land in the vicinity | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan change is approved on the basis of amendments addressing the matters in the submission |
| 18.1 | The New Zealand Transport Agency (Waka Kotahi) | Neutral, noting the need to ensure multi-nodal connectivity and reduction in reliance on private car-based travel | | Accept | Plan change is approved |
| 23.3 | Wobinda Farms Limited Attn: Peter Fuller | Accept, subject to confirmation of adequate and appropriate provisions for cycling and walking linkages, widening of Golding Road and further consideration of the number of road linkages to Golding Road | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose/support) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan change is approved on the basis of amendments to the provisions addressing the matters in the submission |
| 28.2 | YLH Holdings Limited | Accept but oppose Precinct Plan 1 unless amended to delete Indicative Collector Road and Indicative Key Walking/Cycling Route or to show Indicative Collector Road and Indicative Key Walking/Cycling Route | FS12 Golding Meadows and Auckland Trotting Club Inc (oppose) | Reject | Plan change is approved on the basis that it is appropriate to retain provisions that address the matters in the submission |

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| | | following the boundary between 152 Golding Road, Pukekohe and its neighbour to the north along Golding Road, to avoid bisecting north-western corner of the land and impeding its future development or plan is otherwise deleted. | | | |
| 28.3 | YLH Holdings Limited | Accept but opposes provisions relating to the protection and enhancement of streams and wetlands and also the requirement for 10m minimum riparian planting, as these are inappropriate and impractical. Instead a more flexible approach is required that considers the individual values of streams and wetlands in consideration of the existing AUP provisions and other relevant statutory documents (relevant NPSs and NESs). | FS12 Golding Meadows and Auckland Trotting Club Inc (oppose) | Reject | Plan change is approved on the basis that it is appropriate to include in the provisions measures for the protection and enhancement of streams and wetlands. |

Infrastructure Funding

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|--------------------|--|--|----------------|--|
| 15.2 | Auckland Transport | Decline, unless funding and financing concerns are resolved and that enabled growth makes a proportionate contribution towards the future transport infrastructure it will benefit from in the wider planned strategic road network. At this time there is no appropriate growth funding mechanism developed | FS06 John Harris (support) FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan Change is approved on the basis of further assessment by the applicant and amendments supported by AT |

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| 24.1 | Auckland Council | Decline unless Auckland Council's concerns around infrastructure funding, financing and delivery and any other relevant matter are addressed (approve if they are addressed) | FS06 John Harris (support) FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan change is approved on the basis of further assessment by the applicant and amendments supported by Auckland Council |
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Extend Plan Change Area

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|---------------|--|---|----------|--|
| 1.2 | Jason Wu | Accept, subject to the land at 25, 26A and 27B Royal Doulton Drive (includes land outside the current plan change area) being rezoned as part of the plan change | FS06 John Harris (support) FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS02 Auckland Regional Public Health (oppose) FS10 Auckland Transport (oppose) | Reject | Plan Change is approved (on basis of area as proposed in the plan change request - consideration of the additional area is out of scope) |
| 12.1 | Anil Sachdeva | Accept, subject to additional land (outside the current plan change area) at 120, 124, 150, 170 and 194 Station Road being rezoned as part of the plan change | FS01 Anil Sachdeva (support) FS06 John Harris (support) | Reject | Plan Change is approved (on basis of area as proposed in the plan change request - consideration of the |

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| | | | <p>FS07 Golding Meadows and Auckland Trotting Club Inc (oppose)</p> <p>FS02 Auckland Regional Public Health (oppose)</p> <p>FS10 Auckland Transport (oppose)</p> | | additional area is out of scope) |
| 16.1 | John Harris | Decline, unless matters addressed in the submission are addressed including establishing a defensible boundary, and extension of the boundary of the plan change area between the proposed area and the existing Pukekohe Urban area (including 26 Royal Doulton Drive) | <p>FS07 Golding Meadows and Auckland Trotting Club Inc (oppose)</p> <p>FS08</p> <p>YLH Holdings Limited (oppose)</p> <p>FS02 Auckland Regional Public Health (oppose)</p> <p>FS10 Auckland Transport (oppose in part)</p> | Reject | Plan Change is approved (on basis of area as proposed in the plan change request - consideration of the additional area is out of scope) |
| 19.3 | Heather Isabel Clark | Neutral, with concerns about whether the plan change should be extended northwards to include properties on the northern side of Royal Doulton Drive | <p>FS06 John Harris (support)</p> <p>FS07 Golding Meadows and Auckland Trotting Club Inc (oppose)</p> <p>FS08</p> | Reject | Plan Change is approved (on basis of area as proposed in the plan change request - consideration of the additional |

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| | | | YLH Holdings Limited (oppose) FS10 Auckland Transport (oppose) | | area is out of scope) |
| 22.1 | Station Road Residents Group | Accept, subject to additional land (outside the current plan change area) as specified in the submission being rezoned as part of the plan change. The sites are at 120, 124, 150/152, 170 and 194 Station Road | FS04 SFH Consultants Limited (support) FS06 John Harris (support) FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS02 Auckland Regional Public Health (oppose) FS10 Auckland Transport (oppose in part) FS 11 Watercare Services Limited (oppose) | Reject | Plan Change is approved (on basis of area as proposed in the plan change request - consideration of the additional area is out of scope) |

Zoning

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|-----------|---|-----------------------------------|----------|--|
| 1.1 | Jason Wu | Accept, subject to land proposed to be zoned LIZ being zoned MHUZ on the basis that the area is best suited to this | FS07 Golding Meadows and Auckland | Reject | Plan Change is approved on the basis that LIZ is the |

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|------|--------------------|---|--|----------------|--|
| | | zoning in an area close to the Pukekohe Town Centre and Pukekohe Train Station | Trotting Club Inc (oppose) FS10 Auckland Transport (oppose) | | most appropriate zone for the area adjacent to Station Road |
| 15.5 | Auckland Transport | If not declined, support the proposed LIZ in providing for employment and reducing the need for people to travel to work | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose / support in part) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan Change is approved on the basis that the MHUZ and LIZ are the most appropriate zones for the site |
| 16.2 | John Harris | Decline, unless matters addressed in the submission are addressed including whether the proposed zoning / activities are most appropriately located or whether they may be more appropriately located on other FUZ land | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Reject | Plan Change is approved on the basis that MHUZ and LIZ are the most appropriate zones for the site |
| 26.2 | Jenny Maree Walter | Decline, on the basis of inappropriate zoning, in particular at the Golding Road interface | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Reject | Plan Change is approved on the basis that MHUZ and LIZ are the most appropriate zones for the site |

Cultural Issues

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|--------------|--|---------------------|----------------|-------------------------|
| 5.1 | Ngāti Te Ata | Decline until completion of a Cultural Values Assessment which adequately addresses effects on Ngāti Te Ata history, | FS03 Ngāti Tamaoho | Accept in Part | A CVA has been prepared |

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|--|--|---|---|--|--|
| | | cultural values and iwi environmental preferences | Trust (support) FS08 YLH Holdings Limited ("YLH") (oppose) | | |
|--|--|---|---|--|--|

Noise

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|---|---|---|----------------|--|
| 13.1 | Auckland Regional Public Health Service | Decline, or if not declined address specific relief raised in the submission in relation to the proposed provisions being inadequate to address the potential effects of motorsport noise on public health. Specific relief includes amendments to provisions relating to protection from (rather than mitigation of) adverse health effects due to motorsport noise, the proposed acoustic barrier (including when required and height, and associated road design) additional attenuation measures, 55dB LAeq threshold (rather than 55dB LAeq), replacement of the proposed Area A to cover the whole of the Residential-Mixed Housing Urban Zone, amendments to the dwelling internal noise standards | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) FS10 Auckland Transport (support in part) | Accept in part | Plan Change is approved (on the basis of the Applicant's proposed measures to address noise) |
| 26.3 | Jenny Maree Walter | Decline, on the basis of inappropriate provisions made for addressing for addressing the adverse effects of noise | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Reject | Plan Change is approved (on basis of the Applicant's proposed measures to address noise) |

Infrastructure

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|--------------------------------|--|--|----------------|---|
| 14.1 | Watercare Services Limited | Accept, subject to provisions as proposed in the plan change being adopted, on the basis that the proposed water and wastewater capacity and servicing requirements have been adequately assessed as part of the plan change and are technically feasible. | FS06 John Harris (support in Part) Golding Meadows and Auckland Trotting Club Inc (support) | Accept | The submitter has confirmed that it is feasible to provide sufficient water and wastewater capacity to serve the site |
| 16.5 | John Harris | Decline, unless matters addressed in the submission are addressed including appropriate provisions to ensure infrastructure (including power, water and wastewater) takes into account surrounding Future Urban Zone land | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan Change is approved (noting WSL support per above) |
| 19.2 | Heather Isabel Clark | Neutral, with concerns about whether there are appropriate provisions relating to the adequacy and location of transport, water and wastewater infrastructure | FS06 John Harris (support) FS07 Golding Meadows and Auckland Trotting Club Inc (oppose / support in part) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan Change is approved (noting WSL support per above) |
| 25.1 | Fire and Emergency New Zealand | Accept the plan change on the basis that water supply will be in accordance with the New Zealand Fire Service Fire fighting Water Supplies Code of Practice SNZ PAS 4509:2008 | | Accept | The water supply will comply with the Code of Practice identified in the submission |

Stormwater

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|---|--|--|----------------|---|
| 15.10 | Auckland Transport | Decline, unless provisions are amended to consider the whole of life costs and effectiveness of treatment of publicly vested stormwater assets | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan Change is approved (on the basis of amended provisions) |
| 23.3 | Wobinda Farms Limited Attn: Peter Fuller | Accept, subject to satisfactorily addressing downstream water quantity and quality effects | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose / support) FS08 YLH Holdings Limited (oppose) | Accept | Plan Change is approved – water quality and quantity effects have been satisfactorily addressed |

Ecology / Trees/ Open Space

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|--|--|---|----------------|--|
| 17.2 | Golding Meadows and Auckland Trotting Club Inc | Accept, subject to specified amendments to the Auckland Unitary Plan tree schedule (trees at 162 Golding Road, 27 Yates Road and 240 Station Road) | FS08 YLH Holdings Limited (support) FS05 Shaojie Zheng (support) | Accept | Plan Change is approved (with inclusion of notable trees) |
| 23.1 | Wobinda Farms Limited | Accept, subject to confirmation of adequate provision of parks and green corridors and riparian margins | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose / support) | Accept in Part | Plan Change is approved (on the basis that the planting of riparian margins is |

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|------|----------------------------|---|---|--------|---|
| | | | FS08 YLH Holdings Limited (oppose) | | required by the provisions) |
| | | | FS10 Auckland Transport (oppose) | | |
| 28.4 | YLH Holdings Limited | Accept but opposes provisions relating to the protection and enhancement of streams and wetlands and also the requirement for 10m minimum riparian planting, as these are inappropriate and impractical. Instead a more flexible approach is required that considers the individual values of streams and wetlands in consideration of the existing AUP provisions and other relevant statutory documents (relevant NPSs and NESs). | FS12 Golding Meadows and Auckland Trotting Club Inc (oppose) | Reject | Plan Change is approved (on the basis that the protection and enhancement of streams and wetlands is appropriate) |

Trotting Club Activities

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|--------------------|--|--|----------|---|
| 3.1 | Christine Montagna | Decline, on the basis that the trotting activities create jobs and removal of it will be a massive loss to Franklin | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) | Reject | Plan Change is approved (for reasons set out in decision) |
| | | | FS08 YLH Holdings Limited (oppose) | | |
| 4.1 | Bronwyn McLean | Decline, on the basis that the trotting activities maintain needed large green spaces, and are needed for trotting trainers most of whom will lose their livelihoods | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) | Reject | Plan Change is approved (for reasons set out in decision) |
| | | | FS08 YLH Holdings Limited (oppose) | | |

| | | | | | |
|------|---|---|--|--------|---|
| 9.1 | Save Pukekohe Park Petition Attn: Christine Montagna/ Robert Hart | Decline, on the basis of opposition to residential development and support for the equine, farming and rural activities in this environment which are supported or facilitated by the Auckland Trotting Club (the submission is accompanied by a petition with approximately 160 signatories) | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Reject | Plan Change is approved (for reasons set out in decision) |
| 11.1 | Patricia Makene | Decline, on the basis of concern about employment and export industry effects and that trotting activities should be retained | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Reject | Plan Change is approved (for reasons set out in decision) |

Other Effects

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|------------------------|--|--|----------------|---|
| 10.1 | Peter Francis Montagna | Decline, on the basis that existing fertile soils, flora and fauna, rural lifestyle, rural activities and rural amenity should be maintained | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Reject | Plan Change is approved (for reasons set out in decision) |
| 16.3 | John Harris | Decline, unless matters addressed in the submission are addressed including potential adverse effects on surrounding Future Urban Zone land | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Reject | Plan Change is approved (for reasons set out in decision) |
| 19.1 | Heather Isabel Clark | Neutral, with concerns about whether there should be more appropriate provisions relating | FS06 John Harris (Support) | Accept in Part | Plan Change is approved (for reasons |

| | | | | | |
|------|-----------------------|---|--|----------------|---|
| | | to avoidance, remedying or mitigating adverse effects | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | | set out in decision) |
| 23.4 | Wobinda Farms Limited | Accept, subject to satisfactorily addressing reverse sensitivity effects including dust and spray drift | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose / support) FS08 YLH Holdings Limited (oppose) | Accept in Part | Plan Change is approved (for reasons set out in decision) |

Plan Change Provisions

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|--|--|--|----------------|--|
| 17.1 | Golding Meadows and Auckland Trotting Club Inc | Accept, subject to specified amendments to the AUP(OP) to achieve alignment with the Medium Density Housing Standards. Amendments include objectives, policies and rules, and any subsequent amendments that may be required | FS08 YLH Holdings Limited (support) FS05 Shaojie Zheng (oppose) FS10 Auckland Transport (oppose) | Accept | Plan change is approved (including through incorporating alignment with requested standards) |
| 20.1 | Ministry of Education | Neutral, with concerns relating to adequate planning for schools, including associated safe walking and cycling connectivity - amendments to provisions are proposed | | Accept in Part | Plan change is approved (incorporating provisions for schools) |

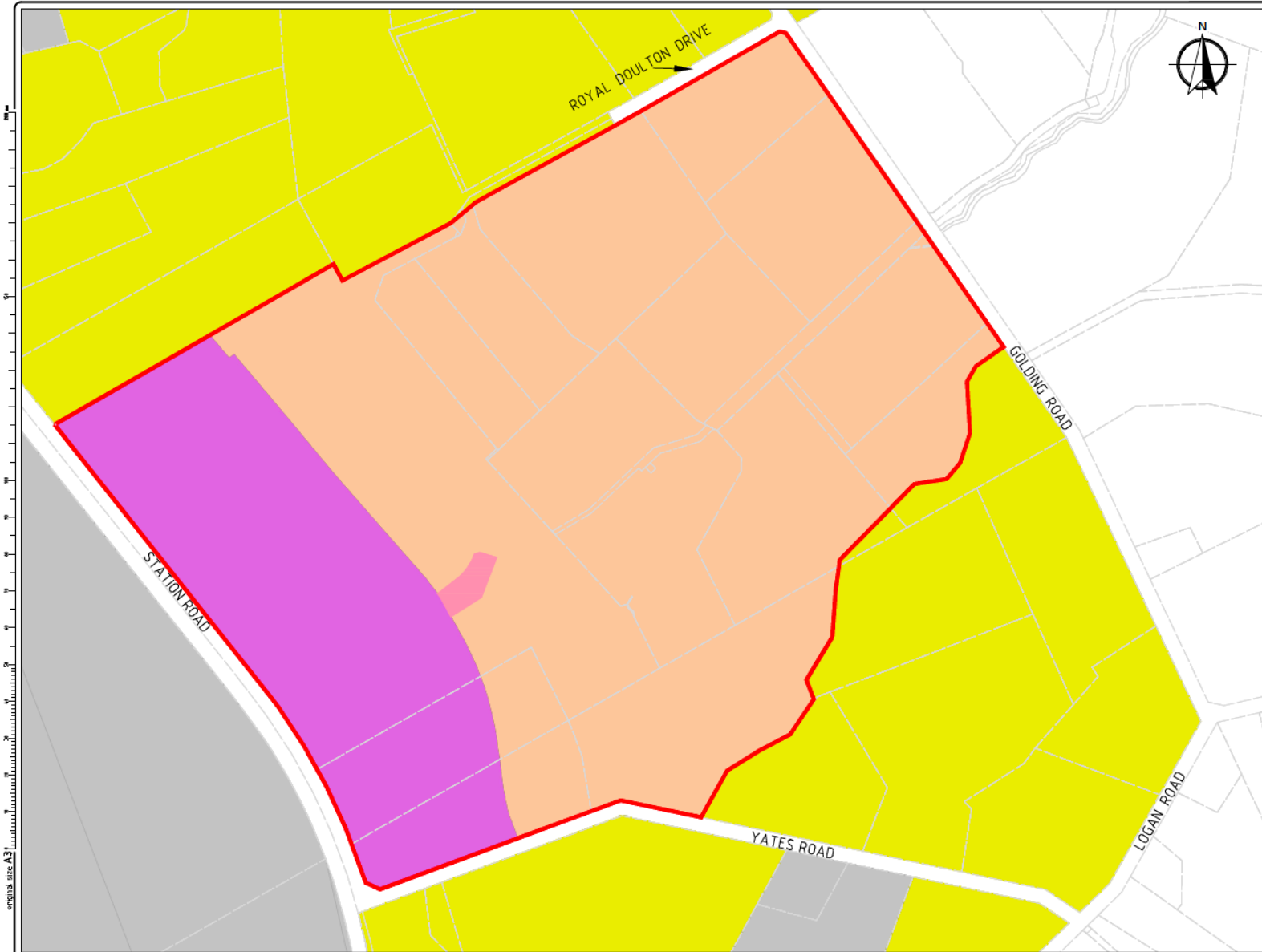
| | | | | | |
|------|---------------------------|--|--|----------------|--|
| 21.1 | KiwiRail Holdings Limited | Accept, subject to provisions as proposed in the plan change being adopted - includes precinct description, Objectives 3 and 4, Policy 4, activity table | FS08 YLH Holdings Limited (oppose in part) | Accept | Plan change is approved (incorporating the provisions identified in the submission) |
| 26.1 | Jenny Maree Walter | Decline, on the basis of inappropriate provisions made for addressing the urban-rural interface at Golding Road and inadequate provisions made for addressing the adverse effects of noise | FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) | Reject | Plan change is approved (on the basis that the surrounding land is zoned FUZ and appropriate provision is made for addressing noise effects) |
| 28.1 | YLH Holdings Limited | Accept, however oppose the inclusion of MDRS provisions into the precinct as duplicative and unnecessary at this stage, when they could be addressed later under the statutory provisions provided by the Act. | FS12 Golding Meadows and Auckland Trotting Club Inc (oppose) | Accept in part | Plan change is approved (including through incorporating alignment with relevant standards) |

Accept the Plan Change

| Sub. No. | Submitter | Summary of the Relief Sought | Further Submissions | Decision | Reasons |
|----------|------------------------------|---|---|----------------|---|
| 2.1 | Zhi Hui Zhong | Accept the plan change, no amendments sought | | Accept in Part | Plan Change is approved (with amendments) |
| 6.1 | Shaojie Zheng | Accept the plan change with no amendments on the basis that the area and current and future generations will benefit from the zonings as proposed | FS08 YLH Holdings Limited (support in part, oppose in part) | Accept in Part | Plan Change is approved (with amendments) |
| 7.1 | Vicky Maree Roose (Jamieson) | Accept the plan change in its current form | FS08 YLH Holdings Limited (support in part, oppose in part) | Accept in Part | Plan Change is approved (with amendments) |
| 8.1 | Franklin A & P | Accept the plan change as it will be an indirect benefit to the Society | FS08 | Accept | Plan Change is approved |

| | | | | | |
|------|----------------|---|---|----------------|---|
| | Society | including visibility and foot traffic and facilities at the grounds | YLH Holdings Limited (support in part, oppose in part) | | (with amendments) |
| 27.1 | Jason Woodyard | Accept the plan change, no amendments sought | | Accept in Part | Plan Change is approved (with amendments) |

PLAN CHANGE 74 MAPS



KEY

| | |
|--|--------|
| Abutal Boundaries | --- |
| Plan Change Boundary | --- |
| Residential - Mixed Housing Urban Zone | Orange |
| Business - Neighbourhood Centre Zone | Pink |
| Business - Light Industry Zone | Purple |
| Future Urban Zone | Yellow |
| Special Purpose Zone | Grey |

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LIGHT INDUSTRY ZONE - 19.9741ha
 MHUZ - 62.356ha
 NEIGHBOURHOOD CENTRE ZONE - 0.3365ha

original size A3



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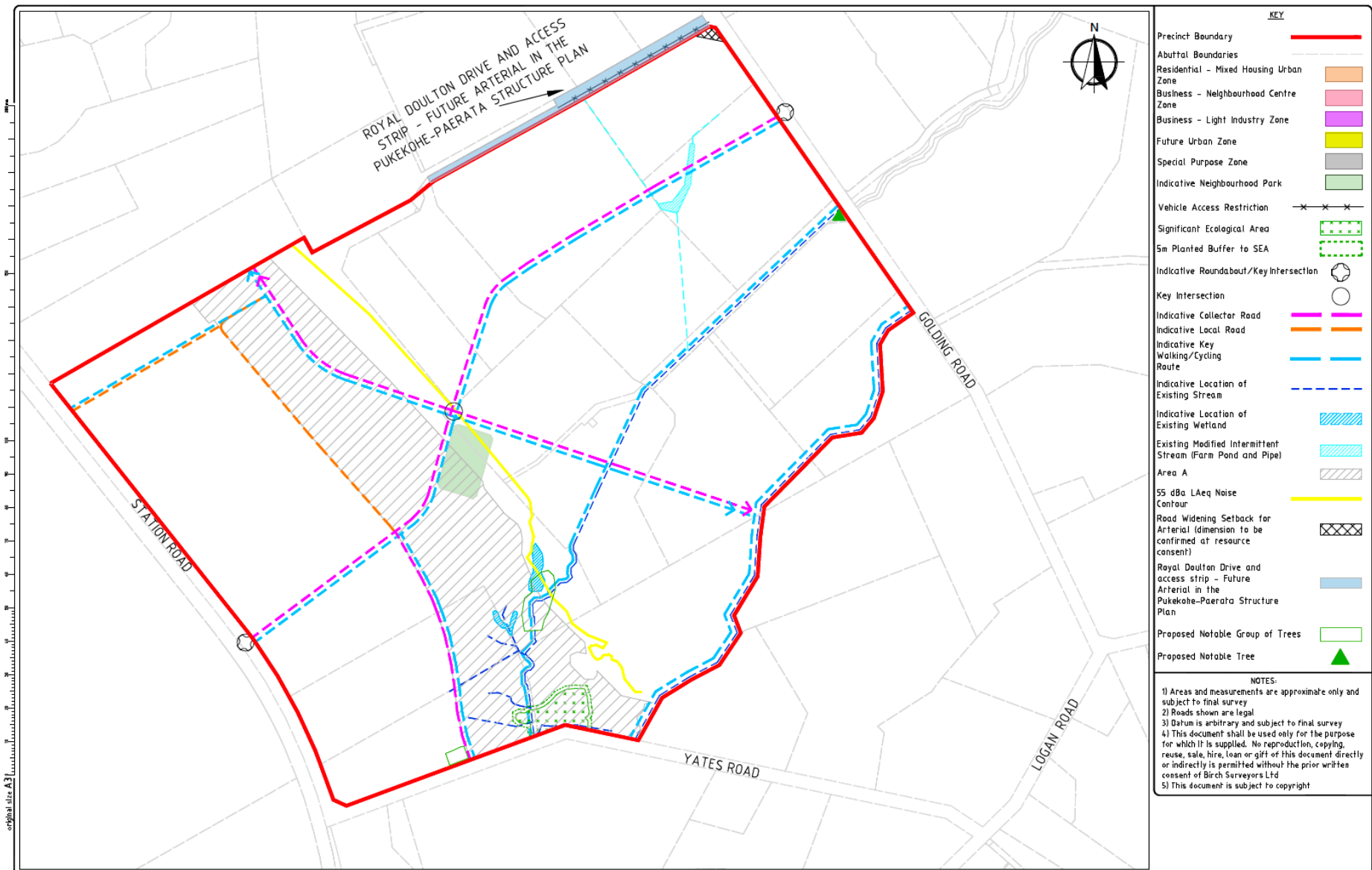
| | |
|-------------------|--|
| LOCAL AUTHORITY | AUCKLAND COUNCIL |
| PLANNING MAP | - |
| ZONING | FUTURE URBAN ZONE & MAJOR RECREATION FACILITY ZONE |
| ACTIVITY | - |
| COMPRISED IN | - |
| TOTAL AREA | 82.6690ha |
| REGISTERED OWNERS | - |

PROJECT NAME
 PRIVATE PLAN CHANGE PUKEKOHE GOLDING PRECINCT

GOLDING ROAD
 PUKEKOHE

| | | | | | |
|-----------------|------|------|---------|--------------|------------------------|
| Surveyed | - | Date | - | Project No. | 4294 |
| Designed | GRPC | Date | 2019 | Scale | Htz: 1:5000 @ A3 |
| Drawn | BEL | Date | 01/2019 | REVISED DATE | COMMENTS |
| Approved | - | Date | - | L 15 | 10/21 Overlay Updates |
| Project Manager | - | Date | - | M 14 | 11/21 Catchment Update |
| | | | | N TR | 08/22 Product Update |

| | |
|-------------------------|---------------------------------|
| TITLE | |
| ZONE MAP | |
| Drawing Name | F:_CAD\PC 4294 N.dwg /Zone Map |
| Rev. | M |
| SUBJECT TO FINAL SURVEY | |



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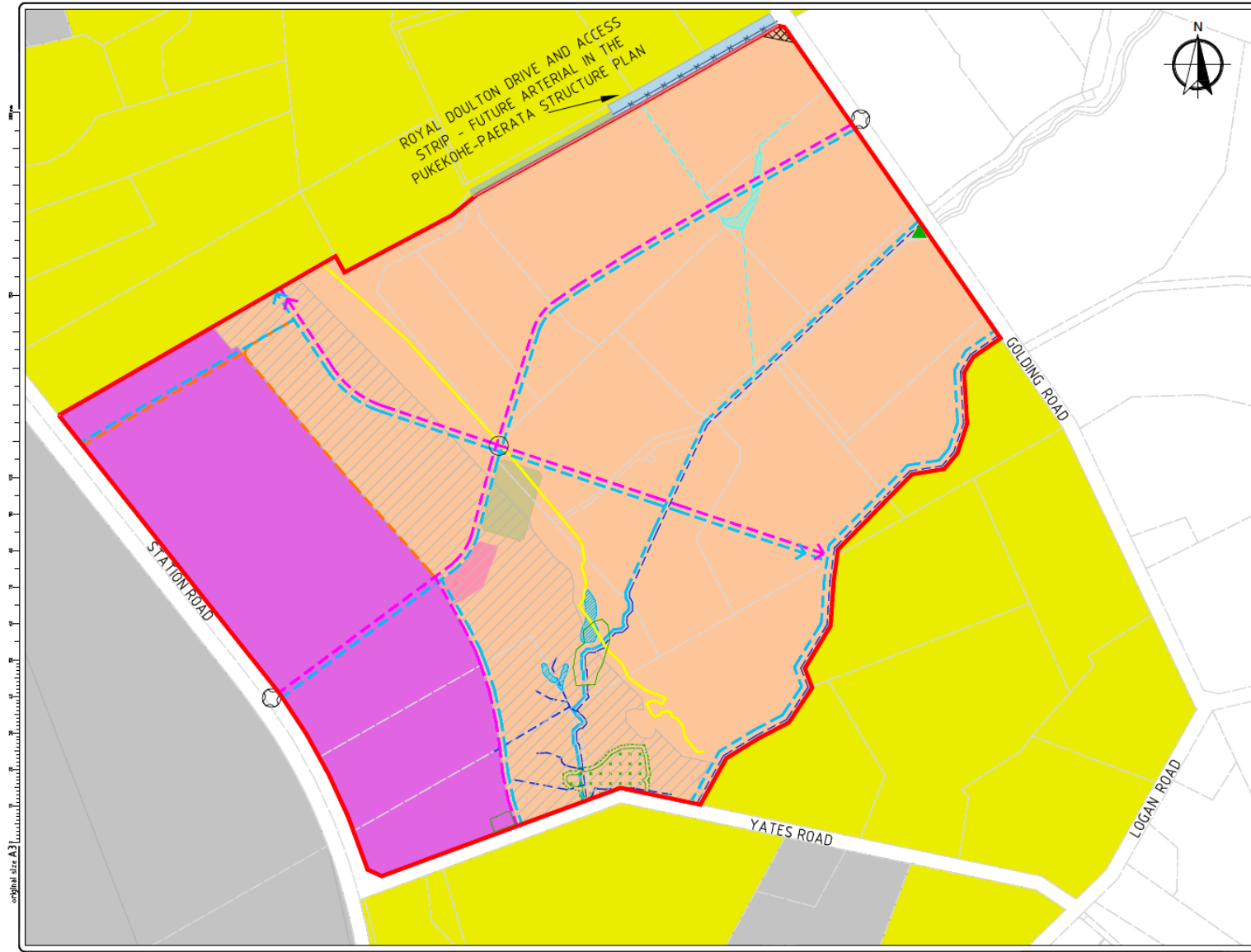
| | |
|-------------------|--|
| LOCAL AUTHORITY | AUKLAND COUNCIL |
| PLANNING MAP | |
| ZONING | FUTURE URBAN ZONE & MAJOR RECREATION FACILITY ZONE |
| ACTIVITY | |
| COMPRISED IN | |
| TOTAL AREA | 62,669m ² |
| REGISTERED OWNERS | |

PROJECT NAME
PRIVATE PLAN CHANGE PUKEKOHE GOLDING PRECINCT

**GOLDING ROAD
PUKEKOHE**

| | | | |
|-----------------|------|--------------|-----------------|
| Surveyed | Date | Project No. | 4294 |
| Designed | Date | Scale | Hzr 1:5000 @ A3 |
| Drawn | Date | REV. BY DATE | COMMENT |
| Approved | Date | P. RUD 11/22 | Precinct Update |
| Project Manager | | | |

| | |
|--------------|---|
| TITLE | PRECINCT PLAN 1 |
| Drawing Name | P1_CAD/C/P 4294 P.dwg / Precinct Plan 1 |
| | SUBJECT TO FINAL SURVEY |
| Rev. | P |



KEY

- Precinct Boundary —
- Abuttal Boundaries
- Residential - Mixed Housing Urban Zone
- Business - Neighbourhood Centre Zone
- Business - Light Industry Zone
- Future Urban Zone
- Special Purpose Zone
- Indicative Neighbourhood Park
- Vehicle Access Restriction x x x
- Significant Ecological Area
- 5m Planted Buffer to SEA
- Indicative Roundabout/Key Intersection
- Key Intersection
- Indicative Collector Road
- Indicative Local Road
- Indicative Key Walking/Cycling Route
- Indicative Location of Existing Stream
- Indicative Location of Existing Wetland
- Existing Modified Intermittent Stream (Farm Pond and Pipe)
- Area A
- 55 dBA LAeq Noise Contour
- Road Widening Setback for Arterial (dimension to be confirmed at resource consent)
- Royal Daulton Drive and access strip - Future Arterial in the Pukekohe-Paerata Structure Plan
- Proposed Notable Group of Trees
- Proposed Notable Tree ▲

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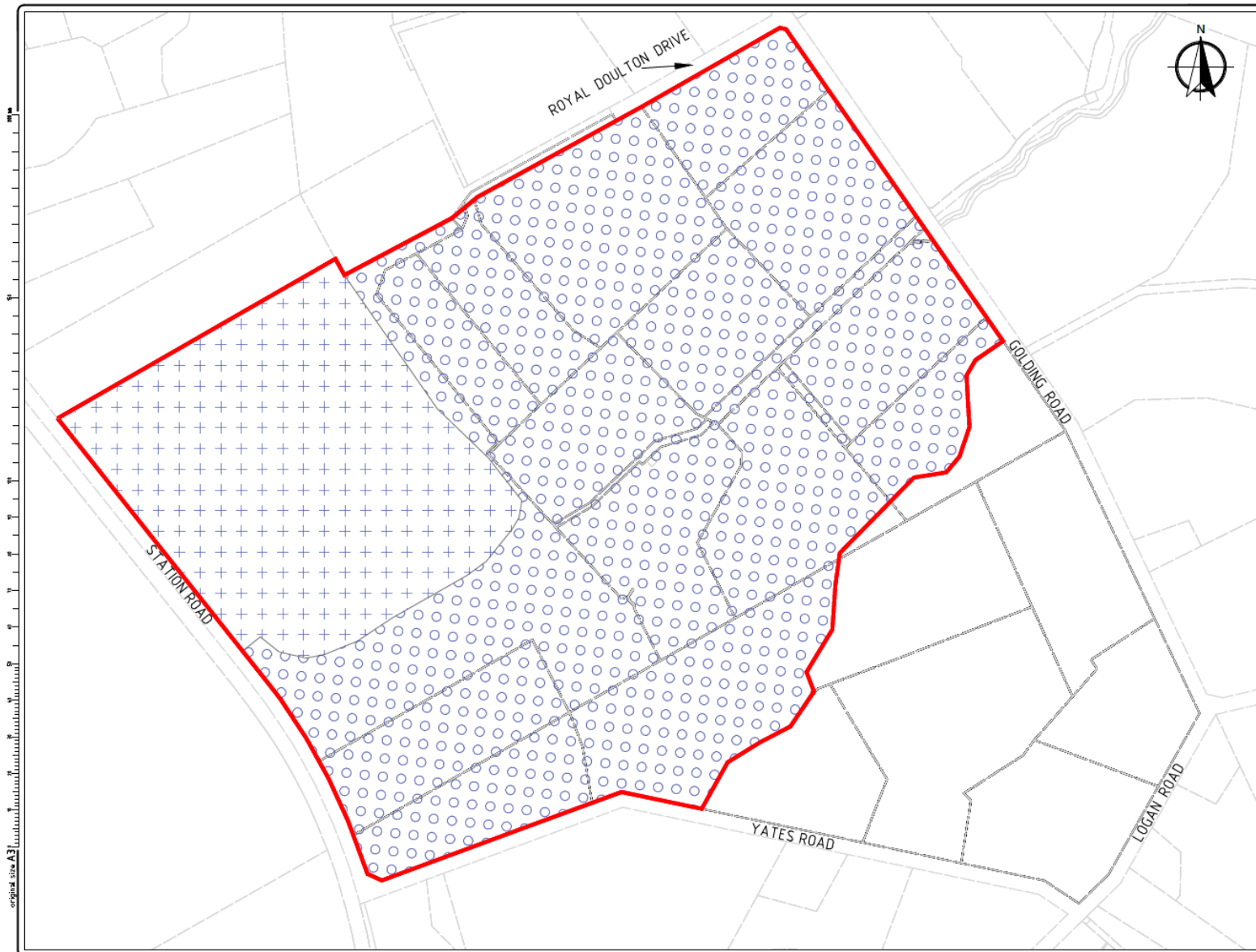
| | |
|-------------------|--|
| LOCAL AUTHORITY | AUKLAND COUNCIL |
| PLANNING MAP | |
| ZONING | FUTURE URBAN ZONE & MAJOR RECREATION FACILITY ZONE |
| ACTIVITY | |
| COMPRISED IN | |
| TOTAL AREA | 82.666ha |
| REGISTERED OWNERS | |

PROJECT NAME
PRIVATE PLAN CHANGE PUKEKOHE GOLDING PRECINCT

**GOLDING ROAD
PUKEKOHE**

| | | | |
|-----------------|------|-------------------------------|-----------------|
| Surveyed | Date | Project No. | 4294 |
| Designed | Date | Scale | Hzr 1:5000 @ A3 |
| Drawn | Date | REV BY DATE COMMENT | |
| Approved | Date | P. 1061 11/20 Precinct Update | |
| Project Manager | Date | | |

| | |
|-----------------|---------------------------------------|
| TITLE | |
| PRECINCT PLAN 1 | |
| Drawing Name | P1_CAD/CP 4294 P.dwg /Precinct Plan 1 |
| Subject | SUBJECT TO FINAL SURVEY |
| Rev. | |
| P | |



KEY

Precinct Boundary ———

Abuttal Boundaries

Western Catchment ++

Eastern Catchment oo

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| | |
|-------------------|--|
| LOCAL AUTHORITY | AUKLAND COUNCIL |
| PLANNING MAP | |
| ZONING | FUTURE URBAN ZONE & MAJOR RECREATION FACILITY ZONE |
| ACTIVITY | |
| COMPRESSED IN | |
| TOTAL AREA | 82.8699ha |
| REGISTERED OWNERS | |

PROJECT NAME

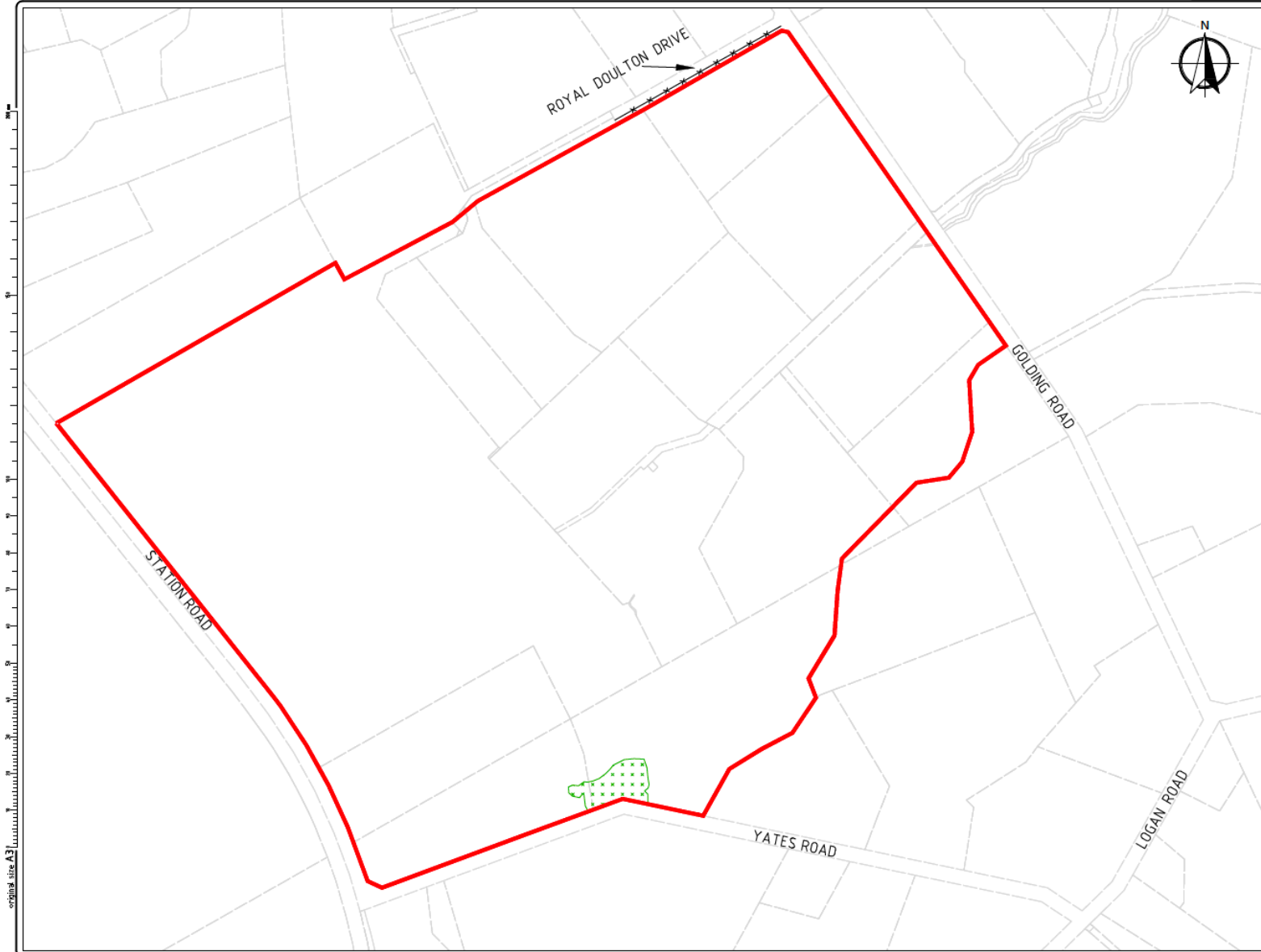
PRIVATE PLAN CHANGE PUKEKOHE GOLDING PRECINCT

GOLDING ROAD

PUKEKOHE

| | | |
|-----------------|------|----------------------------|
| Surveyed | Date | Project No. |
| Designed | Date | 4294 |
| Drawn | Date | Scale: H2: 1:5000 @ A3 |
| Approved | Date | REV. BY DATE COMMENT |
| Project Manager | Date | K HB 10/21 Overlay Updates |
| | | L TB 12/21 Overlay Updates |
| | | M HB 17/21 Precinct Update |
| | | N JD 08/22 Precinct Update |

| | |
|------------------------|---|
| TITLE | |
| PRECINCT PLAN 2 | |
| Drawing Name | FL_CAD/CP-4294 Ndwg / Precinct Plan 2 SUBJECT TO FINAL SURVEY |
| Rev. | M |



KEY

Precinct Boundary ———

Abuttal Boundaries ---

Proposed Significant Ecological Area

Vehicle Access Restriction x x x

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| | |
|-------------------|--|
| LOCAL AUTHORITY | AUKLAND COUNCIL |
| PLANNING MAP | - |
| ZONING | FUTURE URBAN ZONE & MAJOR RECREATION FACILITY ZONE |
| ACTIVITY | - |
| COMPRISED IN | - |
| TOTAL AREA | 82.6690ha |
| REGISTERED OWNERS | - |

PROJECT NAME
 PRIVATE PLAN CHANGE PUKEKOHE GOLDING PRECINCT
 GOLDING ROAD
 PUKEKOHE

| | | | |
|-----------------|------|-------------|-----------------------------|
| Surveyed | Date | Project No. | 4294 |
| Designed | Date | Scale | HZ: 1:5000 @ A3 |
| Drawn | Date | REV | BY DATE COMMENT |
| Approved | Date | 1 | BSL 01/2019 Overlay Update |
| Project Manager | Date | 2 | BSL 11/2019 Overlay Update |
| | | 3 | BSL 09/2021 Precinct Update |

| | |
|-------------------------|-----------------------------------|
| TITLE | |
| OVERLAY PLAN | |
| Drawing Name | FL_CAD/CP 4294 N.dwg /Overlay Map |
| SUBJECT TO FINAL SURVEY | Rev. M |

INSERT LIST OF MAP CHANGES TO ZONE, OVERLAYS, CONTROLS

1. Amend Zones as illustrated on drawing by Birch Surveyors Project Number 4294 Zone Plan Revision N. This changes the Future Urban Zone and Special Purpose – Major Recreation Facility Zone (Franklin Trotting Club).
2. Insert Precinct Plan 1 and 2 as illustrated on drawings by Birch Surveyors Project Number 4294 Precinct Plan Revision O. [a version of the Precinct Plan without Zones is provided for clarity]
3. Delete the Special Purpose – Major Recreation Facility Zone (Franklin Trotting Club) Precinct.
4. Insert new Significant Ecological Area as illustrated on drawing by Birch Surveyors Project Number 4294 Overlay Plan Revision N.
5. Insert new Vehicle Access Restriction as illustrated on drawing by Birch Surveyors Project Number 4294 Overlay Plan Revision N.

AMEND SCHEDULE 3 SIGNIFICANT ECOLOGICAL AREA - TERRESTRIAL SCHEDULE:

Table: Significant Ecological Areas – Terrestrial Schedule (SEA_T) [dp]

| ID | Factor Met |
|------------|------------|
| SEA_T_XXXX | 1, 2, 3 |

AMEND SCHEDULE 10 NOTABLE TREE SCHEDULE

| ID | Botanical Name | Common Name | Number of Trees | Location/Street address | Locality | Legal Description |
|----|--|------------------------------------|-----------------|-------------------------|----------|-------------------|
| X1 | Dacrydium cupressinum | Kahikatea | 1 | 162 Golding Road | Pukekohe | Lot 5 DP 437089 |
| X2 | Dacrycarpus dacrydioides, Dacrydium cupressinum, Prumnopitys taxifolia | Kahikatea (1), Rimu (4), Matai (1) | 6 | 27 Yates Road | Pukekohe | Lot 1 DP 62593 |
| X3 | Dacrycarpus dacrydioides | Kahikatea | 12 | 240 Station Road | Pukekohe | Lot 1 DP 443991 |

I4XX. Pukekohe Golding Precinct

I4XX.1. Precinct Description

The Pukekohe Golding Precinct includes the Business - Light Industry Zone (19.9741 ha), Business – Neighbourhood Centre Zone (0.3365 ha) and Residential – Mixed Urban Zone (62.356 ha).

The Business - Light Industry Zone is located on Station Road.

To the east of the Business - Light Industry Zone is a small Business – Neighbourhood Centre Zone to provide for the day-to-day convenience needs of the residents and employees of the Precinct. This is located associated with the Collector Road into the Precinct from Station Road.

To the east of the Business - Light Industry Zone is the Residential – Mixed Urban Zone. The Residential – Mixed Urban Zone is identified as the predominant residential zone because of the Precinct’s opportunities for new greenfield development in close proximity to the town centre, rail station and employment activities of Pukekohe.

The Precinct includes a Significant Ecological Area (“SEA”) (approximately 0.44 ha) associated with a group of kahikatea trees adjoining Yates Road.

The Precinct also includes rules relating to riparian margins and hydrology mitigation. These measures will also have reciprocal benefits in protecting the ecological values associated with the SEA.

The precinct mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

- (a) Requiring safe, legible and direct pedestrian and cycling connection/s to the Pukekohe Rail Station as development and subdivision occurs;
- (b) Requiring Yates, Golding and Station Roads to be progressively upgraded to the design standards in Appendix 1 as development and subdivision occurs;
- (c) Future proofing the future arterial road network in the Pukekohe-Paerata Structure Plan (Royal Doulton Drive) through application of a road and vehicle access restriction control applying to the southern side of Royal Doulton Drive, requiring a splay at the intersection of Royal Doulton Drive and Golding Road and acoustic attenuation provisions to protect activities sensitive to noise from adverse effects arising from arterial road traffic noise;
- (d) Requiring new collector and other roads within the precinct generally in the locations shown on Precinct Plan 1, and new local roads to be located to form a high quality and integrated network; and
- (e) Requiring all proposed roads to be designed in accordance with Appendix 1, consistent with the functions and elements outlined in the table.

to planning maps for the location and extent of the precinct. The following underlying zones apply to the precinct:

- Residential - Mixed Housing Urban
- Business – Neighbourhood Centre
- Business – Light Industry Zone

The Business - Light Industry Zone provides a buffer between the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) to the west of Station Road and the residential development to the east in the Precinct. The Precinct requires the construction of an acoustic barrier to attenuate noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) prior to or concurrently with the residential subdivision of land between the Business - Light Industry Zone and the 55 dB L_{Aeq} noise contour illustrated on the Precinct Plan. Area A illustrated on the Precinct Plan applies to the first urban residential block in the Residential – Mixed Housing Urban Zone to the east of the Business – Light Industry Zone. Area A is land where additional attenuation measures (building and site design) are required to ensure an appropriate acoustic environment is established following the construction of an acoustic barrier. Area A is based on the implementation of the acoustic barrier.

(Note: the preceding paragraph will not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Rules I434.6.1 and I434.6.2, becomes operative.)

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

I4XX.2. Objectives

- (1) Enable industrial activities develop on land adjoining Station Road and develop a residential environment to the east of industrial activities which allows for a range of housing densities and typologies and incorporates the opportunity for a neighbourhood centre.
- (2) Provide a well-connected and safe urban road network that supports a range of travel modes and provides a strong definition of public open spaces.
- (3) Transport infrastructure is integrated and coordinated with subdivision and development and provides connections to the wider transport network and upgrades to the road network adjoining the Precinct.
- (4) Subdivision and development is coordinated with the delivery of water, wastewater and stormwater infrastructure.
- (5) Reverse sensitivity effects on the adjacent Special Purpose – Major Recreation Facility Zone (Pukekohe Park) are mitigated.
- (6) Activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of Royal Doulton Drive (future arterial road in the Pukekohe-Paerata Structure Plan).
- (7) The ecological values of streams, wetlands and the significant ecological area are protected and enhanced.

- (8) Stormwater management measures avoid as far as practicable and otherwise mitigate adverse effects of development and enhance the receiving environment.
- (9) A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- (10) A relevant residential zone provides for a variety of housing types and sizes that respond to:
 - (a) housing needs and demand; and
 - (b) the neighbourhood's planned urban built character, including 3-storey buildings.
- (11) Open space is provided in a way that meets the neighbourhood open space needs of the community and achieves a high amenity of green spaces including where practical along stream corridors.
- (12) Enable industrial activities develop on land adjoining Station Road, separating activities sensitive to noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) to the west.

Objective I4XX.2(12) shall not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Rules I434.6.1 and I434.6.2, becomes operative.

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

I4XX.3. Policies

Development

- (1) Enable an intensive urban form and character through a range of dwelling options including incorporation of the Medium Density Residential Standards introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, and the provision for local convenience activities to serve the neighbourhood.
- (2) Encourage subdivision layout to achieve legible and walkable urban blocks and for roads to front public open spaces.

Transport

- (3) Require subdivision and development:
 - (a) to provide collector roads and key intersections generally in the locations shown in Precinct Plan;
 - (b) to provide an interconnected urban local road network that achieves a highly connected street layout and integrates with the collector road network;
 - (c) to provide a high standard of amenity and safety for pedestrians particularly in areas where high volumes of pedestrians are expected;
 - (d) to provide for safe separated lanes for cyclists on collector roads;

- (e) to provide for the safe and efficient movement of vehicles; and
 - (f) to include necessary upgrades to existing infrastructure adjoining the Precinct, upgrades to existing road frontages of the Precinct and connections to existing and future networks outside the Precinct.
- (4) Require subdivision and development to provide walking and cycling networks and connections to existing and future networks outside the Precinct, including to the Pukekohe train station.
 - (5) To future proof for the future arterial road network in the Pukekohe-Paerata Structure Plan (Royal Doulton Drive) through road and vehicle access restrictions for sites adjoining Royal Doulton Drive requiring a splay at the intersection of Golding Road and Royal Doulton Drive and road noise attenuation in recognition that it may become a future arterial.

Infrastructure

- (6) Require subdivision and development to be co-ordinated with the provision of necessary infrastructure and network utilities, including identified upgrades outside the Precinct.
- (7) Recognise that the precinct is part of a newly developing residential area, and that there is a potential need for educational facilities to establish within the Precinct.

Stormwater Management and Ecology

- (8) Require subdivision and development to protect and enhance wetlands, streams and the SEA.
- (9) Require subdivision and development to plant the riparian margin of streams and wetlands and to provide at source hydrological mitigation, attenuation and quality treatment (in accordance with an approved stormwater management plan) to prevent stream bank erosion and to enhance in-stream morphology, and stream and wetland water quality.

Open Space

- (10) Provision is enabled for a Neighbourhood Reserve.
- (11) Encourage development that provides accessible green spaces, including where practical along stream corridors.

Reverse Sensitivity

- (12) Require buildings that contain activities sensitive to noise in proximity to Royal Doulton Drive (future arterial road in the Pukekohe-Paerata Structure Plan) to be designed and constructed to achieve specified minimum indoor design noise levels to provide for people's health and residential amenity.
- (13) Provide for industrial activities on land immediately adjoining Station Road to support local employment.
- (14) Provide for industrial activities on land immediately adjoining Station Road to:

- (a) provide a buffer between the residential zones and the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) to the west of Station Road;
 - (b) avoid activities sensitive to noise on land exposed to noise levels greater than 57 dB L_{Aeq} on Category C days.
- (15) Prior to any development within the 55 dB L_{Aeq} noise contour in the Precinct, require the establishment of an acoustic barrier(s) to form a buffer between noise from motorsport activities occurring on the Special Purpose – Major Recreational Facility Zone and the Precinct’s residential zones.
- (16) Require dwellings in Area A to be designed with acoustic attenuation and to locate buildings fronting the street and outdoor living areas in the rear yard to provide for reasonable aural amenity for outdoor living.

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

Policies I4XX.3(14) - (16) shall not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Rules I434.6.1 and I434.6.2, becomes operative.

I4XX.4. Activity table

The activities, controls and assessment criteria in the underlying Residential - Mixed Residential - Mixed Housing Urban zone, Business – Light Industry zone, Business - Neighbourhood Centre zone, Auckland-wide rules and overlays apply in the precinct unless otherwise specified below. Refer to Precinct Planning Map 1 for the location and extent of the underlying zones.

Tables I4XX 4.1-4 specify the activity status of land use and subdivision activities in the precinct pursuant to section 9(3) and section 11 of the Resource Management Act 1991.

Table I4XX.4.1 - Activity table all Zones

| Activity | | Activity status |
|----------------------------|---|------------------------|
| Use and Development | | |
| (A1) | Activities that do not comply with one or more of the standards listed in I4XX.6.1A or I4XX.6.7 | RD |
| (A2) | Activities that do not comply with one or more of the standards listed in I4XX.6.1, I4XX.6.2 to I4XX.6.5 (excluding I4XX.6.1A) | D |
| Subdivision | | |
| (A3) | Subdivision in accordance with the Precinct Plan | RD |
| (A4) | Activities that do not comply with one or more of the standards listed in I4XX.6.1A or I4XX.6.7 | RD |
| (A5) | Subdivision not in accordance with the Precinct Plan | D |
| (A6) | Subdivision that does not comply with one or more of the standards listed in I4XX.6.1, I4XX.6.2 to I4XX.6.5 (excluding I4XX.6.1A) | D |

I4XX.4.2 – Residential – Mixed Housing Urban Zone

| Activity | | Activity status | Standards to be complied with |
|----------------------------|-----------|-----------------|-------------------------------|
| Use and Development | | | |
| (A1) | Show home | P | Standards in I4XX.6.6 |

Table I4XX.4.3 – Business – Light Industry Zone

| Activity | | Activity status |
|----------------------------|--|-----------------|
| Use and Development | | |
| (A1) | Activities sensitive to noise, including workers accommodation | NC |

Table I4XX.4.3 shall not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Rules I434.6.1 and I434.6.2, becomes operative.

Table I4XX.4.4 – Business – Neighbourhood Centre Zone

| Activity | | Activity status |
|----------------------------|--|-----------------|
| Use and Development | | |
| (A1) | Activities that do not comply with the standard listed in I4XX.6.5 | D |

I4XX.5. Notification

- (1) Any application for resource consent for an activity listed in Tables I4XX.4.1, I4XX.4.3 or I4XX.4.4 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 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).

I4XX.6 Standards

Except where the following standards apply the zone, overlay and Auckland-wide standards apply in this Precinct in addition to the following standards.

I4XX.6.1 Transport Infrastructure Requirements

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network.
- Achieve the integration of land use and transport.

- (1) Subdivision and development (including construction of any new road) must comply with the standards in Table I4XX.6.1.1.

Table I4XX.6.1.1 Transport Infrastructure Requirements

| Transport Upgrade | | Trigger |
|-------------------|---|--|
| (T1) | Pedestrian and cycle connection to Station Road | The first site/dwelling and each subsequent site/dwelling. |
| (T2) | Pedestrian and cycle connection on Station Road to the Pukekohe Rail Station | The first site/dwelling. |
| (T3) | Station Road upgraded to an urban Collector Road standard (No urban berm or kerb and channel on opposite side of Station Road from the precinct only) | Prior to or in conjunction with any development or subdivision requiring direct or indirect vehicle access to Station Road |
| (T4) | Yates Road upgraded to an urban Collector Road standard (No urban berm or kerb and channel on opposite side of Yates Road from the precinct) | Any development or subdivision with frontage to Yates Road. |
| (T5) | Golding Road – upgraded to an urban Collector Road standard (No urban berm or kerb and channel on opposite side of Golding Road from the precinct) | Any development or subdivision with frontage to Golding Road. |
| (T6) | Royal Doulton Drive – upgraded to an urban Local Road standard (No urban berm on the opposite side of Royal Doulton Drive from the precinct) | Any development or subdivision with frontage to Royal Doulton Drive |

- (2) The above will be considered to be complied with if the identified upgrade forms part of the same resource consent, or a separate resource consent which is given effect to prior to release of a section 224(c) certificate for any subdivision OR prior to occupation of any new building(s) for a land use only.

I4XX.6.1A Road Design and Upgrade of Existing Rural Roads

Purpose:

- To ensure that any activity, development and/or subdivision complies with Appendix 1: Road Function and Design Elements Table, and that existing rural roads are progressively upgraded to an urban standard.

- (1) Any activity, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with Appendix 1: Road Function and Design Elements Table.

I4XX.6.2 Riparian and Buffer Planting

- (1) The riparian margins of any permanent or intermittent stream must be planted at the time of subdivision or land development to a minimum width of 10m measured from the top of the stream bank. This standard does not apply to that part of a riparian margin where a road, public walkway, or cycleway crosses over the stream.
- (2) The buffer of any natural wetland must be planted at the time of subdivision or land development to a minimum width of 10m measured from the wetland's fullest extent, and the wetted habitat enhanced. This standard does not apply to that part of a wetland buffer where a road or public walkway crosses over the wetland.
- (3) The buffer of the Significant Ecological Area must be planted at the time of any subdivision or land development adjacent to the Significant Ecological Area to a minimum width of 5m measured from the edge of the canopy.
- (4) The planting required by clauses (1)-(3) above must:
 - (a) use eco-sourced native vegetation;
 - (b) be consistent with local biodiversity;
 - (c) be planted at a density of 10,000 plants per hectare; and
 - (d) Be undertaken in accordance with the Special Information Requirements in I4XX.8.1.

I4XX.6.3 Site Access

Purpose:

- Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings and to provide for the safe and efficient operation of the future arterial network.
- (1) Where subdivision and development adjoins a road with an existing or (on the Precinct Plan) planned shared footpath or protected cycle lane on the site's frontage, rear lanes (access lot) or access from side roads must be provided so that no vehicle access occurs directly from the site's frontage over the shared footpath, protected cycle lane or the road frontage.
 - (2) No new road intersection (excluding active mode only connections), additional vehicle crossing or additional activities using vehicles crossings existing as at the date of these precinct provisions being made operative shall be permitted within the section of Royal Doulton Drive and rights of way subject to a road and vehicle access restriction. This standard I4XX.6.3(2) shall cease to apply in the event that the future arterial road in the Pukekohe-Paerata Structure Plan is not located on an alignment utilising the current Royal Doulton Drive.

I4XX.6.3A – Road Widening Setback along Royal Doulton Drive

Purpose:

- To provide for the potential future required widening of Royal Doulton Drive.
- (1) A 2m-wide road widening setback must be provided along that part of the frontage of the land adjoining Royal Doulton Drive and rights of way to the west of it as shown as subject to the '2m Road Widening Strip' notation on the Precinct Plan.
 - (2) The setback must be measured from the legal road boundary or right of way that existed at the year of 2021. No buildings, structures or parts of a building shall be constructed within this 2m wide setback.
 - (3) Any minimum front yard setback of the underlying zone for the land adjoining Royal Doulton Drive shall be measured from this 2m-wide road widening setback.
 - (4) The standards at I4XX.6.3A (1) to (3) above shall cease to apply in the event that the future arterial road in the Auckland Council Pukekohe-Paerata Structure Plan is not located on an alignment utilising the current Royal Doulton Drive.

I4XX.6.4 Stormwater Management

I4XX.6.4.1 Hydrological Mitigation

Purpose:

- As outlined in E10 for SMAF 1 and 2, to minimise the adverse effects of stormwater runoff on rivers and streams to retain, and where possible enhance, stream naturalness, biodiversity, bank stability and other values.
- (1) All new or redeveloped impervious surfaces (including roads) exceeding 50m² must provide:
 - (a) retention (volume reduction) of at least 5mm runoff depth for the impervious area for which hydrology mitigation is required; and
 - (b) detention (temporary storage) and a drain down period of 24 hours for the difference between the predevelopment and post-development runoff volumes from the 95th percentile, 24-hour rainfall event minus the 5mm retention volume or any greater retention volume that is achieved, over the impervious area for which hydrology mitigation is required
 - (2) Clause (1) does not apply where:
 - (a) a suitably qualified person has confirmed that soil infiltration rates are less than 2mm/hr or there is no area on the site of sufficient size to accommodate all required infiltration that is free of geotechnical limitations (including slope, setback from infrastructure, building structures or boundaries and water table depth); and
 - (b) rainwater reuse is not available because:
 - (i) the quality of the stormwater runoff is not suitable for on-site reuse (i.e. for non-potable water supply, garden/crop irrigation or toilet flushing); or

- (ii) there are no activities occurring on the site that can re-use the full 5mm retention volume of water.
- (c) the retention volume can be taken up by detention as follows:
 - (i) provide detention (temporary storage) and a drain down period of 24 hours for the difference between the pre-development and post development runoff volumes from the 95th percentile, 24-hour rainfall event minus any retention volume that is achieved, over the impervious area for which hydrology mitigation is required.
 - (d) For clauses (a) and (b) to apply, the information must have been submitted with a subdivision application preceding the development or a land use application.
- (3) If at the time of subdivision a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

I4XX.6.4.2 Water Quality

Purpose: To protect water quality in streams, and the Waikato River Catchment, by avoiding the release of contaminants from impervious surfaces.

- (1) New buildings and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e., zinc, copper, and lead).
- (2) Runoff from all impervious surfaces (including roads) other than roofing meeting clause (1) above must provide for onsite quality treatment. The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.
 - (3) If at the time of subdivision a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

I4XX.6.4.3 Water Quantity

Purpose: To manage potential downstream peak flow flooding.

- (1) For any subdivision or development in the "Western Catchment" shown on Precinct Plan 2 the following applies:
 - (a) In addition to the temporary detention required under I4XX6.4.1, attenuation must be provided onsite for storm events up to and including the 1% AEP event.
 - (b) If at the time of subdivision a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.
- (2) For any subdivision or development in the "Eastern Catchment" shown on Precinct Plan 2 the following applies:
 - (a) Attenuation must be provided for the 50% AEP event to accommodate 86% of the unattenuated flow rate.

- (b) If at the time of subdivision a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

I4XX.6.4.4 Operation and Maintenance of devices

Purpose: To ensure ongoing operational functionality of devices constructed and/or installed to meet standards I4XX.6.4.2 and 3 above.

- (1) Stormwater device/s on private land must be maintained and operated by the site owner in perpetuity.
- (2) For any communal device, the stormwater management device must be certified by a chartered professional engineer as meeting the required Standard above, and an operations and maintenance plan must be established and followed to ensure compliance with all permitted activity standards. The operations and maintenance plan must be provided to the Council within three months of practical completion of works.

I4XX.6.5 55 dB L_{Aeq} Noise Contour and Area A on the Precinct Plan

Purpose:

- To provide an acoustic barrier to attenuate noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) prior to, or concurrently with the residential subdivision of land between the Business - Light Industry Zone and the 55 dB L_{Aeq} noise contour illustrated on the Precinct Plan.
 - To design dwellings in Area A illustrated on the Precinct Plan to include noise attenuation measures.
 - To manage the location of outdoor living areas in Area A illustrated on the Precinct Plan so that buildings provide acoustic attenuation to outdoor living spaces.
- (1) Either prior to or concurrent with the first subdivision and/or first development for any activity sensitive to noise between the Business - Light Industry Zone and the 55 dB L_{Aeq} noise contour illustrated on the Precinct Plan, an acoustic barrier (being a building (including its roof) or structure, or any combination thereof) must be constructed to mitigate noise from motorsport activities within the Special Purpose – Major Recreation Facility Zone to ensure that dwellings are not exposed to noise levels greater than 57 dB L_{Aeq} at the western boundary of the Residential – Mixed Housing Urban Zone.
 - (2) The specification of the acoustic barrier must be at a height of no less than 7m and a length which extends from the Precinct's north-western boundary to its southern boundary with Yates Road (excluding roads and the 2m front yard setback – Rule H17.6.4). The acoustic barrier must have no individual gap that is greater than 7m², and must provide a vertical coverage of 93% (as a percentage of the acoustic barriers' height and length).
 - (3) Dwellings in Area A illustrated on the Precinct Plan must locate their outdoor living area within and adjoining the rear yard, except that for corner sites dwellings must locate their outdoor living area to adjoin their eastern site boundary.
 - (4) Dwellings in the Neighbourhood Centre Zone must locate their outdoor living area (including balcony, patio or roof terrace) so that it does not orient towards the Light Industry Zone.

- (5) Any childcare centre must locate the outdoor play area to adjoin their eastern site boundary.
- (6) Any new building or alteration to an existing building for an activity sensitive to noise in Area A illustrated on the Precinct Plan must:
- (a) Be designed and constructed to achieve an outside-to-inside noise level reduction of at least $Rw27dB$ for all habitable rooms. The Rw assessment must be in accordance with ISO717-1:1996E Acoustics – Rating of sound insulation in buildings and of building elements Part 1: Airborne sound insulation.
 - (b) Where compliance with clause (6)(a) above requires all external doors of the building and all windows of these rooms to be closed, the design and construction as a minimum must:
 - (i) Be mechanically ventilated and/or cooled to achieve an internal temperature no greater than $25^{\circ}C$ based on external design conditions of dry bulb $25.1^{\circ}C$ and wet bulb $20.1^{\circ}C$. Mechanical cooling must be available for all habitable rooms provided that at least one mechanical cooling system shall service every level of a dwelling that contains a habitable room; or
 - (ii) Provide a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than:
 - 6 air changes per hour for rooms less than 30% of the façade area glazed;
 - 15 air changes per hour for rooms with greater than 30% of the façade area glazed;
 - 3 air changes per hour for rooms with facades only facing south (between 120 degrees and 240 degrees) or where the glazing in the façade is not subject to any direct sunlight.
 - (iii) Must be provided with relief for equivalent volumes of spill air.
 - (iv) Where mechanical ventilation and / or cooling systems are installed, they must be individually controllable across the range of airflows and temperatures by the building occupants in the case of each system.
 - (c) Be certified by a suitably qualified and experienced person as meeting that standard prior to its construction; and
 - (d) Compliance must be confirmed as part of any building consent application.
- (7) The above rules shall not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Rules I434.6.1 and I434.6.2, becomes operative.

I4XX.6.6 Development Controls Show Home

- (1) In addition to compliance with the development controls listed in this Precinct:

- (i) A show home in the Residential - Mixed Housing Urban zone must comply with standards as listed for activity (A3) Up to Three Dwellings per site in Table H5.4.1 Activity table in the Residential – Mixed Housing Urban Zone.

I4XX.6.7 Road Noise Attenuation

Purpose:

- To protect activities sensitive to noise from indoor adverse health and amenity effects arising from road traffic noise associated with the operation of Royal Doulton Drive as a future arterial road as illustrated in the Pukekohe-Paerata Structure Plan).
- (1) Any noise sensitive space (including any indoor spaces in Table I4XX.6.7.1) in a new building or alteration to an existing building that contains an activity sensitive to noise located within 75m to the boundary of Royal Doulton Drive or rights of way to the west of it (future arterial road in the Pukekohe-Paerata Structure Plan) shall be designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values set out in Table I4XX.6.7.1 below.

Table I4XX.6.7.1: Indoor noise levels:

| Indoor Space | Indoor noise level $L_{Aeq(24h)}$ |
|---|---|
| Residential (excluding home occupation and camping grounds) | 40 dB |
| <i>Building type: Educational Facilities or Tertiary Educational Facilities</i> | |
| Lecture rooms/theatres, music studios, assembly halls | 35 dB |
| Teaching areas, conference rooms, drama studios | 40 dB |
| Libraries | 45 dB |
| <i>Building type: Health</i> | |
| Overnight medical care, wards, sleeping areas | 40 dB |
| Clinics, consulting rooms, theatres, nurses' stations | 45 dB |
| <i>Building type: Community Facilities</i> | |
| Marae (excluding any area that is not a noise sensitive space) | 35 dB |
| Places of Worship | 35 dB |
| <i>All other Activities Sensitive to Noise</i> | |
| <i>All other noise sensitive spaces</i> | 40 dB |

- (2) If windows must be closed to achieve the design noise levels in Rule I4XX.6.7.1, the building must be designed, constructed and maintained with a mechanical ventilation system that:
- (a) For habitable rooms for a residential activity, must achieve the following requirements:
 - (i) Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
 - (ii) Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
 - (iii) Provides relief for equivalent volumes of spill air; and
 - (iv) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and
 - (v) Does not generate more than 35 dB $L_{Aeq}(30s)$ when measured 1 metre away from any grille or diffuser.
 - (b) For other spaces, is as determined by a suitably qualified and experienced person.
- (3) A design report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Rule I4XX.6.7.1(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise. In the design, road noise is based on current measured or predicted noise levels plus 3 dB, or future predicted noise levels.
- (4) The above rules do not apply in the event that the future arterial road in the Pukekohe-Paerata Structure Plan is located more than 75 metres beyond any residentially zoned property in the Precinct.

Advice note:

For the purposes of this rule, future predicted noise levels on Royal Doulton Drive (future arterial road in the Pukekohe-Paerata Structure Plan) means those levels modelled and is based on an assumed posted speed limit of 50km/h and the use of a low-noise road surface. Should future predicted noise levels be used for the purposes of this rule, this information and the associated assumptions and parameters is available on request from Auckland Transport as the road controlling authority for Royal Doulton Drive.

I4XX.7 Assessment – restricted discretionary activities

I4XX.7.1 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 overlay, Auckland wide or zone provisions:

- (1) All activities (excluding development standard infringements in the Business - Light Industry Zone and Residential - Mixed Housing Urban Zone):
 - (a) Consistency with the objectives and policies of the Precinct; and

- (b) Consistency with the Precinct Plan.
- (2) Subdivision:
- (a) Transport including development of an integrated road network, road(s), connections with neighbouring sites, access, walking and cycling networks and infrastructure, pedestrian and cycle connections to the Pukekohe train station, design and sequencing of upgrades to the existing road network, and traffic generation.
 - (b) Naturalising of the stream morphology and integration with stormwater management.
 - (c) The design and efficiency of stormwater infrastructure and devices (including communal devices)
 - (d) Open Spaces and open space integration including development of the neighbourhood park and greenways which includes walking and cycling infrastructure.
- (3) Cumulative impacts on the following, and need for any upgrade to the following or other measures to mitigate adverse effects:
- (a) the Station Road / East Street intersection;
 - (b) the Golding Road / East Street existing roundabout;
 - (c) the Ngahere Road / East Street intersection;
 - (d) the Logan Road / Golding Road intersection;
 - (e) the Yates Road / Logan Road intersection; and
 - (f) the Golding Road carriageway between Royal Doulton Drive and East Street.
- (4) Non-compliance with standard I4XX.6.7 – Noise attenuation:
- (a) The effects on people’s health and residential amenity;
 - (b) The location of the building;
 - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise; and
 - (d) Technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for Royal Doulton Drive.
- (5) Non-compliance with standard I4XX.6.1A Road Function and Upgrade of Existing Roads:

- (a) Road design and consistency with the objectives and policies of the Precinct.

I4XX.7.2 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 overlay, Auckland-wide and zone provisions.

- (1) All activities (excluding development standard infringements):
 - (a) The extent to which the proposal is consistent with the objectives and policies of the precinct or achieves the equivalent or better outcome.
 - (b) Whether subdivision and development is in general accordance with the Precinct Plan.
 - (c) The extent to which the ecological values and water quality of existing watercourses or and wetlands are maintained and enhanced by the proposed subdivision or development.
- (2) Subdivision:
 - (a) Whether the collector roads ,key intersections and other connections depicted within the Precinct Plan are provided generally in the locations on the Precinct Plan to achieve a highly connected street layout that integrates with the surrounding transport network and whether an alternative alignment 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) Landowner patterns and the presence of natural features, natural hazards, contours or other constraints and how these impact on the placement of roads;
 - (ii) The need to achieve an efficient block structure and layout within the precinct suitable to the proposed activities; and
 - (iii) The constructability of roads and the ability for them to be connected beyond any property boundary.
 - (b) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility, adjoins areas of open space and, where possible, stream margins and supports a walkable road network.
 - (c) Whether roads are aligned with the stream network, or whether pedestrian and/or cycle paths are provided along one or both sides of the stream network, where they would logically form part of an integrated open space network subject to the Council's discretion as the future asset owner.
 - (d) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the Precinct over time.
 - (e) The design and layout of the roading network including urban blocks, connections, and safe walking and cycling networks and infrastructure.

- (f) Whether the road network provides direct, safe and legible pedestrian and cycle connections to the existing network on Station Road to provide access to the Pukekohe train station (acknowledging the constraints on Station Road north of the Subway intersection).
 - (g) Whether the East Street/Station Road, East Street/Golding Road, Golding Road / Logan Road, Yates Road / Logan Road and Ngahere Road / East Street intersections and the Golding Road carriageway can safely accommodate the cumulative effects of traffic from the Precinct.
 - (h) Whether any other measures are required to mitigate traffic effects on the above intersections referenced in (g) including measures relating to the timing of a collector road connection between Station Road and Golding Road.
 - (i) Whether the neighbourhood park is provided generally in the location on the Precinct Plan.
 - (j) The design to restore natural banks, meanders and patterns of the stream.
 - (k) Design and integration of stormwater management requirements with the open space network.
 - (l) The design and efficiency of stormwater infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (3) Non-compliance with Standard I4XX.6.7 Noise Attenuation:
- (a) Whether the location of the building or any other existing buildings/structures avoids, remedies or mitigates the adverse noise effects associated with the road traffic noise relating to the operation of Royal Doulton Drive as a future arterial road.
 - (b) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.
 - (c) Whether any identified topographical or building design features will mitigate any potential adverse health and amenity effects.
 - (d) Any implications arising from any technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for Royal Doulton Drive.
- (4) Non-compliance with standard I4XX.6.1A Road Design and Upgrade of Existing Roads:
- (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 the relevant policies of the Precinct.
 - (c) Whether the proposed design and road reserve:

- (i) incorporates measures to achieve the required design speeds;
 - (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
- (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.

I4XX.8 Special information requirements

I4XX.8.1 Riparian Planting Plan

- (1) An application for any subdivision or development that requires the planting of a riparian or buffer margin to the SEA under I4XX.6.2 must be accompanied by a planting plan prepared by a suitably qualified person. The planting plan must:
- (a) Identify the location, species, planting bag size and density of the plants;
 - (b) Include a management plan to ensure canopy closure within 5 years and the eradication of pest weeds;
 - (c) Confirm detail on the eco-sourcing proposed for the planting; and
 - (d) Take into consideration the local biodiversity and ecosystem extent.

I4XX.8.2 Acoustic Report and Landscape Mitigation Plan

- (1) The first subdivision and/or first development for any activity sensitive to noise between the Business - Light Industry Zone and the 55 dB L_{Aeq} noise contour illustrated on the Precinct Plan must be accompanied by an acoustic design report to ensure that the acoustic barrier will meet the requirements listed in Rule I4XX.6.5 and that it will perform as an effective acoustic barrier. The acoustic report must include noise modelling outputs and demonstration of how the noise model has been calibrated to the noise level contours set out in the Precinct Plan.
- (2) The provision of a landscape mitigation plan to mitigate the short-term or temporary effects resulting from the construction of the acoustic barrier prior to the progressive development of the Business - Light Industry Zone.

I4XX.8.3 Traffic Assessment

- (1) At the first stage of subdivision or development of any site existing at 14 December 2022; and
- (2) For any subdivision or development exceeding 60 dwellings/lots a Traffic Assessment must be provided which assesses effects (including cumulative effects) on the safety and efficiency of the road network and in particular addresses the need for:
- (a) Any upgrade of the Station Road / East Street intersection;

- (b) Any upgrade of the Golding Road / East Street existing roundabout;
- (c) Any upgrade of the Ngahere Road / East Street intersection;
- (d) Any upgrade of the Logan Road / Golding Road intersection;
- (e) Any upgrade of the Yates Road / Logan Road intersection; and
- (f) Any upgrade of Golding Road (between Royal Doulton Drive and East Street).

I4XX.8.4 Transport Design Report

- (1) Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan 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 confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or 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.

I4XX.9 Precinct Plan

Appendix 1 Road Function and Required Design Elements Table

| Road Function and Required Design Elements Table | | | | | | | | | | |
|--|---|--|-----------------------|------------------------------|----------------------------------|--------|-----------------------------------|-------------------|-------------------|----------------------|
| Road Name | Proposed Role and Function of Road in Precinct Area | Minimum Road Reserve (subject to note 1) | Total number of lanes | Speed Limit (Design) (km/hr) | Access Restrictions | Median | Bus Provision (subject to note 2) | On Street Parking | Cycle Provision | Pedestrian Provision |
| Golding Road | Collector | 22m (2m widening) | 2 | 50 | Yes (where protected cycle lane) | No | Yes | Optional | Yes | Yes |
| Station Road | Collector | 20 | 2 | 50 | No | No | Yes | Optional | Yes | Yes Eastern side |
| Yates Road (interim) | Collector | 21 | 2 | 50 | No | No | Yes | Optional | Yes Northern side | Yes Northern side |
| New Collector Road (Industrial) | Collector | 24m | 2 | 50 | Yes (where protected cycle lane) | No | Yes | Optional | Yes | Yes both sides |
| New Collector Road (Residential) | Collector | 22m | 2 | 50 | Yes (where protected cycle lane) | No | Yes | Optional | Yes | Yes both sides |
| Local Roads (Residential) | Local | 16m | 2 | 30 | No | No | No | Optional | No | Yes both sides |

| | | | | | | | | | | |
|------------------------------------|-------|----------|---|----|----|----|----|----------|----|-------------------|
| Local Road (Industrial) | Local | 22m | 2 | 30 | No | No | No | Optional | No | Yes both sides |
| Royal Doulton Drive (Note 3) | Local | Existing | 2 | 30 | No | No | No | Optional | No | Yes One side |

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.

Note 2: Carriageway and intersection geometry capable of accommodating buses.

Note 3 Standard to be applied to any section of Royal Doulton Drive that will not have arterial road status.