
I hereby give notice that a hearing by commissioners will be held on:

Date: Thursday 27 and Friday 28 October 2022
Time: 9.30am
Meeting room: Stevenson Room
Venue: Franklin: The Centre
12 Massey Avenue, Pukekohe, Auckland

PRIVATE PLAN CHANGE 74
HEARING REPORT
GOLDING MEADOWS AND AUCKLAND TROTTERING CLUB INCORPORATED
GOLDING MEADOW DEVELOPMENTS LIMITED & AUCKLAND TROTTERING CLUB INCORPORATED

COMMISSIONERS

Chairperson
Commissioners

Richard Blakey
Bridget Gilbert
Vaughan Smith

Bevan Donovan
KAITOHUTOHU WHAKAWĀTANGA
HEARINGS ADVISOR

Telephone: 09 890 8056 or 021 325 837
Email: bevan.donovan@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this document are for consideration and should not be construed as a decision of Council. Should commissioners require further information relating to any reports, please contact the hearings advisor.

WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

Hearing Schedule

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

Cross Examination

No cross examination by the applicant or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the applicant or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

The Hearing Procedure

The usual hearing procedure is:

- **The chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- **The applicant** will be called upon to present their case. The applicant may be represented by legal counsel or consultants and may call witnesses in support of the application. After the applicant has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
 - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
 - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The applicant or their representative has the right to summarise the application and reply to matters raised by submitters. Hearing panel members may further question the applicant at this stage. The applicants reply may be provided in writing after the hearing has adjourned.
- **The chair** will outline the next steps in the process and adjourn or close the hearing.
- If adjourned the hearing panel will decide when they have enough information to make a decision and close the hearing. The hearings advisor will contact you once the hearing is closed.

Please note

- that the hearing will be audio recorded and this will be publicly available after the hearing
- catering is not provided at the hearing.

A NOTIFIED PRIVATE PLAN CHANGE TO THE AUCKLAND UNITARY PLAN BY GOLDING MEADOW DEVELOPMENTS LIMITED & AUCKLAND TROTTING CLUB INCORPORATED

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Reporting officer, Peter Reaburn (consultant)

Reporting on proposed Private Plan Change 74 - The proposal relates to 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. The proposal seeks to rezone the land 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 proposal also introduces a new precinct to the Auckland Unitary Plan (Operative in Part) to manage noise from the nearby Pukekohe Park motorsport activities, traffic generated to the land, a new Significant Ecological Area and the indicative location of future collector roads and key walking and cycling routes.

APPLICANT: GOLDING MEADOW DEVELOPMENTS LIMITED & AUCKLAND TROTTHING CLUB INCORPORATED

SUBMITTERS:	
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Page 165	Zhi Hui Zhong
Page 167	Christine Montagna
Page 169	Bronwyn Maclean
Page 171	Ngāti Te Ata
Page 174	Shaojie Zheng
Page 176	Vicky Maree Roose (Jamieson)
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LATE SUBMITTERS:	
Page 336	YLH Holdings Limited

FURTHER SUBMITTERS:	
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LATE FURTHER SUBMITTERS:	
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Hearing Report for Proposed Private Plan Change 74: Pukekohe Golding to the Auckland Unitary Plan (Operative in part)

Section 42A Hearing Report under Resource Management Act 1991

Report to:	Hearing Commissioners
Hearing Date/s:	27 and 28 October 2022
File No:	Hearing Report – Proposed Private Plan Change 74 (PC74)
File Reference	S42A Report PC74
Report Author	Peter Reaburn, Consultant Planner
Report Approvers	Craig Cairncross, Team Leader Central and South Planning, Plans and Places
Report produced	15 August 2022

Summary of Proposed Plan Change 74 (Private) Pukekohe Golding: A Private Plan Change Application by Golding Meadow Developments Limited and Auckland Trotting Club Incorporated Limited to rezone approximately 82.66 ha of land at Golding Road / Station Road in Pukekohe 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 Business - Neighbourhood Centre Zone (0.3365ha), with a new precinct overlay.

Plan subject to change	Auckland Unitary Plan (Operative in part) 2016
Number and name of change	Proposed Plan Change 74 (Private) Golding Meadows to the Auckland Unitary Plan
Status of Plan	Operative in part
Type of change	Private Plan Change.
Clause 25 decision outcome	
Parts of the Auckland Unitary Plan affected by the proposed plan change	<ul style="list-style-type: none"> • AUP Maps (zoning and SEA overlay) • Chapter I Precincts - South
Date of notification of the proposed plan change and whether it was publicly notified or limited notified	24 March 2022 (public notification)
Submissions received (excluding withdrawals)	28
Date summary of submissions notified	26 May 2022 / 10 June 2022
Number of further submissions received (numbers)	12
Legal Effect at Notification	No
Main issues or topics emerging from all submissions	<ul style="list-style-type: none"> • Transport matters, including transport infrastructure delivery, connectivity and access • Funding for required infrastructure, in particular roading / transport • Provision for open space and stream/ parkside roads • Noise from the Pukekohe Park Motorsport activities • Physical extent of zones • Adequacy of consultation with mana whenua • Precinct Provisions

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Abbreviations

Abbreviations in this report include:

Abbreviation	Meaning
Applicants	Golding Meadow Developments Limited and Auckland Trotting Club Incorporated Limited
AEE	Application's Assessment of Environmental Effects
AT	Auckland Transport
AUP	Auckland Unitary Plan
council	Auckland Council
CVA	Cultural Values Assessment
FULSS	Future Urban Land Supply Strategy 2017
FUZ	Future Urban Zone
ITA	Integrated Transport Assessment
LIZ	Business – Light Industry Zone
LTP	Auckland Long Term Plan (10-year budget)
MDRS	Medium Density Residential Standards as mandated by the RMA Amendment Act 2021
MHS	Residential – Mixed Housing Suburban Zone
MHU	Residential – Mixed Housing Urban Zone
NES-CS	National Environmental Standard on assessing and managing contaminants into soil to protect human health
NIMT	North Island Main Trunk Railway line
NPS-FM	National Policy Statement on Freshwater Management 2020
NPS-UD	National Policy Statement for Urban Development 2020
Panel	The Hearings Commissioners for this hearing
PC74	Proposed Plan Change 74 (Private): Golding Meadows
PPSP	Pukekohe Paerata Structure Plan
RLTP	Regional Land Transport Plan
RMA	Resource Management Act 1991
RPS	Regional Policy Statement (AUP)
S42A Report	Council staff / consultants report on PC74, prepared in accordance with s42A of the RMA
SEA	Significant Ecological Area
Special Purpose Zone	Special Purpose- Major Recreation Facility Zone
WK/ NZTA	Waka Kotahi / NZ Transport Agency

Attachments	
Appendix 1	Plan Change 74 (Pukekohe Golding) as notified
Appendix 2	Private Plan Change Request, Assessment of Environmental Effects, Section 32 Report and Supporting Technical Reports,
Appendix 3	Further information requests and response
Appendix 4	Submissions and Further Submissions
Appendix 5	Statutory Matters
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1 INTRODUCTION AND EXECUTIVE SUMMARY

1.1. Section 42A Report

1. This is a report to the Panel that has been appointed to hear and make a decision on PC74. Pursuant to s42A of the RMA, the report provides an assessment of the application, supported by a team of specialists appointed by the council. To clarify for any party that may be in doubt, the conclusions and recommendations in this report are not binding on the Panel. The Panel will consider all the information submitted in support of PC74, information in this report, and the information in submissions together with evidence presented at the hearing.

1.2. Report Author

2. This s42A report has been prepared at the request of the council by Peter Reaburn. I am a consultant planner with a Bachelor of Regional Planning (Honours) degree from Massey University, which I obtained in 1980. I have over 40 years' planning and resource management experience, 35 years of which has been principally in the Auckland region, including managerial roles at territorial local authorities (Waitakere and Manukau) and as a consultant. I have been a full member of the New Zealand Planning Institute since 1982. I am accredited under the Ministry for the Environment Making Good Decisions programme as an Independent Commissioner, with Chair's endorsement and I am on the Council's Independent Commissioners Panel. I am also a member of the Resource Management Law Association.
3. While this is not an Environment Court proceeding I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note (2014) and agree to comply with it. Except where I state that I am relying on the specified advice of another person, the opinions expressed in this report are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.
4. This report is informed by and, where stated, relies on the reviews and advice from the following experts on behalf of the council and specialist Auckland Council officers. These assessments are attached in **Appendix 6** to this report. I conducted an extensive visit of the site on 30 June 2021 with some members of the reporting team and have visited the site on two further occasions since.

Table 1: Specialist input to s42A report

Matter	Reviewing specialist
Landscape and Visual Effects and Urban Design	Rebecca Skidmore
Ecology	Rue Stratham
Parks and Open Space	Lea van Heerden
Traffic and Transport	Martin Peake
Stormwater	Paula Vincent
Water Supply and Wastewater	David Russell

1.3. The Plan Change in Summary

5. PC74 aims to rezone approximately 82.66 ha of land at Golding Road / Station Road in Pukekohe 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 Business - Neighbourhood Centre Zone (0.3365ha) (see Figures 1 - 3). The current Special Purpose Zone’s Precinct is proposed to be deleted and a new Pukekohe Golding Precinct introduced.



Figure 1 – Plan change area

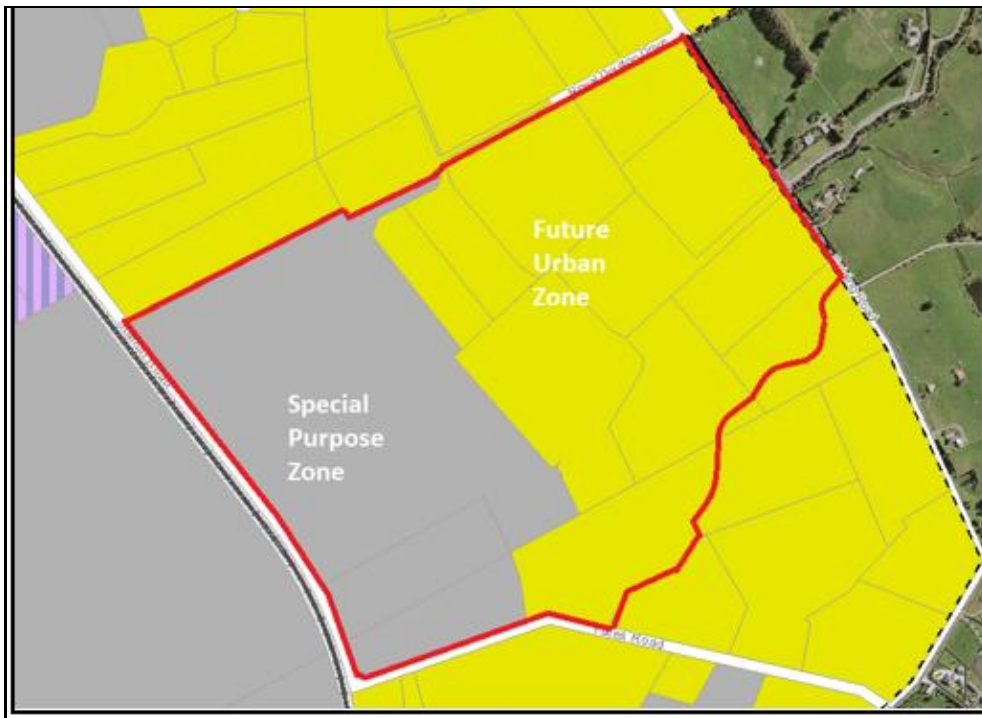


Figure 2 – Current Zonings

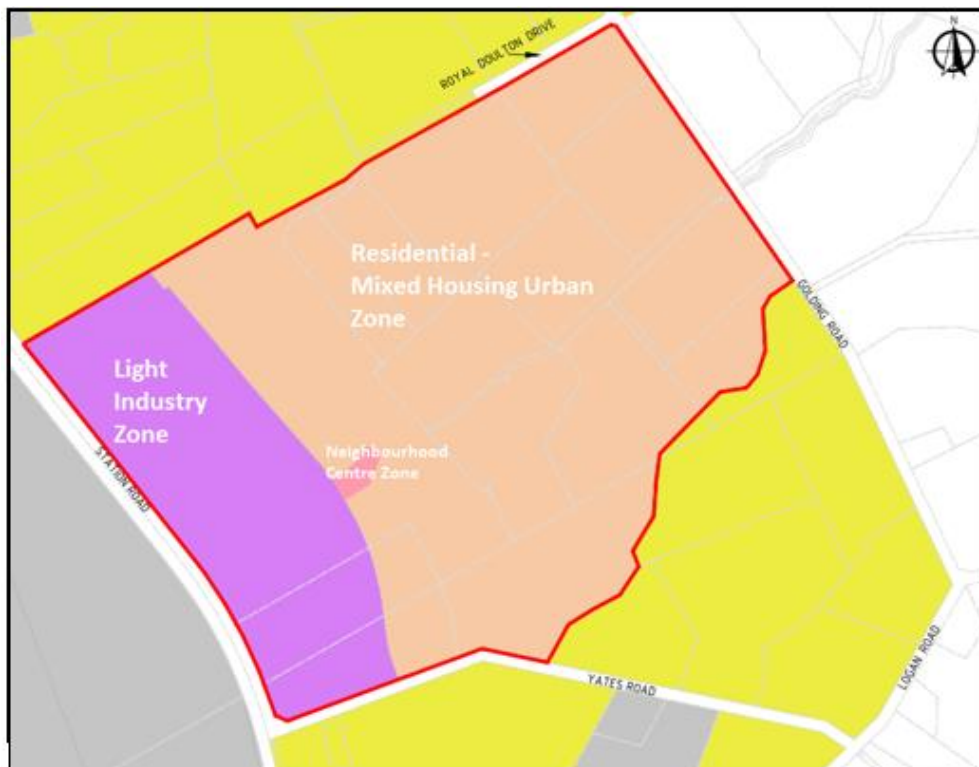


Figure 3 – Proposed Zonings

6. The normal plan change process set out in Schedule 1 of the RMA has been followed.
7. The applicants lodged the private plan change request in June 2021.
8. Further information was sought from the applicants by the council in accordance with Clause 23 of Schedule 1 to the RMA on 8 July 2021. The Clause 23 request and response

is attached at **Appendix 3**. Note that the applicant's changes to documents as a result of the Clause 23 are contained within the application material in **Appendix 2**.

9. The application was then considered by the Council's Planning Committee on 30 November 2021. A resolution was passed to accept the application for public notification under Clause 25(2)(b) of Schedule 1 to the RMA.
10. What then became PC74 was publicly notified on 24 March 2022, with the submissions period closing on 26 April 2022.
11. A total of 28 submissions was received. This includes one late submission (Submission #28 YLH Holdings Limited), which was accepted under delegated authority by a Council manager. The main summary of decisions requested was notified on 26 May 2022 (the one late submission was notified on 10 June 2022) with the period for further submissions closing on 10 June 2022 (late submission 27 June 2022). 12 further submissions were received including one further late submission accepted under delegated authority by a Council manager. Submissions and further submissions are attached at **Appendix 4**, with a summary appearing in Section 9 of this report.
12. Direction #1 from the Panel 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 on 13 July 2022.
13. Direction #2 from the Panel gave directions in relation to the staged provision of this 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.
14. I note that I support the proposed conferencing and refer to what conferencing may helpfully address in several parts of this report. In accordance with Direction #2 I will produce an addendum s42A report after conferencing.

1.4. Main Issues Raised and Interim Assessments made in this s42A report

15. 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.
16. This report provides assessments of the plan change as a whole. There are particular issues identified that may be the focus of attention at the hearing. These issues are, in the main, those raised in submissions on the plan change and include:

- **Transport**
Including adequacy of the modelling analysis, direct effects on the road network, wider roading effects, road patterns within the precinct, connections (in particular walking and cycling) within the area to be rezoned and to the rail station
- **Transport Funding**
The key issue being identification of what capacity there is for development without the need for upgrading of roads and intersections that may require a public funding input
- **Extent of Plan Change Area and Consistency Across the Wider Area**
The key issue being the adequacy of integration with adjoining areas that are to be or may be rezoned in future for urban purposes.
- **Zoning**
Whether the proposed zones are the appropriate ones, and whether they are located appropriately.
- **Cultural Issues**
Adequacy of consultation and cultural values assessments, and adequacy of provisions to address cultural matters.
- **Noise**
Specifically, noise arising from motorsport activities at the Pukekohe Raceway and the adequacy of proposed mitigation mechanisms
- **Open Space**
The key issue being whether open space adjoining streams will realistically be provided and the effect this will have on the intended design outcomes
- **Trotting / Rural Activities**
Including the proposal to remove the Special Purpose zoning and precinct and reverse sensitivity effects.
- **Other Effects**
Including rural character and amenity

17. In my view most of these issues are capable of resolution, including through modification to the plan change provisions and plans. The issues I have concluded are of most concern relate to transport and associated transport funding matters. On those issues I have provided some discussion, noting that as a planner I am unable to fully canvass all of the factors that may ultimately be relevant to a conclusion the Panel may reach. I focus on relevant provisions from the planning instruments and raise concerns in respect of whether the plan change is consistent with those provisions. However I also consider that wider perspectives are relevant including the provision this plan change would make for growth in Pukekohe, which in itself is consistent with much of the relevant planning framework. In that respect I look forward to the conferencing that has been directed by the Panel and note that my views may change in the s42A Addendum Report to come later in the process, after conferencing.

1.5. Summary of Draft Recommendations

18. My draft recommendation is that PC74 be approved. That recommendation is subject to the applicant addressing a number of issues that 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.
19. I propose amendments to the proposed precinct provisions and precinct map in **Appendix 7**. The base document I have used is that version (Version 3) provided by the applicants in response to the Panel's Direction #1 which is also included in Appendix 7. The further amendments made arise from the assessments carried out in this report, including via the

input of other specialists in the reporting team. In summary, the amendments I propose address:

- (a) The introduction of a new objective and two policies relating to the provision of open space and the introduction of provisions relating to open space in the assessment criteria;
- (b) A number of provisions relating to roading matters. Note that some of these provisions have not yet been able to be fully developed as the detail requires further analysis which is not yet available.
- (c) Clarification of the requirement for a walkway / cycleway link from the first stage of development established in the precinct to the rail station.
- (d) Amendments to the provisions relating to riparian margins.

20. I stress that the Appendix 6 amendments are draft only and are intended to help focus discussions during conferencing. I expect that, after the forthcoming conferencing, a further version of provisions will be provided to the Panel before the commencement of the hearing. That will also be commented on in my final report, at which stage I expect to be able to make final recommendations.

2 HEARINGS AND DECISION-MAKING CONSIDERATIONS

21. Clause 8B (read together with Clause 29) of Schedule 1 of RMA requires that a local authority shall hold hearings into submissions on its proposed private plan change. Auckland Council's Combined Chief Executives' Delegation Register delegates to hearing commissioners all powers, duties and functions under s34 of the RMA. This delegation includes the authority to determine decisions on submissions on a plan change, and the authority to approve, decline, or approve with modifications, a private plan change request. The Panel will not be recommending a decision to the council but will be making the decision directly on PC74.

22. Private plan change requests can be made to the council under Clause 21 of Schedule 1 of the RMA. The provisions of a private plan change request must comply with the same mandatory requirements as council-initiated plan changes.

23. The RMA requires territorial authorities to consider a number of statutory and policy matters when developing proposed plan changes. PC74 mainly relates to district plan matters (stormwater is one matter that relates to regional plan provisions).

24. The statutory framework within which the Hearings Commissioners will consider the plan change is as outlined in **Appendix 5**. In brief, Section 32(1)(a) of the RMA requires an assessment of whether the objectives of a plan change are the most appropriate way for achieving the purpose of the RMA in Part 2. 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 Act and Section 74 provides that a territorial authority must prepare and change its district plan in accordance with the provisions of Part 2 and requires that a plan change must have particular regard to an evaluation prepared in accordance with Section 32. Section 32 RMA requires an evaluation report examining the extent to which the objectives of the plan

change are the most appropriate way to achieve the purpose of the Act and requires that report to examine whether the provisions are the most appropriate way of achieving the objectives. Section 32AA requires a further evaluation for any changes that are proposed to the notified plan change after the section 32 evaluation was carried out.

25. The applicant has prepared an assessment against Section 32. I consider that assessment to be generally sound and appropriate. However I do not go as far as adopting it, as there are issues that in my opinion require further attention. These matters are discussed through this report. This report forms part of council's ongoing obligations under section 32 and, as relevant, Section 32AA, to consider the appropriateness of the proposed provisions, and the benefits and costs of any policies, rules or other methods, as well as the consideration of issues raised in submissions on PC74.
26. In accordance with s42A (1) of the RMA, this report considers the information provided by the applicant and summarises and discusses submissions received on PC74. It makes recommendations on whether to accept, in full or in part; or reject; each submission. The report also identifies what amendments to the PC74 provisions are recommended, if any, to address matters raised in submissions. Finally, the report makes an interim recommendation on whether to approve, decline, or approve with modifications PC74.
27. This s42A report begins with a section providing the background and context to the plan change. Then, having regard to the framework outlined in **Appendix 5**, the report is structured to provide an analysis of:
 - The information provided in the application, including the submitted supporting s32 and other assessments
 - Relevant National Planning Instruments (Policy Statements and Standards)
 - Relevant parts of the AUP Regional Policy Statement
 - Relevant parts of the AUP Regional Plan and District Plan
 - Other relevant planning instruments
 - Effects
 - Matters Raised in Submissions
 - Risk of Not Acting
 - Proposed Provisions, including an assessment of the precinct objectives and policies
 - Draft Recommendations for Change arising from the analysis undertaken to date (including as relevant to the assessment required by s32AA)

3 BACKGROUND

3.1 Site and surrounding area

28. The land subject to the plan change request is located in south-eastern Pukekohe. The land is 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 (see these boundaries marked in red in Figure 1 above). Golding Road is at the edge of the Auckland Council region, with the Waikato District being immediately opposite.
29. Golding Road is a 100 km/h rural road running runs from East Street / Pukekohe East Road in the north to Logan Road in the south and carries an average daily traffic volume of 1,394 vehicles per day. It currently has an approximate carriageway width of 6.5 metres, accommodating one traffic lane in each direction. Yates Road runs from Station Road to

Logan Road along the southern side of the site, with a speed limit of 80 km/h. Station Road also has a speed limit of 80 km/h which changes to 50km/h south of Subway Road. Station Road and Yates Road are assumed to carry similar daily traffic volumes to Golding Road, or slightly less¹. There are currently no footpaths along any of the site frontage roads with the closest footpath located on Station Road north of Birch Road. There are currently no footpaths within the Subway Road underpass or the eastern end of Subway Road.

30. The site has good road connectivity to the wider Auckland Region. It is approximately 1.5 kilometres south-east of the Pukekohe town centre, and 5.5 kilometres west of the SH1 Mill Road interchange. The interchange then connects to the Waikato expressway extending between Waikato to the south and Auckland to the north. In respect of public transport the PC74 site is 1.2km from the Pukekohe Rail Station. There are several bus services that operate through Pukekohe, however no services run along any of the site's frontage roads. The 393 service is the closest service to the site, with the nearest bus stop approximately 1.2 kilometres walking distance from the site (Manukau Road).
31. The plan change land comprises 14 separate properties with nine separate owners. The stream boundary to the rezoned area has been adopted as a natural boundary which results in small portions of three properties being outside of the extent of the plan change area. It is anticipated that this excess land will be picked up in a future plan change application along with the other surrounding Future Urban zoned properties to the south-east, abutting Golding Road, Logan Road and Yates Road.
32. Figure 1 depicts a dominant feature of the plan change area which is a flat area developed and used for harness racing activities associated with the Franklin Trotting Club. The balance of the plan change area comprises mainly grazing land over a combination of flat to semi-flat areas and more gently sloping ground, generally with a southerly aspect. 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 (PC 30) to rezone 5.8ha of their land to General Business Zone.
33. There are two small streams running through the land, both running down from Golding Road to Yates Road. One is a stream running centrally through the land and the other is a smaller stream which forms the south- eastern boundary of the site. Both are part of the Tutaenui Stream system which drains ultimately to the Waikato River. There are also a number of overland flowpaths that are not well defined and Council's GIS hydrology mapping shows sizeable areas that are currently subject to flooding (a matter addressed in more detail later in this report).
34. The most notable natural features are a stand of remnant Kahikatea adjoining Yates Road and a sizeable wetland adjoining the central stream, just to the south-east of the trotting track. This area is not currently identified as a Significant Ecological Area but is proposed to be as part of the plan change. There are also trees within the area that are not currently on the AUP notable trees schedule but are proposed for inclusion in the schedule in the plan change.
35. The current AUP zonings are Future Urban Zone and Special Purpose- Major Recreation Facility Zone (Franklin Trotting Club Precinct) – see Figure 2 above. The plan change area is also subject to the following controls:

¹ Commute's ITA

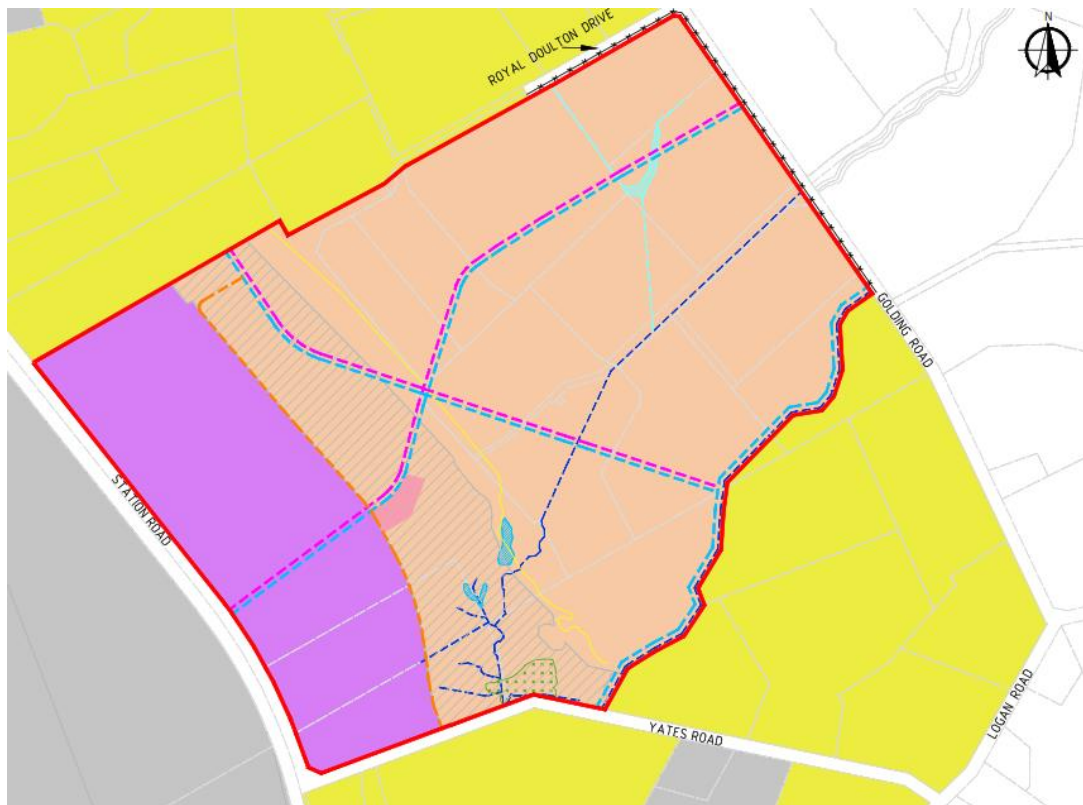
- Natural Resources: High-Use Aquifer Management Areas Overlay - Pukekohe Kaawa Aquifer
- Controls: Macroinvertebrate Community Index - Rural
- Controls: Macroinvertebrate Community Index - Urban

36. To the north of the site beyond Royal Doulton Drive is other Future Urban zoned land and to the north of that is the Pukekohe A & P Showgrounds. North-west of the showgrounds is the Pukekohe Town Centre. Opposite the showgrounds on Station Road is the Pukekohe Railway Station, which is 1.2km away from the closest part of the plan change land.

3.2 Proposed private plan change request

37. The notification documents are in **Appendix 2**.

38. The zonings sought in the plan change area as shown on Figure 3 above. There are also two precinct plans. A cut and paste copy of the Precinct 1 plan is in Figure 4 below. It illustrates 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 controls area (Area A). The proposed SEA area is also shown on a separate overlay plan. Precinct Plan 2 shows stormwater catchments (referred to later in this report).



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	
Proposed Significant Ecological Area	
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	

Figure 3 – Extract from proposed Precinct Plan 1

39. The proposed zones are “standard” zones in the AUP - Residential - Mixed Housing Urban Zone, Business – Light Industry Zone and Business – Neighbourhood Centre Zone. The approach taken in the proposed precinct provisions is that these standard zones are cross-

referenced. The only difference the provisions make in respect of activities is to provide for show homes as a permitted activity in the MHU Zone. The bespoke precinct provisions relate to transport infrastructure requirements, riparian and buffer planting, site access, stormwater management and noise.

40. Bespoke precinct provisions are proposed by the applicants, including for the following reasons:-

1. Noise from the 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 mid-way and all of the way through the Light Industry Zone, as well as specifying activity restrictions in that zone and design and layout of buildings in the Residential – Mixed Housing Urban Zone.
2. There are “triggers” relating to traffic generation which will require investigation of the capacity of specified road intersections.
3. The precinct plan specifies the extent of a Significant Ecological Area (comprising the Kahikatea stand), the indicative location of future collector roads and key walking and cycling routes, the indicative location of a park and a local road that demarcates the proposed zones and the indicative streams and wetland.
4. Natural features, ecosystems, water quality and stormwater management are also responded to through in the precinct provisions.

41. This plan change has occurred at the same time that actions are being taken under the 2021 Amendment to the RMA which has mandated changes to the AUP, in particular in relation to the MDRS. 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 NPS-UD 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 location². 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 leave the precinct provisions only having to relate to matters specific to, or affected by, the plan change area.

42. The applicant has provided a comprehensive application and AEE and the following appendix information to support the plan change request³:

- APPENDIX A: Schedule of properties
- APPENDIX B: Records of title
- APPENDIX C: Locality map
- APPENDIX D: Proposed plan change provisions & plans (zoning/overlay/precinct)

² 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.

³ Please note that the version of application documents is that as re-compiled by the applicant after assessment of council’s clause 23 further information requests.

APPENDIX E:	Section 32 & Statutory Assessment (Tollemache Consultants)
APPENDIX F:	Letter from Mr Rod Croon (Auckland Trotting Club Inc)
APPENDIX G:	Geotechnical feasibility assessment (Ground Consulting Ltd)
APPENDIX H:	Assessment of Landscape and Visual effects (LA4 Landscape Architects)
APPENDIX I:	Integrated Transport Assessment (Commute)
APPENDIX J:	Wastewater and water supply report (Birch Surveyors)
APPENDIX K:	Stormwater Management Plan (Birch Surveyors)
APPENDIX L:	Ecological assessment (JS Ecology)
APPENDIX M:	Cultural Values Assessment (Ngāti Tamaoho)
APPENDIX N:	Concept Plan (Birch Surveyors)
APPENDIX O:	Urban Design Assessment & Neighbourhood Design Statement (Ian Munro)
APPENDIX P:	Economic Cost-benefit Analysis (Urban Economics)
APPENDIX Q:	Acoustic Assessment (Styles Group)
APPENDIX R:	Consultation Report (Birch Surveyors)

43. The AEE provides the following summary reasons for the private plan change request⁴:

- 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

3.3 Consultation

44. A summary of the consultation undertaken in preparing of PC74 is provided in Part 8 of the AEE and the application’s Appendix R. The AEE notes that, given there was lengthy consultation on the PPSP in which the applicants were involved, that consultation is adopted as it captures the wider views of the community. Appendix R outlines specific parties who were consulted with. This included seven landowners within the plan change area; Ngāti Te Ata Waiohua, Ngāti Tamaoho, Waikato-Tainui; Auckland Councillor and Deputy Mayor Bill Cashmore, Andrew Baker - Chairperson of the Franklin Local Board; Council officers from Council’s Plans and Places Team, Healthy Waters and Development Programme Office; Watercare, Auckland Transport, KiwiRail, Chorus, Counties Power and officers from the Waikato Regional Council.

⁴ Section 2.2 of the AEE

45. It is noted that a number of those parties that were consulted with have become submitters on the plan change, including submitters that oppose PC74 and / or seek amendments to it. The Franklin Local Board has also provided input (see below).
46. I am aware that, subsequent to the lodging of submissions, the applicants have undertaken further consultation. That has included consultation with Council specialists who have provided support for this report, and which is referred to later in the report. This report therefore provides some updates as a result of consultation. However I am also aware that consultation is continuing, and that further updates prior to the hearing are likely.

3.4 Franklin Local Board

47. Following the close of submissions, Auckland Council Plans and Places staff sought the Franklin Local Board's feedback at the Board's business meeting on 26 July 2022. The Board resolved to provide the following views⁵ :
- 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.

4 NATIONAL PLANNING INSTRUMENTS

4.1 National Policy Statement on Urban Development and 2021 Resource Management (Enabling Housing Supply and Other Matters) Amendment Act

48. The National Policy Statement on Urban Development (NPS-UD) came into force on the 20 August 2020. Auckland Council is a tier 1 local authority and is required to provide sufficient development capacity to meet expected demand for housing and business land over the short to long term.
49. The NPS-UD is assessed in Part 5.1 of the applicant's Section 32 (Appendix E of the application documents). The assessment concludes that the plan change request gives effect to the objectives and policies of the NPS-UD. I generally agree with that assessment, subject to the opinions I express later in this report.
50. The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act has mandated the introduction, in "relevant" residential zones, of prescribed Medium Density Residential Standards (MDRS). See further comment below in Section 5 of this AEE.

⁵ Franklin Local Board Meeting 26 July 2022, Resolution FR/2022/118. Note: The Board declined the opportunity to appear at the hearing.

4.2 National Policy Statement for Freshwater Management 2020

51. The National Policy for Freshwater Management (NPS-FM) sets out the statutory framework for the management of freshwater. It requires that natural and physical resources are managed in a way that prioritises the health and well-being of water bodies and freshwater ecosystems, the health needs of people, and the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.
52. The NPS-FM is assessed in Part 5.2 of the applicant's Section 32. I generally agree with that assessment, subject to the opinions I express later in this report.

4.3 National environmental standards or regulations

53. Under section 44A of the RMA, local authorities must observe national environmental standards (NES) in their district / region. No rule or provision may be duplicated or in conflict with a national environmental standard or regulation.
54. Relevant NESs are:
- NES for Freshwater (NES-FM)
 - NES for assessment and managing contaminants into soil to protect human health (NES-CS)
55. The NES-FM applies to development regardless of other plan provisions. These standards will be applied at development stage. There is nothing in PC74 as proposed to suggest that there will be a conflict, noting that the streams identified are to remain and generally be enhanced.
56. The NES-CS is mentioned in Part 5.3 of the applicant's Section 32. While no PSI has been undertaken, it is considered highly likely that the site comprises some areas of potential contamination and HAIL activities. It is acknowledged that a DSI will be required at time of future development. These matters would be subject to resource consent requirements under the NES and Chapter E30 of the AUP at time of subdivision, earthworks or development.
57. There is nothing to indicate that the plan change area is unsuitable for future urban development. Should the plan change be approved, future detailed investigations and resource consents may be required under the NES-CS and no proposed plan provisions duplicate or are in conflict with the NES.

4.4 Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010

58. As the PC74 area drains to the Waikato River the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 is relevant. The Act's purpose is to restore and protect the health and wellbeing of the Waikato River for future generations. It recognises Te Ture Whaimana o Te Awa o Waikato (the Vision and Strategy for the Waikato River) and establishes and grants functions and powers to the Waikato River Authority.
59. This Act is assessed in Part 5.4 of the applicant's Section 32. It notes the relevance to PC74 of objective (a) which sets out to restore and protect the health and wellbeing of the Waikato River and objective (h) which seeks recognition that the Waikato River is degraded and should not be required to absorb further degradation as a result of human activities. It considers these objectives are supported by the proposed methods for enhancement of

riparian margins of streams within the PPC area and the implementation of a stormwater management solution which aligns with best practices for water quality and freshwater management.

60. The proposal does not conflict with any AUP objectives and standards relating to water and I consider it is likely that water quality will improve with targeted protection mechanism introduced as development proceeds.

5 REGIONAL POLICY STATEMENT

61. Section 75(3)(c) of the RMA requires that a district plan must *give effect to* any regional policy statement (RPS).
62. The AUP-RPS is assessed generally in Part 5.5 of the applicant's Statutory Assessment. The assessment covers B2 Urban Growth and Form, B3- Infrastructure, Transport and Energy, B4 – Natural Heritage, B5 – Built Heritage and character, B6 Mana Whenua, B7 – Natural Resources, B8 – Coastal Environment and B10 – Environmental Risk. I generally agree with the assessments made against these provisions in the application documents. Where I have considered there is a potential issue, or provisions that should be emphasised in relation to potential effects that arise, I do that later in this report. Plan provisions are also addressed in the specialist reports (**Appendix 6**).

6 REGIONAL PLAN AND DISTRICT PLAN

63. The key regional plan and district provisions of the AUP area E1 Water Quality and integrated management, E2 Water quantity, allocation and use, E3 Lakes, rivers and wetlands, E8 Stormwater – Discharge and diversion, E25 Noise and Vibration; E26 Infrastructure, E27 Transport E38 (urban subdivision); E30 Contaminated Land, E36 Natural hazards and flooding, H5 (mixed housing urban zone); H12 (neighbourhood centre zone); and H17 (light industry zone).
64. In respect of the MHU Zone in particular, and as noted above, the provisions in that zone are changing with the introduction of the mandated MDRS provisions. While the detail of those provisions was not known at the time the application was made, as mandated provisions their likely impact have been addressed in the application material, and this report.
65. Other district and regional plan provisions are addressed in the application and, as relevant, later in this report.

7 ANY RELEVANT MANAGEMENT PLANS AND STRATEGIES PREPARED UNDER ANY OTHER ACT

7.1 Auckland Plan 2050

66. The Auckland Plan 2050 is the council's spatial plan, as required under the Local Government (Auckland Council) Act 2009. The Plan contains a 30-year high level development strategy for the region based on a quality compact approach to accommodating growth. This approach anticipates most growth through intensification within existing urban areas, with managed expansion into the region's future urban areas and limited growth in rural areas.
67. The Development Strategy identifies a number of urban expansion areas in the southern sub-region, including, in Pukekohe, the location of this plan change request (see Figure 4).

Significant growth is anticipated in the Pukekohe area with approximately 1700 hectares of land for future urban development having been identified with the potential to accommodate approximately 14,000 dwellings by 2050 (of a total 320,000 dwellings for the region as a whole). It will be noted that the figure's legend cross-references the FULSS in respect of the sequencing and timing of future urban areas.

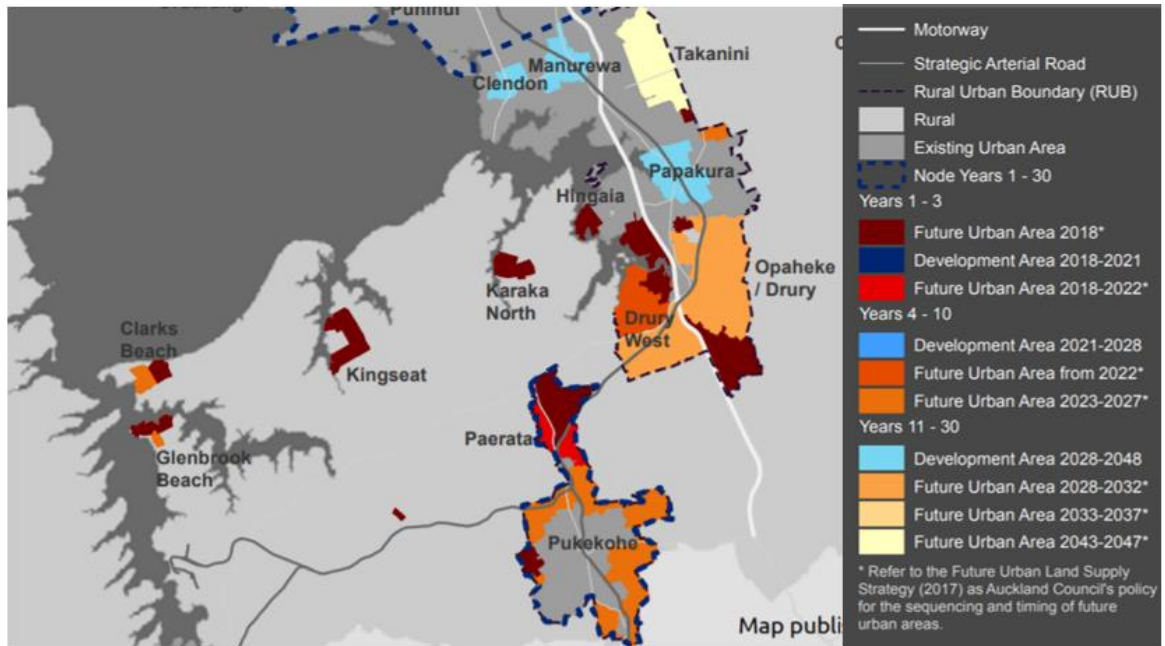


Figure 4: Auckland Plan - Development Strategy

7.2 Future Urban Land Supply Strategy 2017

68. The Future Urban Land Supply Strategy 2017 (FULSS) sequences the release of future urban land with the supply of infrastructure over 30 years for the entire Auckland region. In the southern sub-region, the FULSS identifies growth in large future urban areas, as well as rural settlements, providing for an anticipated dwelling capacity of 50,600 and an anticipated employment capacity of 30,300 (Figure 5).

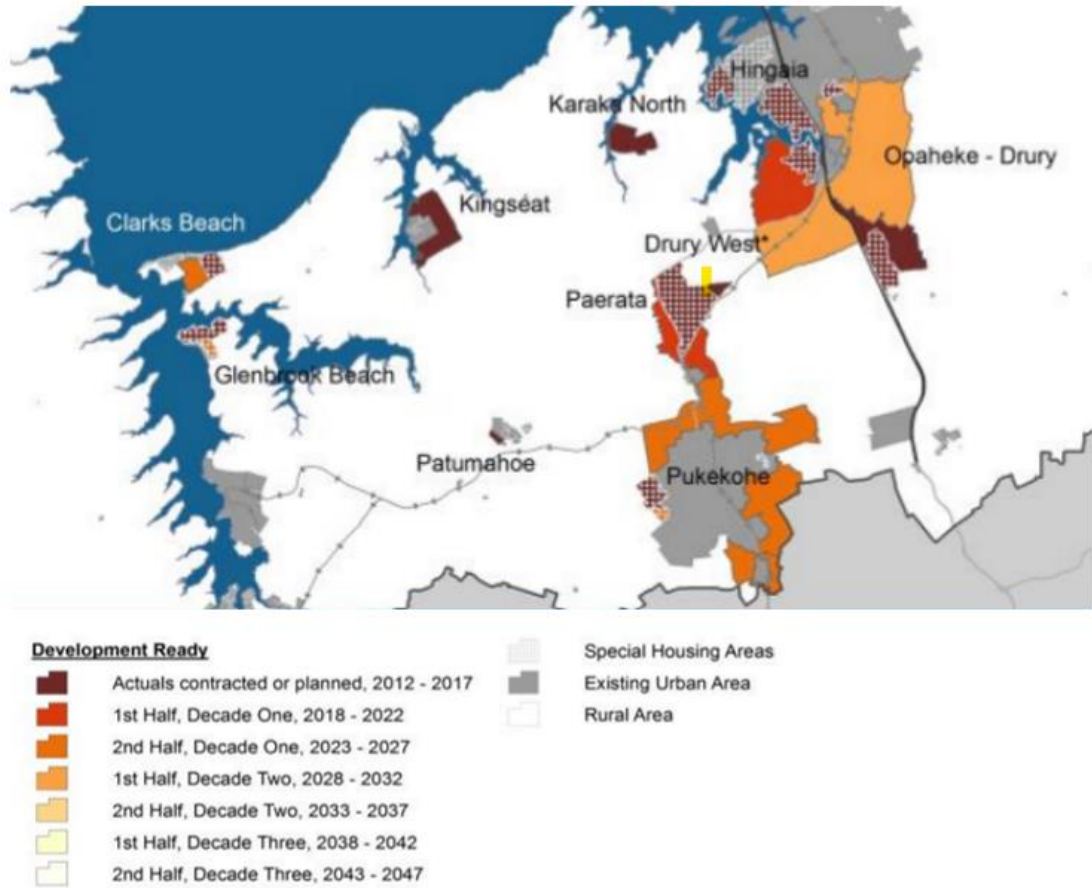


Figure 5: Future Urban Land Supply Strategy

69. The plan change request, if made operative, would enable development within the projected “Development Ready” period of 2023-2027.
70. It is also worthy of note that private plan changes have been advanced for the Drury area, which the FULSS sequences as occurring *after* Pukekohe. These plan changes include:

Plan Change #	Plan Name	Change	Number of Dwellings (as estimated in the changes)	Current Status
PC48	Drury Centre		3,000+	Approved, in appeal period
PC49	Drury East		2,200-2,500	Approved, in appeal period
PC50	Waihoehoe		600-1,000	Approved, in appeal period
PC51	Drury 2		1536	Approved, subject to appeals
PC61	Waipupuke		1,400-2,800	Approved, subject to final matters being resolved

71. In total, these plan changes, if they proceed, will enable in the range of approximately 8,700 – 11,000 dwellings (and 6,000+ jobs). The figures in the table were estimates provided in the plan changes which were pre-MDRS, and they could therefore increase as a result of introducing the MDRS. I would also note that approval has recently been given to a Plan Change request to rezone approximately 19 ha of land on the southern side of the Patumahoe Township from Rural Production Zone to Residential – Single House Zone and

Business – Light Industry Zone (Plan Change 55). That is an area not envisaged for development in the FULSS.

72. The term “development ready” is defined as land rezoned and bulk infrastructure provided. In that respect this plan change request can be seen to be consistent with the FULSS timing. However there remains the question as to whether the “development ready” forecast has been achieved. In my view these factors, together with other processes that have occurred including the significantly greater capacity that will be enabled in the current urban area as a result of the MDRS, raise some doubt as to the weight that can be placed on the FULSS, which is now a 5 year old strategy. In my opinion this is relevant to consideration of the plan change, however, due to other factors I do not see it as being necessarily determinative on a conclusion that could be reached on the whether the plan change should be approved.

7.3 Pukekohe-Paerata Structure Plan

73. The Pukekohe-Paerata Structure Plan (“PPSP”)⁶ has been prepared under the relevant provisions of the Local Government Act 2002, including those relating to consultation, and in accordance with the structure plan guidelines as set out in Appendix 1 of the AUP. It is intended to guide future development of this area over a 30-year period, consistent with the FULSS. Development in accordance with the plan is estimated to provide about 12,500 houses/dwellings with a population of almost 34,000 people, and over 5,000 jobs. It is noted that the population estimates were calculated prior to the introduction of the MDRS and are likely to be higher. The population increase would be approximately double the population of the existing population of Pukekohe.
74. Development of the PPSP commenced in August 2017 and concluded in August 2019 when the final version of the plan was approved by the Council’s Planning Committee. The PPSP was supported by a number of background studies and reports, including on Business land demand and location (2018); Stormwater, flooding and freshwater management (updated 2019); Transport (2019); Water and wastewater supply (2019); Open space and recreation (updated 2019); Community facilities (updated 2019); Landscape values (2017); Heritage and archaeology (2017); Ecology (updated 2019); Geotechnical hazards (updated 2018); Contaminated land (2018) and Urban design (2018)⁷. There is also a Neighbourhood Design Statement which is intended as an implementation tool to guide future development.
75. By itself, the PPSP has no statutory weight, and it will be noted that it is a pre-NPS-UD document. However when introduced it was intended to form the basis for the development and assessment of plan change/s under the RMA. As a specifically prepared plan for this area it clearly has relevance. It is recognised as a major basis for planning in the application documents.
76. PC74 is in the areas identified as Areas F – Pukekohe East Central and H – Buckland and surrounds in the PPSP. Area F extends further to the north of the PC74 area and Area H extends further to the south. The boundary between these two areas within the PC74 area is the Tutaenui Stream.

⁶ The PPSP is available for viewing at:

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/structure-plans/Documents/pukekohe-paerata-structure-plan-2019.pdf>

⁷ Full copies of these reports are available on the council’s website at:

<https://www.aucklandcouncil.govt.nz/plansprojects-policies-reports-bylaws/our-plans-strategies/place-basedplans/Pages/default.aspx>

77. The PPSP contains explanations of Area F and H⁸: A MHS zoning is proposed in the area covered by PC74.
78. The structure plan map, as it applies to the immediate area of PC74, is shown in Figure 6 below.



Figure 6 – Pukekohe-Paerata Structure Plan

79. The Special Purpose (Trotting) Zone does not form part of the PSSP map. Yates Road and Station Road are shown as Collector Roads and Golding Road as an Arterial Road. An indicative new collector road is shown running north-south and adjoining the Special Purpose Zone, crossing the Tutaenui Stream and one of its tributaries to connect to Yates Road. A 20m riparian buffer is shown adjoining both permanent and intermittent streams. A potential new neighbourhood park is shown in the area and there are significant areas marked as being flood plains.
80. Map 6 in the PSSP shows transport provisions and is copied in Figure 7 below. This map shows an indicative walking and cycling network and provisions for public transport.

⁸ PPSP, Page 94

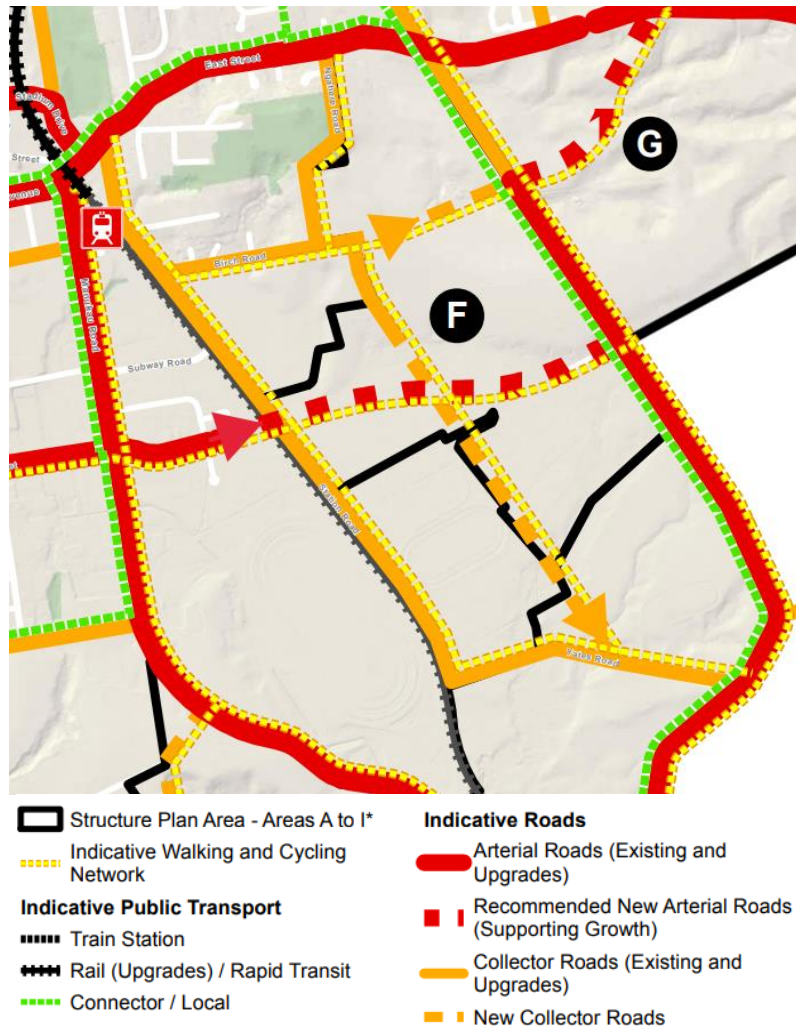


Figure 7 – PSSP Transport Map

81. The proposed precinct plan map is shown in Figure 8 below.

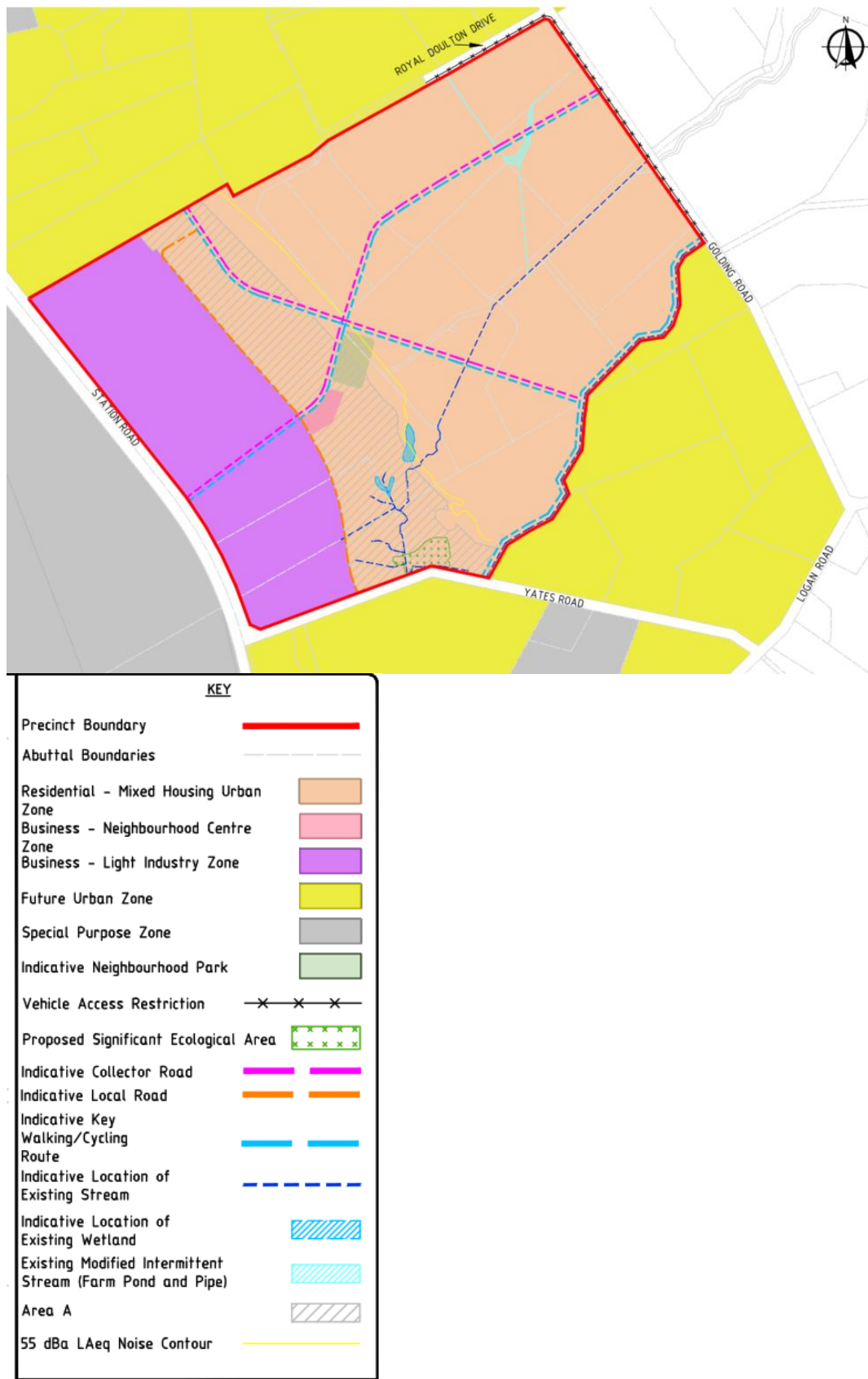


Figure 8 Proposed Precinct Plan

82. There are a number of variances between the PSSP map and the proposed precinct map, summarised as follows.

1. The current Special Purpose - Major Recreation Facility Zone (Franklin Trotting Club Precinct) has been excluded from the structure plan. The request is that this area be rezoned, mainly Business - Light Industry Zone, with some Residential – Mixed Housing Urban Zone.
2. The structure plan shows a Residential – Mixed Housing Suburban zoning for this land, and the private plan change proposes a Residential – Mixed Housing Urban zoning.
3. The north-south collector road runs along a different, more westerly alignment than that shown in the PSSP. An additional east-west collector road is also shown on the precinct plan.
4. Walking / cycling routes are shown in different positions than that shown on the PSSP.
5. No riparian margins are shown and the existing streams that are marked do not include all of the permanent / intermittent streams shown on the PSSP. It is noted that the applicants are not proposing 20m riparian margins but are rather relying on the standard AUP requirements, in this case for 10m yard setbacks from streams.
6. The Precinct Plan adds provisions that relate to proposed noise controls.

83. The significance of differences between the PSSP and the applicant's proposals is discussed throughout this report, including with the assistance of specialist inputs. In general I have concluded that the proposed variations from the PSSP are appropriate, subject to some reservations that need further examination.

7.4 Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan

84. The Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan was adopted by council in 2020. It is a roadmap to a zero-emissions, resilient and healthier region. The core goals are:

- To reduce greenhouse gas emissions by 50 per cent by 2030 and achieve net zero emissions by 2050
- To adapt to the impacts of climate change by ensuring we plan for the changes we face under our current emissions pathway

85. Carbon Dioxide emitted by road transport modes is identified as the primary greenhouse gas (GHG) impacting the Auckland Region. Carbon dioxide is a long-lived GHG, meaning it accumulates and has long-lasting implications for climate. The plan points out that integrating land use and transport planning is vital to reduce the need for private vehicle travel and to ensure housing and employment growth areas are connected to efficient, low carbon transport systems. The plan seeks a 12 per cent reduction in total private vehicle VKT by 2030 against a 'business-as-usual' scenario through actions such as remote working and reduced trip lengths.

86. In my view PC74 is consistent with Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. It is located in an area already (generally) identified as a future urban zone, relatively close to public transport systems (the train station) and the Pukekohe town centre, as well as current and proposed employment nodes.

7.5 Long Term Plan

87. The Council's Long Term Plan (LTP) provides the 10-year budget for Auckland. The 2021-2031 LTP is called a recovery budget in response to the Covid-19 pandemic. The LTP was adopted by Council on June 2021.
88. The LTP identifies that the Council is investigating additional infrastructure requirements to support a large number of growth areas across Auckland. However, funding and financing new infrastructure in all those areas is a major challenge. The LTP states that the focus of limited infrastructure investment capacity will be in a few key areas that do not include Pukekohe (there is a reference to wastewater, but not in the current decade). This focused approach will mean that the council will not be heavily investing in infrastructure to support other growth areas in the short to medium term beyond that which is already committed.

7.6 Regional Land Transport Plan 2021 - 2031

89. The RLTP is the 10-year plan for Auckland's transport network. It details the areas that Auckland Transport, Waka Kotahi NZ Transport Agency and KiwiRail will focus on to respond to our region's transport challenges. It also outlines the proposed 10-year investment programme for specific transport projects. In January 2020, Central Government announced the New Zealand Upgrade Programme (NZUP) package of investments. In June 2021 the Government announced a reset of the NZUP that revised some of the projects. The RLTP includes references to the Papakura to Pukekohe electrification to allow electric services up to six trains per hour in each direction (NZUP). This is the only specific Pukekohe-related project in the RLTP.

7.7 Supporting Growth Alliance

90. The Supporting Growth Alliance is a collaboration between Auckland Transport and Waka Kotahi (NZ Transport Agency) in partnership with Auckland Council to plan transport investment in Auckland's Future Urban zones over the next 10-30 years. A Pukekohe Expressway is proposed as a new connection to improve safety and support the future movement of people and goods between the proposed Mill Road Corridor, State Highway 1 and Pukekohe town centre by providing an alternative route to State Highway 22. The other project being investigated at this stage is the north-east section of an urban arterial which will be an important connection from the proposed Pukekohe Expressway into the planned new eastern growth areas of Pukekohe, providing a link to both the north and east onto Pukekohe East Road.
91. The SGA-ITA identified changes required to support development of areas zoned FUZ, including the subject site. The key infrastructure that has been identified in proximity or with a significant influence on the site is identified as including⁹:

- Rapid Transit (heavy rail) upgrades including four tracks between Wiri and Pukekohe and new rail stations at Drury Central, Drury West, Paerata and Tironui;
- Frequent Transit Bus network;
- Active mode network including regional cycle connections on NIMT between Drury and Pukekohe and on all arterials (including Karaka Road);
- Pukekohe Expressway to support resilient access to Pukekohe and Paerata and the urbanisation of Karaka Road (SH22);
- Arterial network upgrades in Pukekohe-Paerata:
 - Including widening and safety improvements to SH22 between Drury and Paerata
 - Provision of a loop arterial road around Pukekohe.

⁹ In Part 2 Existing Environment of the ITA

7.8 Franklin Local Board Plan 2020, Pukekohe Area Plan 2014 and Pukekohe-Paerata Paths Plan 2018

92. The Franklin Local Board Plan 2020 is focused on six key outcomes:
- Our strengths general local opportunity and prosperity
 - Improved transport options and fit for purpose roads
 - Fit for purpose places and facilities
 - Kaitiakitanga and protection of our environment
 - Cultural heritage and Māori identify is expressed in our communities
 - A sense of belonging and strong community participation
93. The Plan recognises that significant growth is anticipated in the Franklin Local Board area and identifies initiatives to support both the existing population as well as the new population. In the Pukekohe area the plan supports opening up new light industrial areas that will generate local economic activity and jobs. It raises concerns that the road network across the Franklin Local Board area is vast and of inadequate design for heavy vehicles and future traffic volumes, and that greenfields development areas are not serviced by public transport. The plan supports better connections by train to the city centre and for increased renewal funding to be made available to Auckland Transport for a number of projects, including the Pukekohe ring road.
94. The Pukekohe Area Plan 2014 is addressed in Part 5.9 of the applicant's Section 3. This plan identifies the FUZ part of the PC74 area as being suitable for residential (Mixed Housing Suburban and Single House) and industry uses (Light Industry). PC74 is generally consistent that intention, noting, as with the PSSP, the plan did not anticipate the changes to the racing industry that has led in part to the rezoning over the Special Purpose Zone. The Area plan also seeks to maintain and improve Pukekohe's environmental quality and special ecological areas, including the Tutaenui and Whangapouri streams.
95. The Pukekohe-Paerata Paths Plan is "and Aspirational Plan" outlining a long-term Local Path network for the Pukekohe-Paerata areas, with a view to setting priority projects up for funding and implementation over the coming years. It was developed alongside the PSSP. Map 8 of this Plan depicts a pathway connection running along the easternmost stream in the proposed precinct and is identified in the Plan as "to be delivered with future development". The proposed Precinct Plan reflects that intention and shows an indicative walkway along that route.

8 EFFECTS

96. This section of the report addresses effects. It is structured under the following headings:
- Urban Growth Strategies
 - Urban Design and Landscape
 - Transport
 - Infrastructure Funding
 - Extent of Plan Change Area and Consistency Across the Wider Area
 - Zoning
 - Cultural Issues
 - Noise
 - Infrastructure
 - Stormwater

- Ecology / Trees / Open Space
- Trotting / Rural Activities
- Other Effects

97. Under each of these headings there are sub-headings containing a brief summary of what the application documents have in them¹⁰, followed by matters that have been raised through the Clause 23 process, the submissions and Council specialists, and then this report's analysis and (in parts draft) conclusions.

8.1 Urban Growth Strategies

Application

98. The plan change request identifies the plan change will provide for 920¹¹ – 1,500¹² households and 818 jobs.

99. PC74 as originally lodged proposed an area of MHS zoning at the Golding Road end of the land. This was replaced with a MHU zoning once it became known that the MDRS will apply. It is understood that this was on the basis that the current MHU zone is the closest equivalent to the MDRS provisions. The application's Statutory Assessment states that this change of zone is not considered likely to significantly change the planning outcomes likely to eventuate on the land; "as a master planned greenfield site it was always going to be comprehensively designed from the outset and given its location in Pukekohe, a mix of compact detached, duplex, and terraced houses remain likely"¹³.

100. Compared with what are assessed as being the assumptions for the PPSP the applicant's ITA states (underlining added):

Of note the Structure plan essentially has the entire residential component as Mixed Housing Suburban with the Special Purpose Zone area (Trotting Club) to remain. This translates to approximately 47.46ha of MHSU. This has been converted to Net Development Area (NDA) using a factor of 0.85 so that the rates in Table 4-3 and 4-3 can be applied (16 dwellings per ha of NDA and 6 jobs per NDA).

Applying the 16 dwellings per ha of NDA (Table 4-3) and 6 jobs per NDA (Table 4-2) yields 640 dwellings and 240 jobs (plus the Trotting Club which is likely to be 50-60 jobs or around 300 in total). As such the plan change provides an increase of 280 households and 520 jobs from that assumed.

101. This private plan change application is being made before the start of the planned period identified in the FULSS, although the applicants argue that the plan change introduction and other planning and consenting processes will likely result in development not occurring before 2023. The application also observes that there is currently a paucity of land in Pukekohe which is development ready. The former Belmont Structure Plan area has been developed, and since the notification of the AUP no additional land has been rezoned in Pukekohe. Prior to this the only additional rezoning occurred over 20 years ago with the rezoning of Anselmi Ridge. It is therefore argued that in terms of the local provision of housing capacity, the Pukekohe area has been left with a significant undersupply.

102. The application includes an Economic Cost-Benefit Analysis in Appendix P of the application documents. That report identifies that, in Pukekohe-Paerata, there is only 1.5 – 2 years of industrial land supply left. The 17 hectares of industrial land provided for in PC

¹⁰ Clause 22 of Schedule 1 to the RMA requires private plan changes to include an assessment of environmental effects that are anticipated by the Plan Change, taking into account clauses 6 and 7 of Schedule 4 of the RMA.

¹¹ Application ITA

¹² Application Economic Analysis

¹³ Statutory Assessment 1.0.5

74 is expected to provide for 4 – 6 years supply in this area. Over the entire Pukekohe-Paerata area (as opposed to just Pukekohe) there is over 12 years supply of residential land available, however, it is noted 97% of that is located in one area (Paerata Rise). The report concludes that the proposed second area introduced by PC74 would reduce market concentration and provide choice. It is further noted that 86% of parcels in the Pukekohe-Paerata FUZ area are less than 10ha in size and, as smaller sites that can be difficult to aggregate, there may be limited opportunities for master-planned developments such as proposed by PC74. The report also considers that the dwellings provided would be in the more affordable range compared to the Auckland region as a whole.

Peer Review

103. Mr Peake is not satisfied that an adequate analysis has been conducted of the extra impact of the MDRS on development within the proposed MHU Zone. Mr Peake considers the MDRS may result in a significantly increased dwelling yield - in the order of 3 times that assumed in the applicant's ITA. This issue is also raised in the submission from Auckland Transport (Submission 15.3).

Analysis

104. Objective 3 of the NPS-UD is:

Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

- (a) the area is in or near a centre zone or other area with many employment opportunities
- (b) the area is well-served by existing or planned public transport
- (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.

Objective 6: Local authority decisions on urban development that affect urban environments are:

1. integrated with infrastructure planning and funding decisions; and
2. strategic over the medium term and long term; and
3. responsive, particularly in relation to proposals that would supply significant development capacity.

105. Policy 8 of the NPS-UD is:

Policy 8: Local authority decisions affecting urban environments are responsive to plan changes that would add significantly to development capacity and contribute to well-functioning urban environments, even if the development capacity is:

- (a) unanticipated by RMA planning documents; or
- (b) out-of-sequence with planned land release.

106. RPS Section B.2 addresses urban growth and form. Objectives in B.2.2.1 (in full) are:

- (1) A quality compact urban form that enables all of the following:
 - (a) a higher-quality urban environment;
 - (b) greater productivity and economic growth;
 - (c) better use of existing infrastructure and efficient provision of new infrastructure;
 - (d) improved and more effective public transport;
 - (e) greater social and cultural vitality;
 - (f) better maintenance of rural character and rural productivity; and
 - (g) reduced adverse environmental effects.
- (2) Urban growth is primarily accommodated within the urban area 2016 (as identified in Appendix 1A).

- (3) Sufficient development capacity and land supply is provided to accommodate residential, commercial, industrial growth and social facilities to support growth.
- (4) Urbanisation is contained within the Rural Urban Boundary, towns, and rural and coastal towns and villages.
- (5) The development of land within the Rural Urban Boundary, towns, and rural and coastal towns and villages is integrated with the provision of appropriate infrastructure.

107. RPS policies in B.2.2.2 that I regard as having particular relevance are:

- (3) Enable rezoning of future urban zoned land for urbanisation following structure planning and plan change processes in accordance with Appendix 1 Structure plan guidelines.
- (4) Promote urban growth and intensification within the urban area 2016 (as identified in Appendix 1A), enable urban growth and intensification within the Rural Urban Boundary, towns, and rural and coastal towns and villages, and avoid urbanisation outside these areas.
- (5) Enable higher residential intensification:
 - (a) in and around centres;
 - (b) along identified corridors; and
 - (c) close to public transport, social facilities (including open space) and employment opportunities.
- (7) Enable rezoning of land within the Rural Urban Boundary or other land zoned future urban to accommodate urban growth in ways that do all of the following:
 - (a) support a quality compact urban form;
 - (b) provide for a range of housing types and employment choices for the area;
 - (c) integrate with the provision of infrastructure; and
 - (d) follow the structure plan guidelines as set out in Appendix 1

108. RPS Section B.2.5 addresses Commercial and industrial growth. B2.5.1. Objectives are:

- (1) Employment and commercial and industrial opportunities meet current and future demands.
- (2) Commercial growth and activities are primarily focussed within a hierarchy of centres and identified growth corridors that supports a compact urban form.
- (3) Industrial growth and activities are enabled in a manner that does all of the following:
 - (a) promotes economic development;
 - (b) promotes the efficient use of buildings, land and infrastructure in industrial zones;
 - (c) manages conflicts between incompatible activities;
 - (d) recognises the particular locational requirements of some industries; and
 - (e) enables the development and use of Mana Whenua's resources for their economic well-being.

109. A relevant policy is B2.5.2 (8), which is:

Enable the supply of industrial land which is relatively flat, has efficient access to freight routes, rail or freight hubs, ports and airports, and can be efficiently served by infrastructure.

110. With particular regard to NPS-UD Policy 8 I note that the policy applies even to out of sequence development. In this case FULSS and the PPSP have the area sequenced from 2023. While this process is slightly in advance of that period it is clear that enablement of development under the plan change will not occur until, at the earliest next year (2023) and, given the more detailed planning required for resource consenting and development planning I cannot see actual development commencing for 2 – 3 years. That would bring the timing within the sequenced period.

111. In general I consider that PC74 and the objectives proposed for the precinct align with the higher order urban growth provisions. They appropriately address the creation of a residential and industrial environment including incorporating the opportunity for a neighbourhood centre.

112. The sequencing of development is, however, dependant on provision of adequate infrastructure and an associated issue is funding for infrastructure. That issue is recognised in the above provisions, including Objective 6 of the NPS-UD. Benefits of PC74 therefore need to be assessed in relation to the infrastructure / funding provisos. This is clearly a major issue to be addressed in PC74 and is discussed more fully below.

113. PC74 as originally lodged proposed an area of MHS zoning at the Golding Road end of the land. This was replaced with a MHU zoning once it became known that the MDRS will apply. It is understood that this was on the basis that the current MHU zone is the closest equivalent to the MDRS provisions. The applicant's Section 32 states that this change of zone is not considered likely to significantly change the planning outcomes likely to eventuate on the land; "as a master planned greenfield site it was always going to be comprehensively designed from the outset and given its location in Pukekohe, a mix of compact detached, duplex, and terraced houses remain likely"¹⁴.
114. I agree that there is unlikely to be a significant change in ultimate densities arising from the MDRS being incorporated into the MHU zone. The change in allowable building coverage (from 45% to 50%) may enable some change, as may the lesser requirements for landscaping (35% to 20%) and bulk of building possible (as a result of the changed height in relation to boundary standard). In my view, in this zone, an increased yield of around 5% may be possible, but in reality that could then be reduced by the other factors referred to by Mr Tollemache.
115. Of more significance in my view are other assumptions that are used in the ITA. This includes a 23 households / ha figure being applied to only 40ha of the proposed residentially zoned area of 62ha. Also relevant will be the balance of the FUZ land in this area and beyond, and the effect the MDRS will have even in currently zoned residential areas.
116. It appears that the applicant's figure of 920 households arises, at least partly, from assumptions that the full extent of what is enabled by the MDRS zoning will not occur. This is mentioned in the applicant's Economic Assessment that appears to use this as a reasoning for reducing an otherwise enabled figure of 1,500 households to the proposed estimate of 920 households.
117. In my opinion further analysis should be provided by the applicant, in particular in relation to what net developable area of land would be available for residential development and what yield would be enabled within that area. However in my view that analysis is important mainly to assess infrastructure effects, needs and timing. In relation to the national and regional objectives I refer to above, a greater number of households is not necessarily an issue. Leaving the infrastructure / funding issues aside the general thrust is "the more the better".
118. In my opinion the applicant's Economic Assessment contains a comprehensive and sound analysis of the proposal and its Costs and Benefits and I generally support its conclusions, that PC74 will have positive effects.
119. Overall it is my opinion PC74 performs well in relation to most of the urban growth provisions, the notable questions arising from infrastructure and funding. The plan change has the following benefits:
- It is in an area where urban growth is anticipated, and it follows a completed (by council) structure planning process.
 - It is close to the Pukekohe Town Centre and Train Station
 - It is close to existing employment land and provides further land for employment opportunities
 - It is in an area (Pukekohe itself) where there is now little land now available for housing

¹⁴ Statutory Assessment 1.0.5

- It enables a range of housing types and employment choices for the area;
- It enables a quality compact urban form;

8.2 Urban design and form, and Landscape

Application

120. The applicants have engaged an Urban Design Assessment prepared by Ian Munro, urban designer (Appendix O of the application documents). An Assessment of Landscape and Visual Effects has been prepared by Rob Pryor of LA4 (Appendix H).
121. The urban design assessment concludes that the proposed combination of land use zones is compatible with that indicated in the Council's Structure Plan and are the most appropriate in urban design terms for the land given the site's opportunities and constraints, and adjacent land's characteristics. Reference is made to the submitted Concept Plan (Appendix N of the application documents) which, while not formally part of the plan change "is intended to form a high-level starting-point for subsequent subdivision, demonstrates that the land is capable of delivering an integrated, well-connected and spatially coherent urban form outcome in line with the outcomes sought by the AUP". It is considered that the site is sufficiently proximate to the Pukekohe train station to support urban and suburban-density residential development (Mixed Housing Urban and Suburban zones). It is further considered that a Neighbourhood Centre zone, public reserves likely within the Site and the availability of close-by local jobs in the new Light Industry zone as well as in the adjacent Pukekohe area will allow people to meet their needs in line with the informal Transit Orientated Development model that underpins the AUP's urban growth strategy.
122. The urban design assessment summarises the site's key urban design constraints as being¹⁵:
- The existing streams will need to be protected and enhanced, with either 20m-wide Esplanade reserves, or 10m riparian strips, either side. This will limit the formation of roads and blocks, and naturally act as a form of north-south severance within the Site. This is likely to have a noticeable impact on the subdivision layout that will eventuate.
 - The lack of urban-standard infrastructure to and at the Site at this time would require various upgrades to be completed by the time of development. This includes numerous public road upgrades to provide at least pedestrian / cycle facilities and streetlighting.
 - Pukekohe Park is an existing facility and potential reverse sensitivity effects on it should be managed, as well as generally promoting the most compatible-possible buffer or edge to it. This lends itself to the Light Industry zone as signalled within the Council Structure Plan.
 - The South-eastern part of Pukekohe will also be subject to varying degrees of severance due to Station Road and also the planned future east-west arterial road. Consideration of whether a small neighbourhood centre could be commercially viable should be explored as a means of helping meet locals' daily needs (including residents and workers).
 - The existing stand of Kahikatea-dominated bush should be preserved as a pre-settlement remnant. Ideally it would be integrated into a public space network.
123. The assessment concludes that none of these matters is considered to be unusual or severe in the context of urban land re-zoning and that, taken overall, the proposal is consistent with

¹⁵ Urban Design Assessment Pages 11/12

the quality compact urban form sought by the AUP including the specific matters set out in Chapter B2: Urban Form, and the PSSP.

124. The LA4 Landscape Assessment concludes that there are relatively low landscape values and sensitivity associated with the Site. It notes that the Site is a relatively degraded, highly modified working environment lacking any significant landscape features, has low natural character values (other than the Tutaenui Stream), and generally relatively low visual amenity due to the presence of the extensive equestrian activities within the Site. The only negative outcomes in landscape terms are considered to be the loss of the remaining rural character, which is anticipated by the relevant AUP planning strategies for the Site. In respect of the proposed 7m high acoustic wall, it is noted that the wall would be located within the Light Industrial zoned land where large format warehouse type buildings are anticipated and within that context the wall will not appear incongruous. Regardless of the duration of the wall, its visual amenity would not be dissimilar to a Light Industry zone permitted activity outcome. The wall is considered to be set back from the road and the combination of the setback, the wide expanse of the road reserve and openness of the Pukekohe Park Raceway would mitigate any potential adverse visual or dominance effects.

Peer reviews

125. Ms Skidmore has provided a specialist review of urban design and landscape matters (**Appendix 6**). Ms Skidmore supports:
- the proposed distribution of zones, and particularly the use of the Business: Light Industry zone to provide a buffer between Pukekohe Park and the proposed residential environment and the inclusion of a Business – Neighbourhood Centre zone to serve the surrounding residential and light industry neighbourhoods
 - identification of important natural features (such as streams, wetlands and SEA) on the Precinct Plan as these will be important structuring elements for the neighbourhood
 - identification of an indicative neighbourhood park on the precinct plan
126. Concerns raised by Ms Skidmore include:
- The relationship of the PC74 to the rail station and active mode connectivity to it. Ms Skidmore recommends ensuring good quality active mode (both pedestrian and cycle) connections between the PPC area and the railway station are provided prior to the residential neighbourhood establishing;
 - Provisions relating to the relationship of streets to stream corridors. Ms Skidmore recommends including policy direction to emphasise the structuring role of the primary stream network in the neighbourhood and to encourage a positive address to these corridors with public streets edging the corridors where the topography enables.
 - Visual effects relating to acoustic barrier. Ms Skidmore recommends requiring mitigation of any noise attenuation wall where it will be visible from Station Road or residential properties to the east;
 - Zone interface with Golding Road. Ms Skidmore recommends including precinct provisions, such as a subdivision control, to require a comprehensive approach to the Golding Road interface. This may include controls on fencing treatment, an increased setback and requirement for landscaping, including tree planting along the Golding Road, in order to create a softer interface at the urban edge.

127. Lea van Heerden, a Senior Parks Planner with the council, has also provided a review which contains an assessment relevant to urban design concerns. Ms van Heerden's focus is on provision of open space. Issues are raised relate to how greenways and riparian margins will enable accessibility and integration of an open space network and the amenity and the relationship between public private interfaces relating to open space.

Analysis

128. In my opinion the applicant's Urban Design Assessment contains a comprehensive and sound analysis of the proposal and its effects and I generally support its conclusions. They are that, on balance, PC74 will present a positive urban design outcome in accordance with the AUP and other relevant plans and provisions that apply. There are however two main areas that I consider require further attention, and they are the first two on Ms Skidmore's list of concerns.
129. There is much reference to the site being within a walkable catchment, in particular, of the train station. I note that Mr Munro in his Urban Design Assessment, in commenting that the proposal would require numerous infrastructure improvements before development could occur, identifies the "key importance" of footpaths and streetlights on Station Road between the site and Birch Road to the north¹⁶.
130. In fact, the proposed residential part of the site is at the margins of a walkable catchment, with most of the proposed MHU Zone being outside that catchment. That is not to say that the possibilities for linkages in the direction to the station should be ignored and cycling and e-scooter modes extend the area that can access public transport other than by use of a car. However, given the location of the MHU Zone in particular I consider there does need to be considerable confidence that PC74 will be developed in a way that walking and cycling links to the rail station are secured. I note that this issue, raised by both Ms Skidmore and Mr Peake, has also been raised by the Franklin Local Board.
131. The PSSP includes a walking / cycling link through the FUZ land to the north, along the proposed new arterial running through that area to Station Road (see Figure 7 in Paragraph 80 above). That may ultimately prove to be a more attractive link than one running through the PC74 land although the timing of getting that route secured is an issue and I note that the PSSP probably did not consider a route through what was then the Special Purpose Zone (although a route is shown along Station Road itself).
132. I consider that PC74 and the precinct objectives appropriately provide for urban form needs. They refer to a range of housing densities and typologies, a well-connected and safe urban road network that supports a range of travel modes and provides a strong definition of public open spaces, and a well-functioning urban environment.
133. The precinct plan provisions should ensure the establishment of an attractive, safe and secure walking / cycling route from the proposed MHU Zone (not just the precinct as currently proposed) to the rail station and that route should be physically established as part of the initial stage of residential development. The provisions provided by the applicants appear to envisage that need, but I have proposed modifications that should make this clearer (see in **Appendix 8**). It would also be desirable for routes to be illustrated by a in the precinct plan and this could be discussed at the forthcoming conferencing.

¹⁶ Urban Design Assessment, Page 15

134. With regard to the relationship of streets to stream corridors I note that the PPSP refers to walking and cycling network making use of green links¹⁷. Mr Munro in his Urban Design Assessment assumed that there would be esplanade reserves and mentions this in several parts of the assessment as supporting a positive outcome including park-edge roads. Having reserves of the required 20m width would make it much more likely that street frontages would occur and / or that walkways along stream would be provided. However the applicant confirmed in response to a Clause 23 request that there is no stream exceeding 3m in width, so there will be no esplanade reserves. In his Clause 23 response Mr Munro stated:

The question of whether a stream will be backed onto or fronted onto is a result of many factors. First and foremost is whether a Council will accept a stream and riparian area as a drainage or utility reserve, or an Esplanade Reserve. That is not usually known until the time of a subdivision consent including by way of very detailed stream-width survey. If all or a majority of a stream is to be a public asset, then in my view the default response should be a park-edge road unless slope topography makes this impractical (this occurred in Flat Bush Stage 3). In this instance, my sense is that topography would not be a constraint on this Site. But if all or a majority of a stream and riparian edge is to remain in private ownership (and in Auckland I have experience of the Council turning down an offer of free land gifting, so as to facilitate a park-edge road, because of maintenance cost concerns), then it becomes much harder to find a plausible ownership structure for that if bisected from any other private land by a public road. In that scenario I would expect the stream to be generally backed onto.

...I would not oppose Precinct provisions that promoted or encourage park-edge roads along public space edges where practicable to do so from the point of view of the overall neighbourhood structure.

135. As noted earlier the proposed precinct plan does include a walking / cycling route along the easternmost stream at the edge of the PC74 area. No route is shown either side of the main, Tutaenui Stream.
136. Stream banks generally adjoin flat ground so edge roads and / or walkways should be possible, but that would need to be outside the 10m planted riparian margin. It will not be a good outcome for streams to be in back yards. In the absence of the easternmost stream being in public land the applicants should explain how the proposed walkway will be achieved. I note that this is a particular concern raised by Ms van Heerden in her report. In the least, provisions in the precinct should encourage reserve-edge roads (see in **Appendix 8**).
137. I agree with Ms Skidmore's concerns in relation to the proposed acoustic wall. Under the proposed noise mitigation provisions a long 7m high wall must be constructed prior to development of this area. That wall is therefore likely to be established before much, if any, development of the LIZ. A wall of this height and length would appear prominent and diminish the amenity of the area including the roads running through the LIZ and Station Road itself. Until development of the LIZ occurs, the impact of the wall should be mitigated. A suitable draft provision is proposed in **Appendix 8**.
138. With regard to Ms Skidmore's concerns about the Golding Road interface with a rural area I note that the PPSP also recognises this concern and suggests the possibility of buffers on the edge of the rural urban boundary that may include using parks/open space/riparian margins, vegetated setbacks, larger lot sites along edge of new urban area or coverage controls¹⁸. This concern is also raised in submissions (including Jenny Maree Walter #26.2).
139. In his Urban Design Assessment Mr Munro states the following:

¹⁷ PPSP, Page 42

¹⁸ PPSP, Page 41

In my opinion and more generally, the placement of Mixed Housing Urban zone at the edge of a settlement is appropriate and raises no urban form issue with the RPS (noting that the effect of the Government's Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill would be to provide for 3-storey medium density housing around the edges of all towns and settlements in Tier 1 environments in any event). While most townships exhibit a classic density gradient downwards from the centre to the edge, there is no RMA or AUP: OP recognition for very 'fuzzy' edges literally by way of a Large Lot Residential zone or Rural: Countryside Living zone adjacent to a Rural zone. My own experience has been that under the RMA resource consent process, management of a clearer urban edge is much easier to administer and I consider there to be no urban design defect with the urban form edge proposed. However in reaching that conclusion the presence of a public road is important as a zone delineator; it will allow each zone to properly address its own external edge, as opposed to a permanent or long-term back fence with appreciably lesser character or amenity values.

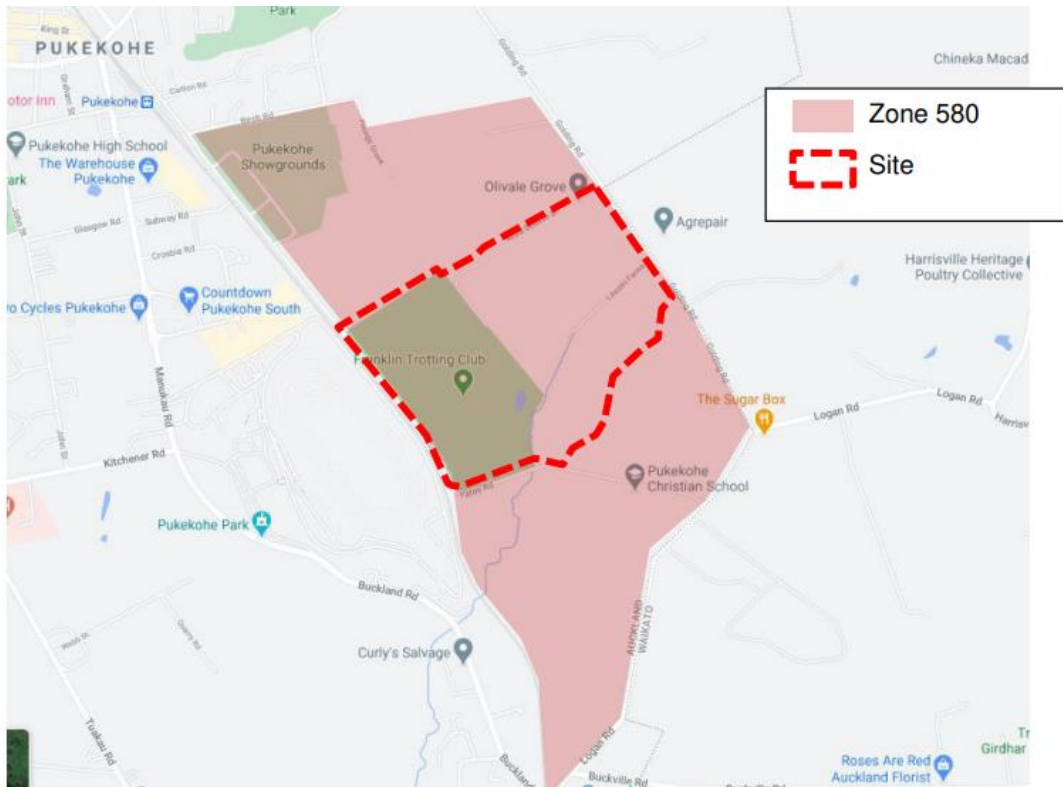
140. In my view the most important matter is that development should front the road, as is proposed. While development under the MHU zoning may still create the impression of a hard, rather than soft edge I do not see it as being necessary to introduce measures beyond those proposed and agree with Mr Munro that this will be a common form of interface around the region. Therefore, while I understand Ms Skidmore's concern I do not see any further change in provisions to be necessary.

8.3 Transport effects

Application

141. The applicant's ITA from Commute appears in Appendix I of the application documents. It is noted that the ITA was updated once it became known the RMA Amendment Act (introducing the MDRS) was to be taken into account. In respect of the wider network the ITA relies on the ITA the Supporting Growth Alliance (SGA-ITA) prepared to support Auckland Councils structure plan for the southern area.
142. The ITA acknowledges the current rural nature and standard of roads accessing the plan change area, including the absence of footpaths and currently relatively low traffic volumes. It is also acknowledges the assessments and transport networks proposed in the SGA-ITA and PPSP.
143. Modelling for traffic generation has been conducted in relation to the "Zone 580" area identified below¹⁹.

¹⁹ Part 4.3 of the ITA



144. The assumptions for this growth area are based on what is proposed in PC74 and otherwise in the PPSP at the following rates²⁰:

Activity	Number of jobs
Residential zone (THAB, MHU, MHSU)	6 jobs per ha net developable area (NDA) ²
Light industrial zone	37 jobs per ha NDA

Activity	Number of households
Residential MHSU	16 dwellings per ha of NDA
Residential MHU	23 dwellings per ha of NDA
Residential zone THAB	67 dwellings per ha of NDA

145. Within the PC74 area itself the assumed growth figures are 920 households and 818 jobs. Compared with what are assessed as being the assumptions for the PPSP the ITA states:

Of note the Structure plan essentially has the entire residential component as Mixed Housing Suburban with the Special Purpose Zone area (Trotting Club) to remain. This translates to approximately 47.46ha of MHSU. This has been converted to Net Development Area (NDA) using a factor of 0.85 so that the rates in Table 4-2 and 4-3 can be applied (16 dwellings per ha of NDA and 6 jobs per NDA).

Applying the 16 dwellings per ha of NDA (Table 4-3) and 6 jobs per NDA (Table 4-2) yields 640 dwellings and 240 jobs (plus the Trotting Club which is likely to be 50-60 jobs or around 300 in total). As such the plan change provides an increase of 280 households and 520 jobs from that assumed.

²⁰ Part 4.4 of the ITA

146. In terms of how this affects trip generation, the ITA states:

Of note, while the total traffic generation increases by 156-241 vehicles per hour (over that assumed in the Structure Plan), the majority are in the opposite direction to the peak flow. As such the increase in vehicles leaving the site in the AM peak hour and entering the site in the PM peak hour (and potentially Pukekohe) is only 14 vehicles per hour.

147. The ITA goes on to state:

..the employment-to-population ratios for the South more broadly (i.e. including areas beyond the Structure Plan areas) show relatively lower local employment opportunities at present than the regional average (see Table 7-2), and the situation is not predicted to improve significantly in the future (0.23 jobs per person improves to 0.25 jobs per person). Accordingly, provision for further local employment should be considered as part of a travel demand management strategy

As such the provision for greater number of jobs in the south and especially Pukekohe is expected to create a positive effect by assisting in reducing outbound travel demand on the wider transport network by providing local employment opportunities. This is expected to more than compensate for the increase in the number of residential dwellings in the PPC.

148. In respect of mode share the ITA refers to assumptions made for the PPSP and states:

Implied Daily trip rates are reported in Table 7-6 of the ITA. For zone 580, 8.5 trips are expected per household with 87% expected to be via a motorised mode (private vehicle or PT) and 13% via active modes. Public transport mode share is reported for the full structure plan rather than individual zones. In the 2028 forecast year, 14% PT mode share is expected. In the 2048+ year this increases to 20% mode share via PT.

...

In order to achieve the above forecasts for mode share, the following is considered important:

- Provision of high-quality public transport to be provided early in the development of the area.
- High quality active mode links are provided to centres and PT nodes
- Design of high-quality urban streets to promote active mode travel
- Building forms and street design which reduce vehicle ownership

149. The ITA identifies the following road upgrades as being required²¹:

Direct effect

- Collector Road network within the site should be provided.
- Collector Road link from the site to Pukekohe rail station (and Pukekohe) via Station Road. This especially includes pedestrian and cycling links
- Collector Road upgrade of Yates Road (site frontage to Station Road). This includes pedestrian and cycling links

Other projects

- Golding Road upgrade to Arterial road status (urbanisation)
- Yates Road upgrade (from site to Logan Road)
- Upgrade of the Station Road / East Street intersection (likely roundabout). It has been identified that this existing priority intersection may have capacity issues in the medium to long term due to both the subject site and surrounding growth
- Upgrade of the Golding Road / East Street existing roundabout (to a two lane roundabout) may have capacity issues in the long term when Golding Road becomes an arterial due to wider growth.

150. In respect of the internal roading system proposed in PC74 the ITA states²²:

..the internal collector road does not exactly match the Structure Plan PU-NS-1 road. It is however noted that the Structure Planning of the collector road is indicative and does not take into account network constraints. The proposal does have a north-south collector road however it does not link to Yates Road in the south and does not directly link to Youngs Grove to the north. Accordingly, it is recommended that:

- the easternmost road in the Plan Change also be a collector road (linking to Yates Road) and

²¹ Part 4.7 of the ITA

²² Part 5.2 of the ITA

- the link to Youngs Grove to the north will need to curve slightly which will also create a more appropriate 90-degree intersection with the future arterial...

151. In respect of walking and cycling the ITA refers to a plan (Figure 23 in the ITA) that shows key links through the plan change area. Access to public transport is considered important for the interim stage of development. As such it is considered development of the site should initially be concentrated on the northern portion of the site until public transport to the station is improved²³.
152. Part 11 of the ITA sets out an Implementation Plan. Table 11-1 summarises this plan, as below.

²³ Part 5.5 of the ITA

Project	Responsibility	Upgrade	Trigger / timing
Electrification of Papakura to Pukekohe rail line	New Zealand Upgrade Programme		Likely 2023
Internal pedestrian connection to Station Road	Developer	Internal pedestrian component to Station Road	Needed at initial dwelling / industrial unit occupied
Station Road upgraded pedestrian / cycling link	Developer (one side)	Pedestrian and cycling component to existing eastern footpath / Pukekohe Rail station required to site before any development occurs	Needed at initial dwelling / industrial unit occupied
Station Road upgraded as an urban Collector Road	Developer outside site	Full Collector Road	Any development with frontage to Station Road.
Yates Road upgraded as an urban Collector Road	Developer outside site	Full Collector Road	Any development with frontage to Yates Road.
Golding Road upgraded as an urban Arterial Road	Auckland Transport	Will be developed by Auckland Transport. Land needs to be set aside in the development for this arterial road	As area develops. Not specifically due to development.
East -West arterial	Auckland Transport	Will be developed by Auckland Transport.	As area develops. Note specifically linked to development
New Collector Road through the site (PU-NS-1)	Developer	As the site develops the internal collector road identified in the Structure Plan should be provided (noting slightly different location).	Any site with frontage to new collector road
Upgrade of the Station Road / East Street intersection (likely roundabout)	Developers / Auckland Transport	Full (likely single lane) roundabout	Also dependant on other development. Should be assessed at each resource consent phase
Upgrade of the Golding Road / East Street existing roundabout	Developers Auckland Transport	Upgrade to two-lane roundabout	Long term linked to Golding Road arterial upgrade

153. In terms of specific roads the ITA states that it is intended the developer will²⁴:

- Upgrade one-side (north-eastern side) of Station Road from the site to Rail station for pedestrian and cyclists (needed at initial industrial / dwelling). This is to fully link the development to the rail station.

²⁴ Part 11.2 of the ITA

This does traverse alongside land to be developed (e.g. Franklin A&P) however there is 4-6m from road edge to boundary and as such a shared path (or similar) together with kerb / channel can be accommodated.

- As development progresses upgrade the frontage of Station Road as per above.

Of note, it is considered that a similar pedestrian / cycling facility on the south-western side of Station Road is not warranted given it abuts a rail track (and thus has no land use).

Both Golding and Yates are to remain "rural" on the opposite side of the road, and as such full reconstruction to an urban standard is unnecessary.

The provision of one side rural and one side urban is not uncommon and has been approved in other parts of Auckland in similar situations (for example Clarks Beach Precinct has a specific road cross section retaining rural (even adjacent to land which is still Future Urban zone).

It is however recognised that to upgrade one side to urban the entire full width of the carriageway may need to be upgraded / reconstructed, however the provision of a kerb and channel on the other side is not considered to be required.

Peer Review

154. Martin Peake has undertaken a peer review of the PC74 proposal and raises a number of issues including the following:

- (a) The assessment does not demonstrate that the Medium Density Residential Standard (**MDRS**) has been taken into consideration in determining the development yield, and associated transport effects.
- (b) The assessment has not undertaken an adequate assessment of the traffic and transportation effects of the PPC on the road network in the vicinity of the plan change.
- (c) Key transport infrastructure in the vicinity of the plan change is unfunded.
- (d) The proposed roading does not directly align with the roading network set out in the Pukekohe-Paerata Structure Plan.
- (e) The Precinct does not adequately provide for the required transport mitigation measures or provide certainty over the transport infrastructure required to support the PPC. In particular:
 - i. Layout of Collector Roads on Precinct Plan 1
 - ii. Extent and form of active mode measures on Station Road
 - iii. Requirement for the upgrades of Station Road / East Street intersection, and Golding Road / East Street roundabout.
 - iv. Provision of a link for active modes over the stream that runs north-east to south-west through the centre of the site.
 - v. Requirement for the reduction in speed limits on Station Road, Yates Road (and Golding Road) as the area is urbanised.
 - vi. Whether a 6m set back on Golding Road is required
 - vii. Roding Construction Design Standards
 - viii. Practicality of extending proposed roads to adjacent land / across boundaries
 - ix. Industrial traffic may utilise roads through residential areas
 - x. Clarity of wording of Standard I4XX6.3 - Site Access
- (f) Other issues raised by submitters:
 - i. Number of intersections on Golding Road
 - ii. Requirements for Vehicle Access Restriction on Golding Road
 - iii. Whether pathways and linkages to the eastern side of Golding Road are required
 - iv. Alignment of walking and cycling routes along cadastral boundaries

155. David Russell also comments on transport and roading matters. His recommendations generally follow on from and support Mr Peake's concerns. However Mr Russell considers that, as there is no development potential for the opposite side of Station Road along the precinct frontage it should be a requirement of the PC74 to provide the kerb and channel for that side of the road as part of the road widening and upgrading requirements.

Analysis

156. Auckland Transport has raised a number of transport issues – see a summary of their issues in Section 9.2 below.
157. Infrastructure integration matters are relevant to objectives and policies I have outlined from Paragraph 104 in this report. Also relevant are RPS provisions in B3 – the Infrastructure, transport and energy section, which include:
- Objective B3.2.1 (5)
Infrastructure planning and land use planning are integrated to service growth efficiently.
- Objective B3.3.1
(1) Effective, efficient and safe transport that:
(a) supports the movement of people, goods and services;
(b) integrates with and supports a quality compact urban form;
(c) enables growth;
(d) avoids, remedies or mitigates adverse effects on the quality of the environment and amenity values and the health and safety of people and communities; and
(e) facilitates transport choices, recognises different trip characteristics and enables accessibility and mobility for all sectors of the community
- Policy B3.3.2(4) and (5)
(4) Ensure that transport infrastructure is designed, located and managed to:
(a) integrate with adjacent land uses, taking into account their current and planned use, intensity, scale, character and amenity; and
(b) provide effective pedestrian and cycle connections.
- (5) Improve the integration of land use and transport by:
(a) ensuring transport infrastructure is planned, funded and staged to integrate with urban growth;
158. Objective 7 of the NPS-UD is also relevant to the following assessment:
- Objective 7: Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.
159. These provisions refer to the importance of ensuring developments are integrated with improvements that are or will be required to infrastructure, and that there is information available to support planning decisions.
160. One of the proposed precinct objectives is:
- (4) 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.
161. As noted earlier in this report Mr Peake considers an assessment of the potential yield of the site should be undertaken for the MDRS. This is on the basis that Mr Peake considers the MDRS may result in a significantly increased dwelling yield - in the order of 3 times that assumed in the Commute ITA. I agree that these matters require further investigation. This should be a matter that the planners and traffic experts should discuss at the forthcoming conferencing.
162. An associated matter raised by Mr Peake is that the trip generation rate used in calculating the number of trips per dwelling is 0.5 trips per dwelling²⁵ based on industry standard trip generation rates, rather than 0.58 trips per dwelling which was adopted in the PPSP ITA²⁶

²⁵ ITA Appendix C – Mode Share / Traffic Generation Analysis

²⁶ Pukekohe-Paerata Structure Plan – Draft Integrated Transport Assessment and Addendum, 5 September 2019, Table 7-8

and also noted in Section 4.5 of the Commute's own ITA. The Auckland Transport submission (#15.1) also raises the concern that a more realistic trip rate be used to assess the traffic effects. It appears that trip rate should be at least 0.58 trips per dwelling. Again, this is a matter that should be further discussed at conferencing.

163. With regard to the wider roading network arterial roads identified in the PSSP include an east-west arterial road linking Svendsen Road to Golding Road and an eastern arterial ring road around the eastern side of Pukekohe from Golding Road to Paerata Road.
164. Arterial roads will be developed ultimately by Auckland Transport. That may be many years from now and some obvious constraints, such as the absence of a pedestrian connection in the railway road underpass, are likely to remain for many years. I agree with Mr Peake that further analysis is required to show how, or how much of the development of the PC74 can proceed without the arterial road system being put in place. In that respect I also agree with Mr Peake that a higher trip generation that could occur at an earlier time than currently envisaged is likely to place a greater focus on the Station Road / East Street, Golding Road / East Street, and Subway Road / Station Road intersections and the staging of development either with or without the proposed east-west arterial roads that links Svendsen Road and Golding Road and the proposed eastern arterial ring road. Further work on that matter has been identified as necessary. Without that further work I am unable to suggest the detail of how provisions may address this constraint, however I flag the need for it in **Appendix 8**.
165. Golding Road is identified as an arterial in the PSSP, however Auckland Transport in their submission have stated that this road may be a collector road along the frontage to the PC 74 land. It would be helpful for Auckland Transport to confirm that at or before the hearing, noting that the currently proposed vehicle access restriction along Golding Road could be removed if a change to Collector status occurs. This will also affect the requirements for road design and construction. In the meantime, the relevant provisions have been retained in my proposed draft amendments to the provisions
166. In respect of the more local roading network the concern is over, in particular, the continuing performance of the Station Road / East Street, Golding Road / East Street, and Subway Road / Station Road intersections, and Golding and Station Roads themselves. Mr Peake recommends, and I agree, that the further assessments should determine a trigger (in terms of the number of trips through the intersections) that would result in the need to for their upgrade, and that this trigger should be incorporated into the Precinct Provisions. The trigger may also act as a halt on further development until upgrading occurs.
167. The capacity of the road network is, and what design of infrastructure is required will be a key part of this assessment. Full information is not available as yet, including in relation to the critical intersections. The absence of that information can be seen as an issue in relation to the NPS-UD Objective 7 quoted above, noting that this is an area that is now very close to being sequenced for development. There may ultimately need to be an agreement or a decision on what standard needs to be achieved. That in turn will not only require the further information on traffic generation and timing that has been referred to above, but also some assessment of what may be "adequate" pending possible future public upgrades when funding becomes available (funding is addressed below). In undertaking this assessment I consider it necessary to appreciate, in terms of expectations, that what is adequate needs to recognise and be consistent with what has now been mandated as a general approach across the region to mandate the enablement of further intensification, including in areas that where that intensification occurs will inevitably place pressures on existing roads and intersections. These will all be important subjects to address in the forthcoming conferencing.

168. Subject to this further information I consider that it is possible to devise provisions that should ensure the continuing performance of this local network. However I agree with Mr Peake's concern that, as a basis for future assessments, the further analysis identified as being necessary should include the quantum of development that could be achieved prior to necessary upgrades being required, and also prior to the implementation of arterial roads that will ultimately be the responsibility of Auckland Transport to develop. Without that further work I am unable to suggest the detail of a trigger provision, however I flag the need for it in **Appendix 8**.
169. This also raises the matter of other FUZ land in the immediate vicinity and how that should be factored into assessments, and ultimately consistent triggers and criteria. In that respect I note that PC76 has recently been notified – that relates to land on the Golding Road / East Street corner. The issues raised here are clearly relevant also in respect of PC76, and, as identified by Mr Peake, submitters to this plan change have also raised the need for consistency in respect of the FUZ land between PC74 and PC76 that is not yet subject to a plan change application. I understand also that a further private plan application is likely to have been lodged prior to this one coming to a hearing.
170. Mr Peake suggests that there should be collaboration between the developers of all of these areas. Ideally, that would be the case however at the current time it is only the parties to this plan change that can be formally involved. I consider that it should be possible to ascertain, with adequate confidence, what may eventually occur in respect of trip generation from all of this areas FUZ land. The timing of when that trip generation will occur is less certain given that not all of the area is currently being proposed for rezoning.
171. In respect of the proposed internal roading pattern, this will be the responsibility of the developer(s) to implement. Mr Peake raises a question regarding the alignment of the proposed north-south collector road, including moving it to the west of that shown on the Pukekohe-Paerata Structure Plan Transport Map and not providing a connection to Yates Road. He notes that, if the proposed north-south collector road is not connected to Yates Road, then a new collector road as shown on Figure 27 of the ITA should be included in the precinct plan.
172. In respect of variations from the PSSP the Urban Design Assessment states²⁷:

A Precinct Plan is also proposed to help confirm the key characteristics that future development should adhere to (Attachment 2). This is desirable from the point of view of giving clear direction to future development in urban design terms, and also of delivering the future collector road through the Site envisaged by the Council Structure Plan. That road is proposed to be in a different location than the Structure Plan. The Structure Plan location followed the existing boundary of 240 Station Road which, while generally following an existing property line (conventional), and also doubling as a zone separation buffer (conventional), did not address issues of how to cross streams running at different alignments to the road, to connect with Yates Road (also running at an unhelpful alignment), or how to balance that provision with a logical internal road network generally (such as configuring intersections at, ideally, near perpendicular angles).

The Precinct Plan still relies on a local road serving as a buffer to separate the Light Industry and Mixed Housing Urban zones, but proposes to divert the future collector towards the south-east allowing a more efficient opening up of the Site via bridge locations, and then allowing a future connection to Yates Road to be achieved through FUZ land to the south that better responds to the shape of land between the stream 'fingers', and a connection to Yates Road closer to its midpoint between Golding Road and Station Road (Attachment 3). The future collector's alignment has also been tested to the north in terms of how it could connect with both the future arterial and Youngs Grove (Attachment 4). Overall, I regard the proposed alignment as achieving the strategic network outcome sought by the Council Structure Plan but in a more context-sensitive manner.

²⁷ Urban Design Assessment, Page 13

Two key internal roads have been identified on a proposed Precinct Plan (Attachment 7), that in conjunction with the zone boundaries and streams are likely to guide the formation of future blocks and roads. These are anchored on a single crossroads that is intended to create a logical focal point for a neighbourhood park and Neighbourhood Centre zone. The east-west 'spine' could connect in the future through to Golding Road in the east and is envisaged to be a highly-treed, pedestrian-focused road of high visual amenity, generally running parallel to one of the on-site streams as a means of giving it a place-based spatial reference but also to purposefully discourage any future use as a form of rat-run / through-route for traffic from Golding Road looking to use Station Road and travel north.

173. I generally support this analysis but am aware that these matters have been the subject of discussion between the applicant and Auckland Transport. At the time of writing I do not know what changes, if any, have been agreed. I expect this will be a subject of conferencing.
174. Mr Peake notes that Royal Doulton Drive is to be upgraded to an arterial road, and that it is common practice for developers to provide upgrades to at least collector road standard until the road is upgraded by Auckland Transport. However, given that Royal Doulton Road may not become an arterial for some time I agree with Mr Peake that it would suffice to, at this stage, only require a set back from Royal Doulton Drive where it fronts the plan change area to allow for future road construction.
175. Mr Peake suggests Precinct Plan 1 should be updated to include the pedestrian / cycle connection over the east-west stream shown in Figure 23 of the ITA on Precinct Plan 1. I agree that this change is necessary, together with criteria that should ensure that the route, including through the proposed LIZ zone, is attractive and safe for pedestrians and cyclists. I note that the Urban Design Assessment refers to a secondary crossing for at least pedestrians and cyclists being identified on the Precinct Plan.²⁸ However this is not currently the case.
176. Mr Peake considers speed limits on Station Road, Yates Road and Golding Road should be reduced as the area is urbanised as part of the Transport Infrastructure required. I note that Mr Peake suggests that a requirement to reduce speed limits should be in the precinct provisions, however I understand that not to be an RMA matter.
177. Mr Peake makes a number of other observations and recommendations that I support. These include:
- a) Precinct Plan 1 should be updated to include the pedestrian / cycle connection over the east-west stream shown in Figure 23 of the ITA on Precinct Plan 1.
 - b) If the 'collector road' status of Golding Road is confirmed by Auckland Transport, the provisions should be amended accordingly, to relate to a collector road rather than an arterial road.
 - c) An additional standard for a Rooding Construction Design standards table which includes the key design elements and road reserve widths for each of the internal road types within the precinct and for the upgrades required to the existing roads (Station Road, Yates Road, Golding Road and Royal Doulton Road).
 - d) The Precinct Provisions to include appropriate provisions to ensure that any road within PC74 that extends across a property boundary is designed so that it can be extended across boundaries.

²⁸ Urban Design Assessment, Page 21

- e) New provisions within the Precinct that deter the use of the east-west collector roads for heavy industrial traffic.
- f) The wording of Standard I4xx6.3 – Site Access to be amended to delete reference to “3m” and modified to add that the standard also applies to any road that is planned to have a shared footpath or protected cycle lane.
- g) Footpaths on the eastern side of Golding Road and associated links across the road are not required along the PC74 frontage with Golding Road.

178. In response to these concerns, and those raised by Mr Russell, I have drafted additional provisions in **Appendix 8**. I note that some provisions have not been fully developed, as the detail has not been provided. However this can be clarified during the forthcoming conferencing.

8.4 Other Infrastructure Effects

Application

- 179. A Water and Wastewater Report from Birch Surveyors is included in Appendix J of the application documents.
- 180. In respect of wastewater the report states that Watercare has undertaken a wastewater network capacity assessment of Pukekohe’s existing infrastructure that shows the recently constructed Pukekohe Pump station can accommodate the ultimate future wet weather flows from the Pukekohe/Paerata structure plan, which includes the area associated with this Private Plan Change. It is proposed that wastewater be connected connect to the existing public system via a gravity line to a Wastewater Manhole within the Pukekohe Park Raceway and immediately upstream of the Pukekohe Transmission Pump Station. This would be an interim arrangement pending construction of a proposed a new pump station east of the railway and south of the proposal, which is proposed to service all of the land east of railway, from Golding Road to Logan Road. When a connection to the new infrastructure is available, the interim connection could be abandoned.
- 181. In respect of water supply it is proposed to access water supply from Golding Road/Pukekohe East Road. Various upgrades are required, including at points of staged development.
- 182. Consultation with Chorus and Counties Power did not identify supply issues.

Peer Review

- 183. David Russell refers to the Watercare submission and identifies the possibility of shared funding for the new / upgraded services required to be funded by developers.

Analysis

- 184. The plan provisions I refer to from Paragraph 104 in this report and in Paragraph 157 above are also relevant to utility infrastructure.
- 185. One of the proposed precinct objectives is:

(5) Subdivision and development is coordinated with the delivery of water, wastewater and stormwater infrastructure.

186. Watercare has lodged a submission in support of PC74 (Submission #14), 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. It also appears that telecom and power services can be made available. The applicant's reports confirm that water supply will meet firefighting standards – a matter that has been raised by Fire and Emergency New Zealand (Submission #25).
187. While the submitted documents do not indicate that there will be a capacity constraint arising from a higher number of households than estimated in my view it is important that be confirmed once the re-analysis of yields has been conducted. Similarly, while the applicants do suggest that there is capacity to serve further development beyond this area, that should also be clarified. I note that is an issue raised in the submission from John Harris (Submission #16.5). Subject to that confirmation it is my view that these "other" infrastructure matters can be addressed using standard resource consent processes. This should include water and wastewater as well as telecom and power services.
188. Mr Russell raises the possibility of shared funding arrangements between developers for infrastructure. That makes sense, however I consider that is a matter to be negotiated between developers rather than something that is necessary in plan provisions.

8.5 Infrastructure Funding Effects

Application

189. The applicant's ITA (Appendix of the application documents, states the following in respect of the "wider effects" of PC74²⁹.

These network improvements are considered to be wider cumulative effects, which are considered are likely to be required for intersections / roads in wider Pukekohe and Drury area (and potentially wider afield) relating to a number of Plan Changes in south Auckland. This is common for Plan Changes (containing residential components in particular) to produce wider transport effects given they create dwellings and associate traffic that will likely traverse throughout Auckland.

It is considered most efficient for Council to consider and identify those works given they have oversight into all proposals and manage the network as a whole.

What is key is that the approach to address traffic effects in the wider area / Auckland region is equitable and no one development is unfairly hindered or required to contribute all the costs of upgrades. In this regard there are options to include standard development contributions or specific Pukekohe wide approaches (targeted rates) to address traffic in an equitable manner.

However, it is noted that the most critical piece of wider infrastructure is already funded by NZUP which is the electrification of the Papakura to Pukekohe rail line. This provides a regular, reliable service linking the site with the rest of Auckland.

Peer Review

190. Mr Peake notes that the applicant's ITA describes the future roading network in the vicinity of the site as including the east-west arterial road from Svendsen Road to Golding Road and the eastern arterial ring road around Pukekohe. These roads will provide a route for development traffic to travel to the wider road network, bypassing much of the existing local road network (including the East Street intersections with Station Road and Golding Road). He further notes that these two arterial roads are currently not committed or funded, other

²⁹ ITA, Section 11.3

than for investigation. Therefore, there is no certainty as to when these would be delivered, or their associated costs. Submissions from Auckland Transport (submission point 15.2) and Auckland Council as Submitter (submission point 24.1) also raise concerns about the funding and financing of this infrastructure.

Analysis

191. Given the conclusion reached about “other” infrastructure, which the applicant has confirmed will be funded by the developer(s), the issue of infrastructure funding is confined to transport infrastructure. This is an issue raised by Auckland Transport and Auckland Council (see Section 9.3).
192. In the Transport section above I have discussed the possibility of plan change provisions that will ensure, through development stages, that there is a regular check of the ability of the local road network to accommodate the traffic generated to it. The funding issue arises when that network needs to be upgraded to an extent beyond that required to be directly funded by the developer.
193. One funding option, utilising the RMA, is financial contributions. In theory that should be a possibility, however to avoid complexity and later debate through resource consent processes this would require detailed information on the necessary road upgrade costs and precise provisions as to what developers would have to pay as a financial contribution. However I understand from other plan change processes that financial contributions are not seen as a favoured option. A plan change provisions response that directly addresses funding is accordingly not envisaged. The funding issue therefore becomes one of whether public funding for transport infrastructure is required and available through other mechanisms to accommodate development which will require network upgrading.
194. I expect, on the basis of what I have reviewed in the Drury hearings, that evidence will be presented at this hearing about other funding options, Council's ability or inability to pursue those options, etc. I am aware of the argument that, as this area is sequenced very shortly for development, then this preparatory work and funding mechanisms should be in place. However they are not, for a range of reasons that Auckland Council as a submitter may elaborate on at the hearing. Further, pressures have been applied in other areas, notably Drury, which are sequenced later than this area. Put simply, the plan change applicants cannot rely on public funding that is not there. As noted earlier in this report, there is no funding available for roading projects in Pukekohe and the (only recently reviewed) Development Contributions policy contains no provision to contribute to funding. Planning for roading projects has not even been completed to ascertain with confidence what funding will be required.
195. The plan provisions I refer to from Paragraph 104 in this report and in Paragraph 157 above are also relevant to infrastructure funding.
196. As referred to by Mr Peake, the PPSP states³⁰:

Generally, it should be noted that the majority of transport infrastructure identified in this ITA is not currently funded and accordingly there is potential for the delivery of this infrastructure to lag behind future Plan Change processes. There will need to be consideration in any Plan Change provisions to encourage land owners/developers to seek the same transport and land use outcomes as identified in this ITA. This may require collaborative design processes and alternative funding mechanisms as noted above to deliver planned transport infrastructure in a timely manner.

³⁰ Section 8.5 of the PPSP

197. The PPSP also states:³¹

The council funds and delivers its public growth infrastructure projects primarily through the collection of development contributions and Watercare's infrastructure growth charges and rates. Developers typically contribute less than one third of this cost through development contributions and infrastructure growth charges, with the rest subsidised by the ratepayer and the taxpayer. Infrastructure sequencing and funding for the council's structure planning areas (including Drury and Pukekohe) is yet to be resolved. Infrastructure projects also have long lead times for planning and construction. Development will need to be staged in accordance with infrastructure decision making over time. Funding options are being investigated inclusive of targeted rates and special purpose vehicle private financing. Although the applicants have proposed to fund infrastructure to mitigate the immediate effects (particularly traffic) of the proposed development that would be enabled as part of the private plan change, the council does not have enough information to accurately assign a fair proportion of future transport costs to the proposed development.

198. Similar issues have been addressed through the recent Drury private plan change hearings. I understand that issues there were separated into two categories. The first category addresses infrastructure needed to mitigate effects arising from the future development within and immediately surrounding the proposed development area. There will be a clear link to the proposed development in terms of effects, and most if not all of the works required can be said to arise from the development. The second category involves works required to the wider network to help accommodate the cumulative impact of development. These are likely to be works that arise from multiple development areas, and / or involve a mix of public and private benefits.

199. The line between these two categories is not a clear one. The applicant appears to confine it to being the network within the plan change area, along its frontage, and from the site to the rail station (in particular, a walkway). In my view it should include Station Road and Golding Road from the site and up to and including those road's intersections with East Road. PC74 is not the only site contributing to, for instance, impacts on the intersections, but the area of current FUZ zoned land is such that a consistent approach may be able to be achieved to ensuring, through appropriate plan provisions, that this part of the road network is developed, as necessary through developer funding, to serve the traffic generated to it.

200. The approach taken by Mr Peake, which I agree with, is that development can only occur that is either within the capacity of the road network or where necessary upgrading (in the absence of other funding) is funded by developers.

201. A clearer assessment of what the capacity of the road network is, and will be, is a key consideration, as I have identified in the transport section above.

202. The provisions I have drafted in Appendix 8 assume a limited amount of development is possible up to a trigger point where funding mechanisms will need to be found or agreed. This could, for instance, include developers negotiating an agreement over road / intersection upgrading through the resource consenting process. In that respect I note that Objective E38.2 (4) of the Subdivision - Urban chapter of the AUP states:

Infrastructure supporting subdivision and development is planned and provided for in an integrated and comprehensive manner and provided for to be in place at the time of the subdivision or development.

203. Auckland Transport's Integrated Transport Assessment guidelines refer to situations where a required transport project falls outside the RTLTP/LTP (i.e. is not included in the RLTP/LTP). The guide states that there will generally be three options available where the project is directly required to mitigate the effects of development:

³¹ PPSP, Page 38

- Payment of a financial contribution by the applicant if provided for by the relevant District or Unitary Plan provisions (as noted, that is not an envisaged option here)
- A direct payment by the applicant to the relevant Transport Agency amounting to the value of the proposed works (i.e. total project cost including investigation, design, property acquisition and construction costs)
- Construction of the physical works by the applicant, subject to all works being to the satisfaction of the relevant transport agency (AT/ NZTA/ KiwiRail).

204. I am aware of the concern that development-by-development appraisal of infrastructure demands is not always an efficient method of managing growth. However that can be mitigated by having a good information base of what is likely to be required in response to varying stages of development and traffic generation.
205. I recognise this will be most difficult in relation to arterial roads which in this area are not yet committed in terms of location, final design, or funding. As noted in the Transport Effects section above, the applicants should show how much development can occur without relying on the proposed arterial roading system. I have proposed provisions that will incorporate this threshold when it is known (**Appendix 8**).
206. In summary, in my opinion the strategic land use benefits of the rezonings should not be ignored when assessing the issue of funding constraints. On that basis I consider every attempt should be made to arrive at a solution that enables development to proceed whilst ensuring the road network remains adequate to serve that development, and that public funding constraints, while they still exist, are recognised. In terms of the plan change provisions I do not currently consider that further amendments are required beyond those discussed in the transport section above.

8.6 Extent of Plan Change Area and Consistency Across the Wider Area

Application

207. The Urban Design Assessment states³²:

Although land to the north remains zoned Future Urban and the proposal would not connect to a contiguous 'live zoned' urban area (on the basis that the existing Special Purpose zone on the Site is not an urban one), the likely implementation of the future arterial is very likely to partially disconnect the Site from that land to the north in any event as it relates to compact, integrated urbanism. On that basis I do not see it as being particularly important whether the Site proceeds with, before or after the land to the north; other than how they connect to and across the future arterial they will be functionally independent neighbourhoods

In any event, assuming the Council delivers a Pukekohe urban-zoning in line with its Future Urban Land Supply Strategy there would be an at- worst 5-year lag between the two areas becoming live-zoned (2022 vs. 2027). That is not substantial and is likely to result in parts of the Site and land to the north (and also the South) being delivered contemporaneously. I consider it likely to be less than this timeframe however; land to the north is so obviously desirable for re-zoning when considered against Pukekohe's other Future Urban zoned land (given its proximity to the train station and the town centre) that it stands out to me as the obvious growth area of first choice to the Council for short-term re-zoning, being superior even than the Site except in terms of its more fragmented land ownership pattern. But on this basis I consider the likelihood of the Site developing as an isolated urban 'bubble' to be very low.

³² Urban Design Assessment, Page 17

Analysis

208. This is a private plan change. I consider a publicly initiated plan change in this area would be more likely staged to be closer to the rail station and town centre. I therefore agree with Mr Munro on that point but feel he still may be optimistic in relation to the timing of development of the land to the north. While the importance of the arterial road running through the land to the north will form part of the traffic generation and modelling further assessment I have identified as being necessary I expect that road will not be seen as a short-term prospect. Funding constraints alone would appear to dictate against that and, in order to proceed with live zonings in that area this is a critical matter that would need to be addressed.
209. That said, I acknowledge that there have been submissions seeking an extension of this plan change area northwards. I do not consider those submissions are “on” the plan change and in any case they do not contain the substantial level of detail that would be required to consider a live zoning in that area – the arterial road issue being just one of those matters.
210. While there will be a gap in what would otherwise be considered a logical staging for introduction of live zonings in my opinion that is not an impediment to the plan change proceeding. While there may be a timing issue, the FUZ and PSSP clearly indicate that the entire area will eventually be live-zoned. In my opinion the applicants here have adequately taken into account how PC74 can integrate with adjoining areas. This is notably in relation to roading, but there have also been assessments of other infrastructure as well that indicate possibilities for future plan changes in the area are not unduly compromised.

8.7 Zoning

Application

211. In respect of the proposed MHU Zone the Urban Design Assessment states:

The Council Structure Plan envisioned only Mixed Housing Suburban zoned land on the Site. In my opinion this is inefficient given the Site’s proximity to employment and the train station, and it would also not be sufficient to be consistent with the Government’s Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill. I prefer the proposed Mixed Housing Urban zone, which allows for a wider variety of housing to be delivered (effectively it allows more readily for 3-storey dwellings). This is likely to support greater housing choice and also built form variety given the additional height available in the Mixed Housing Urban zone. A key consideration is that in my work across Auckland I am routinely witnessing similar densities of housing being achieved between the Mixed Housing Urban and Suburban zones; the difference is that compact terraced housing with a module width of between 4m – 5m will typically have an open plan living / dining / kitchen at the ground floor, and bedrooms on levels above that. The Mixed Housing Suburban zone’s “predominantly 2-storey” emphasis lends itself only to 2-bedroom units in this configuration whereas in the Mixed Housing Urban zone the “predominantly 3-storey” emphasis allows 2-storey (2 bedroom) and 3- storey (3 or 4 bedroom) units to both be achieved³³.

212. In respect of the proposed MHU Zone the Urban Design Assessment states:

Placement of the Light Industry zone generally along Pukekohe Park’s 65dBA noise contour is a desirable means of buffering residents from that high noise environment as well as noise associated

³³ Urban Design Assessment, Page 18

with the operation of the railway line, but still enabling the efficient use of that land. Placement of a road between the Light Industrial zone and the Mixed Housing Urban zone is equally desirable³⁴.

213. In respect of the proposed Neighbourhood Centre zone the Urban Design Assessment states:

A Neighbourhood Centre zone has been proposed at the junction of the two highest-order roads to enjoy as much visibility to passing traffic as possible, serve the residential and industrial zones, enjoy a north-facing orientation for businesses and pedestrian comfort, and also relate very well to the (potential) future neighbourhood park (Attachment 9). This locational approach is consistent with the approach identified within the Council Structure Plan¹. At an area of 0.33ha, this is likely to accommodate a fairly conventional single-storey retail strip (ideally with residential units above) with on-site landscaping, parking, and servicing spaces yielding approximately 1,500m² GFA, or around 10 shops @ 100m² - 200m² per unit.

Peer Review

214. Ms Skidmore supports the Business: Light Industry zone as an interface with Station Road to provide a buffer between residential activity and Pukekohe Park on the other side of the road and noted the LIZ is also consistent with the zone pattern on land either side of the site identified in the PSSP.
215. Ms Skidmore further notes that there has been a recent announcement that motorsport activity will cease at Pukekohe Park in 2023. If this land were to transition to a different use, she considers a residential interface may be more appropriate. However, as there is currently no certainty about the future use of the Pukekohe Park land and in the absence of any clear direction about a change in land-use, it is considered the PSSP provides the appropriate framework to consider the most appropriate land-use pattern. In that respect the proposed use and extent of the Business: Light Industry zone is seen as being compatible with the surrounding zoning indicated in the PSSP.

Analysis

216. Precinct objectives include:
- (1) 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) 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.
217. Submissions raising zoning issues appear in Section 9.5
218. I support the assessments of Mr Munro and Ms Skidmore. I consider the zonings proposed are appropriate and are appropriately located. This includes the proposed Neighbourhood Centre zone. That zone is located so that it can potentially serve a wider area than PC74. It could have also been located in another area, but that does not mean this location is not appropriate.
219. As further discussed in the noise section below it now seems certain that Pukekohe Park motorsport activities will cease and that will remove the sense of the LIZ being a buffer for

³⁴ Urban Design Assessment, Page 19

those noise reasons. I agree with Ms Skidmore that a residential interface could have been considered a possible outcome given that would bring the residential area closer to the rail station and town centre. A residential zoning has also been sought in one submission. However the proximity of the rail line may then still become a reason supporting the LIZ. I also agree with Ms Skidmore that, even leaving the noise buffer matter aside, the proposed the LIZ zoning is consistent with the zone pattern envisaged on land either side of the site identified in the PSSP. There is also the matter of the advantage the LIZ brings in providing more employment land into the area.

8.8 Cultural Issues

Application

220. The application AEE refers to a Cultural Values Assessment (“CVA”) addendum to the Mana Whenua Engagement Summary (2019) prepared for the PPSP by Ngāti Tamaoho (Appendix M of the application documents). The CVA identifies that because of previous settlement and occupation, the site is an area of traditional, cultural, historic, spiritual and economic importance. The AEE also refers to separate discussions with local iwi have been held as detailed in the consultation report (Appendix R of the application documents). It then proceeds (in 6.9.1) to discuss matters that were highlighted through the PSSP process on the basis that those matters were generally consistent with the matters that had been raised by Ngāti Tamaoho.
221. Ngāti Te Ata, supported by Ngāti Tamaoho Trust have submitted on PC74 seeking the plan change be declined until completion of a Cultural Values Assessment which adequately addresses effects on Ngāti Te Ata history, cultural values and iwi environmental preferences (see Section 9.6). After receiving that submission the applicants consulted with Ngāti Te Ata who have since provided a CVA. That appears in **Appendix 7**.
222. The section 32 largely relies on the consultation the AEE records as having been carried out.

Analysis

223. Acknowledging that an applicant does not have a legal obligation in respect of consultation I was concerned about the sufficiency of mana whenua consultation in the application documents and raised this in the Clause 23 further information requests. The applicants were unable to provide further information at that time. While later than what would have been ideal, I support the applicants having now followed up subsequent to the lodgement of submissions, making contact with Ngāti Te Ata.
224. The following extract is from the conclusion to the CVA in **Appendix 7**.

The PC74 sits within the Tutaenui cultural landscape that was once a great throughfare for Ngāti Te Ata and the many iwi traversing the region. There is always an impact when development occurs. The proposal will result in a significant change to the environment, landscape and visual character of the site. It is incumbent on us as kaitiaki to protect and preserve the mauri, wairua, mana and taonga of the area.

As stated earlier, the issue is how do the PC74 developers make a valued contribution back to the whole area and uplift and enhance its environmental and cultural integrity? How are real cultural and environmental gains secured moving forward?

The PC74 site will be dramatically transformed. The cumulative effects of PC74 will have the potential to endanger the hydrology, freshwater, former wetlands, soil and land, biodiversity flora and fauna, and air.

Several key issues are of concern:

- PC74 will dramatically transform this semi-rural landscape
- Archaeological values are unknown
- Potential adverse impacts on the hydrology - watercourses, wetlands and overland flood path criss-cross the area
- Stormwater impacts on the Tutaenui catchment as the receiving catchment.
- Native trees and vegetation
- Recharge of the aquifer through an increase of impermeable surfaces
- Shortfall in Auckland infrastructure funding particularly transport and wastewater
- The loss of productive food growing land to urban sprawl, an eroded environment under pressure from more cows and increased intensification.

In addition to this, that **further discussion** takes place between the PC74 developers and Ngāti Te Ata as more technical detail becomes known and mitigated through the hearing process, and our recommendations are provided for in planning, design and best practice.

The ultimate goal for Ngāti Te Ata is the protection, preservation and appropriate management of our natural and cultural resources in a manner that recognises and provides for our interests and values, and enables positive environmental, social and economic outcomes. We support engagement and involvement that respects and provides for our cultural and traditional relationships to Pukekohe, its unique cultural identity, and input into shaping the physical, cultural, social and economic regeneration of these areas.

225. The applicants' response is also in **Appendix 7**. That generally concludes that the issues raised in the CVA are addressed either in the PC74 as proposed or by other provisions of the AUP or by future resource consent processes. No changes to the precinct provisions are proposed.

226. I note that Policy 9 of the NPS(UD) is:

Policy 9: Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:

- (a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and
- (b) when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and
- (c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and
- (d) operate in a way that is consistent with iwi participation legislation.

227. I am unaware as to whether the applicants' responses to the Ngāti Te Ata CVA have been provided to Ngāti Te Ata, nor what further concerns the further submitter Ngāti Tamaoho Trust may have. While I consider no issue that has been raised that would suggest PC74 should not proceed I am not confident at this stage that there should not be further provisions recognising cultural concerns in the precinct and in that respect note there is no precinct objective relating to cultural matters. I am reluctant therefore to make any firm conclusions on cultural effects at this stage. I am however prepared to take part in discussions with the applicant, Ngāti Te Ata and the Ngāti Tamaoho Trust with a view to making a firmer recommendation in my addendum report.

8.9 Noise

Application

228. The motorsport noise standards for Pukekohe Park are contained within Table I434.6.1.1 of Chapter I434 Pukekohe Park Precinct. The standards set maximum frequency, volume and duration of motorsport events, however during motorsport events (up to 80 days a year) allow noise at a level that the applicants accept would be untenable. While the proposed LIZ provides a buffer, further mitigation is required beyond that into the proposed MHU Zone.
229. The applicants engaged Styles Group to devise a mitigation response (Appendix D in the application documents). There are three mitigating measures proposed in the plan change. The major mitigating element is the proposed LIZ which will act as a buffer to the residential area. The precinct provisions propose that noise sensitive activities (including workers accommodation) in this zone be a Non-Complying Activity. Secondly, as the full build-out of the Business-Light Industry Zone is uncertain from a timing perspective the precinct provisions require construction of a 7m high noise barrier erected through the Business-Light Industry Zone area. A third mitigating measure is that mechanical ventilation and/or cooling systems for noise sensitive activities would be required for dwellings built in part of the residential area (identified as Area A on the precinct plan).
230. These outcomes are supported by detailed analysis and bespoke provisions in the precinct and on the precinct map.

Peer Review

231. Andrew Gordon has provided a review of noise effects (**Appendix 6**). Mr Gordon generally supports the proposed noise mitigation measures. He notes that Effects are primarily related to annoyance responses and, given noise is restricted in regard to timing, duration and frequency, he considers that there will be a low risk of any potential health effects. For example, he notes that the frequency of exposure to the highest noise levels is low compared to new residential development in proximity to motorways where similar or higher noise levels may be experienced 365 days.

Analysis

232. A precinct objective is:
- (6) Reverse sensitivity effects on the adjacent Special Purpose – Major Recreation Facility Zone (Pukekohe Park) are mitigated.
233. I adopt Mr Gordon's specialist views of noise effects and the proposed mitigation mechanisms. I note that Mr Gordon has also taken into account the submissions that have been received in relation to noise and that has not changed his views.
234. I note that Mr Gordon makes comments on the submissions that have been received relating to noise (see Section 9.7). He does not support any changes as a result of considering those submissions. In that respect I would note that the submission from Auckland Public Health (Submission #13.1), while wide-ranging, does not appear to have been supported by an acoustics expert.
235. Attached in Appendix 7 is correspondence provided by the applicant that indicates motorsport activities will cease at Pukekohe Park from 2023. It is proposed that plan change amendments will be sought to delete the special provisions that allow the noise this plan

change proposes to mitigate. The latest version of the PC74 precinct rules from the applicants proposes a rule that the proposed noise rules will not apply in the event that the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) is rezoned or the Pukekohe Park Precinct Rule I434.6.1. I agree with the intent of that rule, however consider it inappropriate at this stage as there is no current indication as to what may now be proposed for Pukekohe Park. It could conceivably still be a noisy activity. I have therefore deleted that provision pending further discussion (see in **Appendix 8**).

8.10 Stormwater management effects

Application

236. Stormwater management effects are addressed in Stormwater and flooding management effects are addressed by Birch Surveyors in Appendix K1 and Appendix K2 of the application documents. Catchments within the site have been modelled within two main catchments, one of which has three sub-catchments. Site surveys have identified variations from Council's hydrological data, including with respect to stream and overland flow path locations.
237. Stormwater treatment and flood attenuation is proposed to be managed via wetlands or bioretention in accordance with the measures proposed within the report. Flood risk is to be managed by the site works and the Building Code and Stormwater Code of Practice requirements in respect of building clearances to both overland flows and flood plains.
238. The proposed Stormwater Management Plan (SMP) provides for the enhancement of the natural character of streams including by planting of the stream margins and management of erosion effects of stormwater through detention measures. The SMP also proposes on-site retention for lots to reduce stormwater contaminants, volumes and peak flows entering the receiving environment, to control and treat rainwater where it falls at source (referred to as 'at source' treatment), and to provide where possible opportunities for groundwater recharge and enhancement of base flows to streams.
239. The proposed precinct provisions the precinct provisions include standards for hydrological mitigation, water quality, water quantity and the operation and maintenance of devices. This is supported by a Golding Road Plan Change Stormwater Toolbox which is tailored to the various zonings proposed and identifies the best practice options for managing stormwater from various runoff sources.

Peer review

240. Paula Vincent has provided a comprehensive review of stormwater matters (**Appendix 6**). Ms Vincent is in general agreement with the precinct provisions proposed but has made recommendations to amend provisions where she believes amendments will better align the proposed precinct with the AUP, improve clarity on the intent of provisions or support the implementation of the objectives and policies of the proposed precinct. Ms Vincent notes that the SMP notified as part of PC74 plan change has undergone revisions in response to Healthy Waters feedback so that it is fit for purpose for adoption into the region-wide Network Discharge Consent. The feedback was primarily around the description and provision of attenuation required. Healthy Waters sees no issue in adopting the revised SMP into the NDC and this process is underway.

Analysis

241. A precinct objective is:
- (7) Stormwater management measures avoid as far as practicable and otherwise mitigate adverse

effects of development and enhance the receiving environment.

242. I adopt Ms Vincent's analysis which is that stormwater and flooding matters can be satisfactorily addressed, including through the provisions amendments proposed (see **Appendix 8**). This area is covered by a Stormwater Network Discharge consent. A stormwater management plan has been provided with the application and has been prepared to achieve the best practicable options for the long-term management of stormwater from the site which are also addressed in the proposed precinct provisions which cover hydrological mitigation, water quality, water quantity and the operation and maintenance of devices. This is supported by a Golding Road Plan Change Stormwater Toolbox which identifies the best practice options for managing stormwater from various runoff sources. The toolbox is tailored to the various zonings proposed and will provide guidance for future developers on the best method to manage stormwater. Riparian and wetland margins will also be planted as per a specific precinct provision.
243. I note that Ms Vincent also gives a detailed response to issues raised in submissions (see Section 9.9) and I also support those responses.

8.11 Ecology / Trees / Open Space

Application

244. An Ecological Assessment from JS Ecology has been provided by the applicant (Appendix L of the application documents). The assessment concludes that the terrestrial and freshwater ecological values of the site are low overall. An estimated 1632m of permanent streams and 1148m of intermittent streams occur at the site however these have been extensively modified with numerous drainage ditches and straightening of watercourses, with only the lower part of the Tutaenui Stream retaining a natural channel configuration. Intensive grazing and stock access to some of the waterways has and continues to degrade freshwater habitats and this is worsened by the lack of riparian shading, channelization of streams and overgrowth of aquatic macrophytes. Potential wetland habitat was found to be mainly damp pasture dominated by exotic pasture species. It is considered that a raised artificial pond may be contributing to several small wet areas that are dominated by water celery, an exotic wetland species. These potential areas of wetland are not considered to be "natural" due to the modified hydrology and predominance of exotic pasture species.
245. Reference is made to a small fragment of kahikatea-pukatea forest (0.33hectares), some small areas of native tree land and scattered mature native trees. The kahikatea-pukatea forest fragment meets the criteria for being classified as a Significant Ecological Area due to its critically endangered status in the Auckland Region and is proposed in the plan change as an SEA.
246. Key recommendations made in the report are for:
1. Creation of ecological corridors across the site through:
 - (a) Riparian restoration and protection of permanent and intermittent stream
 - (b) Repatriation of highly modified and straightened streams to improve aquatic habitat values
 - (c) Protection and enhancement of native forest.
 - (d) Recreation of native wetlands along the lower Tutaenui Stream

2. Inclusion of threatened plant species within restoration areas.

247. In respect of trees, the Clause 23 information request raised the question as to whether there were any notable trees worth scheduling. The applicant originally raised concerns about the necessity and effect of identifying trees as part of the plan change process, however did engage a survey after notification and have proposed inclusions in the tree schedule by way of submission. The arborist's report appears in Appendix 7 and the additions to the tree schedule are shown in the latest version of provisions provided by the applicant.
248. The indicative location of a Neighbourhood Park was intended to be shown on the Precinct Plan as notified but appeared only in the Legend. The applicants have since provided an updated plan showing an Indicative Neighbourhood Park, in the general position shown on the PSSP. Apart from that, the proposals for open space are described as being those that are vested. In this respect, the Section 32 also refers to the intention for a subdivision layout that has legible and walkable urban blocks and for roads, including cycling and walking opportunities, to front public open spaces "where these are vested"³⁵.
249. The Urban Design Assessment states:
- ..on the expectation that Esplanade reserves will be required along most if not all of the length of the streams, the concept master plan provides a park edge road response to almost all of that edge and then configures blocks to maximise physical and visual access to the features as a way of integrating them into the character of the neighbourhood (Attachment 11). Care was taken to ensure that local roads fronted the Esplanade reserve rather than arterial or collector roads.³⁶
250. This is illustrated in Attachment 8 to the Urban Design Assessment which is copied below (Figure 9). It will be noted that, in addition to a Neighbourhood Park, extensive areas of open space are shown adjoining streams and (in the lower area), a wetland, with roads adjoining those areas of open space.



³⁵ Section 32, 3.1.9(c)

³⁶ Urban Design Assessment Page 14

Figure 9 – Showing Potential Areas of Open Space

Peer reviews

251. Rue Statham has provided a review of terrestrial ecology and Lea van Heerden has provided a specialist review of open space matters (**Appendix 6**).
252. Mr Statham identifies what he sees as being deficiencies in some of the assessments made, however agrees that ecological values are low. With some stated exceptions, notably with regard to what he sees as a need for a specific fauna survey, Mr Statham generally supports the proposal, recognising in particular the proposal to retain and enhance streams and that future resource consent processes will identify, where relevant, important values.
253. With regard to the proposal for 10m width riparian margins Mr Statham states:
- The 10m planting width is too narrow to provide any meaningful and substantial terrestrial habitat. Riparian margins greater than 20m (either side) support a greater diversity and abundance of fauna and flora. Should 10m be the absolute width, a reduction from the 20m recommended in the Structure Plan, I recommend that pathways or roads are not allowed within the planted margin.
254. Ms van Heerden supports the identification and location of the Neighbourhood Reserve on the precinct plan. As noted above, there are concerns about accessibility through greenways and riparian margins, particularly now that it has been confirmed the streams are not wide enough for esplanade reserves. Ms van Heerden makes a number of recommendations for improvements to the provisions to emphasise the importance of open space networks and interfaces.

Analysis

255. Precinct objectives include:
- (1) 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.
 - (8) The ecological values of streams, wetlands and the significant ecological area are protected and enhanced.
256. The proposed area of SEA is considered to qualify for inclusion in that layer in the AUP and that is particularly appropriate here noting the overall paucity of terrestrial ecology on the site.
257. I also support the inclusion of the notable trees as proposed. In that respect I note that Mr Statham considers Council's arborists team should review that proposal. That has not been done as yet, but I will ensure that is available in the final reporting.
258. In respect of the streams I note that RPS objective B7.3.1 seeks that:
- (1) Degraded freshwater systems are enhanced.
 - (2) Loss of freshwater systems is minimised.
 - (3) The adverse effects of changes in land use on freshwater are avoided, remedied or mitigated.
259. It is clear from the reviews that have been conducted that the existing streams are in a poor state. The proposed provisions will result in a significant enhancement of values. On the basis that a 10m riparian width is what is generally required in the AUP I consider that is appropriate, noting that as a generally flat site there should be no significant issues with

erosion or needing to stabilise banks to a distance of more than 10m. With regard to Mr Statham's concern that pathways or roads not be permitted in this margin I note that this will be necessary in those isolated cases where paths and roads will cross streams. However roads should be avoided within the margin *along* streams. Ms van Heerden has recommended a modified riparian margin width where stream crossings, or walkways along streams are proposed and in that respect her concerns align with the protection measures Mr Sratham considers are a minimum. Overall, this will provide greater certainty. I do not support a more flexible approach as has been sought in one submission (see Submission #28.4 in Section 9.10).

260. Mr Statham and Ms van Heerden propose other amendments to the precinct provisions that in principle I agree with and have incorporated, with some rewording, into the version in **Appendix 8**.

261. Ms van Heerden raises a concern about whether there is sufficient provision made for open space and I note this is also raised in submissions (see Section 9.10). There is clearly a concern about whether there will be vested areas of open space adjoining streams. As noted earlier in this report it has been established by the applicants' surveyors that streams are not wider than 3m and will not therefore require an esplanade reserve. Ms Vincent has confirmed with me that streams such as these are not generally placed in drainage reserves. Ms van Heerden's proposed changes keep options open but seek to reserve a discretion with council with regard to vesting. I note also that there may be another option to incorporate the riparian margin in an adjacent road reserve, noting that would ultimately require an agreement between the developer and Auckland Transport.

262. I consider there should be a specific objective and policies relating to the provision of open space and recommend the following:

Objective

Open space is provided in a way that meets then neighbourhood open space needs of the community and achieves a high amenity of green spaces including along stream corridors.

Policies

Provision is enabled for a Neighbourhood Reserve

Encourage development that provides accessible green spaces, including along stream corridors.

263. I also consider the applicants should give further thought to their concept plan. While that is not intended to be part of the plan change it has been put forward as a guiding document for development. It should therefore represent what can realistically happen. This should include how development of the precinct can give effect to Objective 3 in the applicants' provisions and the further objective I have suggested above.

8.12 Trotting Club Activities

Application

264. In its assessment of alternatives³⁷ the Section 32 notes that the current Special Purpose Zone and precinct were tailor made for the Auckland Trotting Club (ATC) and its associated activities. It is noted that the zoning does not enable other uses to occur in the zone when ATC exits the site. The land needs to be rezoned if it is to be used for other activities.

³⁷ Section 32, 4.1

265. The application AEE states³⁸:

During the development of the AUP-OP, the zoning of the site was considered. The eventual outcome was the identification of the ATC landholdings with SP-MRFZ contained within a precinct (the Franklin Trotting Club Precinct) with the remainder of the area identified as FUZ.

The planning decisions associated with the ATC landholdings were logical at the time given the need to protect the operation of the trotting activities. However, as outlined by the applicant in the letter from the CEO, Mr Rod Croon (**Appendix F**), these activities have become untenable in that location. As such, the ATC seeking to utilise the land for other activities that are not currently enabled by the existing planning framework and shift the trotting activities to a more suitable location.

266. The Urban Design Assessment states:³⁹.

Given the Council's identification of the land as suitable for urban purposes, the continuation of the Auckland Trotting Club Inc. facility is inherently tenuous, being better-suited and compatible with a rural-zoned setting. As has been seen numerous times elsewhere as Auckland has grown, lower-value, land-intensive activities at the periphery may from time to time close or seek to keep pace with urban expansion by relocating outwards (numerous golf clubs, the Lion Brewery, and currently Avondale Race Course are examples). In that respect I do not see the change proposed to the trotting facility as being either inherently adverse or positive in urban design terms, and is of itself not an indicator of the settlement becoming either more, or less, compact.

267. The ATC is one of the applicants for the plan change request.

Analysis

268. A number of submissions raise concern about the loss of the trotting club, its activities and as an employment provider (See Section 9.11 of this report).

269. I agree with Mr Munro that it may not be an inherently adverse outcome for the Special Purpose Zone and its precinct to remain. That would in fact be consistent with the PSSP which separated this area out from the structure plan. However, if the trotting club is to vacate the site then its bespoke provisions are no longer appropriate to enable efficient use of the land. On that basis a change in zoning is appropriate, and probably necessary. As the Auckland Trotting Club is an applicant they may wish to further explain their position and even ability to vacate the site at the hearing. But on the assumption their intentions are achievable I support the rezoning as proposed. In that respect I note that the LIZ zone is obviously an employment zone. The current nature of employment may change but the overall quantum of employment will substantially increase.

8.13 Other Effects

Application

270. The Urban Design Assessment addresses reverse sensitivity effects with adjacent land uses.⁴⁰ It states:

In my opinion, the proposal will successfully manage reverse sensitivity effects on adjacent activities. My key reasons for this conclusion are:

³⁸ AEE 4.5.2

³⁹ Urban Design Assessment, Page 19

⁴⁰ Urban Design Assessment, Page 28

- a. I am advised that a reverse sensitivity effect is one where a complaint from a new use to an existing authorised one leads to an actual curtailment of the otherwise authorised activity. It is more than the risk of a person just making a complaint or of an established activity reasonably having to take into consideration the interests of neighbours as a part of their own s.17 RMA obligations.
- b. The proposal is for land use zones that are different to but compatible with the Council's Structure Plan vision for the area. Unlike the Structure Plan, the Plan Change has had the benefit of specific Pukekohe Park noise contours to help inform zone boundaries.
- c. The Light Industrial zone is compatible with the Pukekohe Park facility and will not raise effects of concern with its on-going operation. Development within that zone in line with the zone standards is also likely to help block or further screen noise from Pukekohe Park being received in the proposed residential zone area.
- d. An internal road is proposed to define most of the internal zone boundary between the Light Industrial and Mixed Housing Urban zones. This will help to separate uses and buffer them from one another. This is a fairly typical technique to separate adjacent uses although I note that in the AUP: OP, zone standards (that would apply to the Site) are relied on to manage potential effects between residential and business zones, which are frequently seen abutting one another.
- e. Residential development on the Site within the Pukekohe Park 55dBA contour would be required to incorporate acoustic attenuation of internal spaces and this is a fairly standard technique. This would ensure the comfort of occupants and manage potential reverse sensitivity effects appropriately.
- f. The proposal will not give rise to any reverse sensitivity effects of concern on Future Urban zoned land north given the likelihood that the land will be re-zoned prior to the Site being fully developed in any event. To the South, the balance part of the Site south of the stream being left as Future Urban will ensure that land south of that will not be subject to any potential reverse sensitivity effects of concern.
- g. The Neighbourhood Centre zone will in my view not give rise to residential amenity reverse sensitivity effects due to its placement on an intersection corner and quite small size within the Site. It will also not adversely affect in any discernible way the Pukekohe Town Centre as the community's principal focal point.
- h. The proposed Mixed Housing Urban zone along the Site's Golding Road boundary is not as per the Council's Structure Plan but will not in my opinion be likely to create any effects of concern with activities occurring east of Golding Road. The road itself (and the front yard landscaping and barriers that exist to it on either side) will act as part of the real-world mitigation of effects.

271. With regard to the proposed LIZ the Urban Design Assessment states:

The proposed Light Industry zone has been reduced in area to correspond generally to the 65dBA noise contour around Pukekohe Park. As shown on the concept master plan this could be developed into two block depths back from the road. I also however tested a subdivision hypothetical whereby one deeper block fronted Station Road and one narrower block faced the internal residential zone boundary, the logic being that the larger block would attract larger-scaled uses more likely to create residential amenity nuisances, and the smaller block would be likely to attract smaller-scale businesses less likely to involve large-scale or very noisy or offensive equipment. This approach could be further developed at the time of subdivision depending on prevailing market conditions.

Analysis

272. Other Effects issues are raised by a number of submitters (see Section 9.12).

273. The PSSP and FUZ clearly indicate the intentions for urban rezoning. That is not the case for the Special Purpose Zone that was separated out from the PSSP, however if the trotting club activities are to cease then a zoning change is appropriate, and the LIZ reflects what is proposed either side of the site by the PSSP.
274. This is an area of change and it is inevitable through current zonings that those who are concerned about the maintenance of a rural character and amenity will experience that change.
275. I note that Policy 6 of the NPS(UD) is:
- Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:
- (b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:
- (i) may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; ...
276. Overall, I agree with the analysis in the applicant's Urban Design Assessment quoted above. I note also that an urban / rural interface is common around the Auckland Region. In this case, where a direct (i.e. not across a road) interface exists it is an interface with FUZ land, i.e. land that will be urbanised at some future time.
277. With regard to heritage and archaeology, the submitted AEE refers to the PSSP's Historic Heritage Assessment (2017) and Pukekohe Heritage Survey (2014) which do not identify any items/features/places of significance on the site⁴¹. There are also no scheduled features under the Historic Heritage and Special Character Overlays. A review by Council specialists supported this. Similarly, no issues have been raised in respect of land stability effects (the Geotechnical Report appears in Appendix G of the application documents).

9 MATTERS RAISED IN SUBMISSIONS

9.1 Submitter details

Submitters

Submission No.	Name
1	Jason Wu
2	Zhi Hui Zhong
3	Christine Montagna
4	Bronwyn MacLean
5	Ngāti Te Ata
6	Shaoji Zheng
7	Vicky Maree Roose (Jamieson)
8	Franklin A& P Society
9	Save Pukekohe Park Petition
10	Peter Francis Montagna
11	Patricia Makene
12	Anil Sachdeva
13	Auckland Regional Public Health Service

⁴¹ AEE, 3.1.10

14	Watercare Services Limited
15	Auckland Transport
16	John Harris
17	Golding Meadows and Auckland Trotting Club
18	New Zealand Transport Agency (Waka Kotahi)
19	Heather Isobel Clark
20	Ministry of Education
21	Kiwi Rail Holdings Limited
22	Station Road Residents Group
23	Wobinda Farms Limited
24	Auckland Council
25	Fire and Emergency New Zealand
26	Jenny Maree Walter
27	Jason Woodyard
28	YLH Holdings Limited

Further Submitters

Further Submission No.	Name
1	Anil Sachdeva
2	Auckland Regional Public Health Service
3	Ngāti Tamaoho Trust
4	SFH Consultants Limited
5	Shaoji Zheng
6	John Harris
7	Golding Meadows and Auckland Trotting Club
8	YLH Holdings Limited
9	John Harris
10	Auckland Transport
11	Watercare Services Limited
12	Golding Meadows and Auckland Trotting Club

278. The tables below are based on the following topics.

- 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

279. It will be noted that most (although not all) of these themes relate to previous analyses undertaken in this report. In order to avoid repetition, this part of the report therefore contains cross-referencing to the previous assessments.

280. The tables contain a column with a recommendation on the submission, with a discussion following each table. The discussion cross-references the relevant analysis conducted in Section 8 of this report and adds further discussion where appropriate. Note that some

recommendations are “to be confirmed” pending the further analysis and conferencing identified in Section 8 of this report as being required.

281. Further submissions have generally not been directly addressed unless containing pertinent new information – recommendations are made in accordance with the recommendation on the primary submission.

9.2 Transport

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
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 (to be confirmed)
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 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	FS06 John Harris (support) Waka Kotahi New Zealand Transport Agency FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose)	Accept in Part (to be confirmed)

		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		
15.4	Auckland Transport	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 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	FS06 John Harris (support) FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose)	Accept in Part (to be confirmed)
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. Also noting mapping inconsistencies: ITA easternmost collector road not shown on precinct plan map, Local Road on master plan not aligned on precinct plan	FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose)	Accept in Part (to be confirmed)
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)	Accept in Part
15.8	Auckland Transport	Decline, unless there are provisions addressing frontage upgrade requirements to Royal Doulton Drive, Golding Road, Station Road and Yates	FS06 John Harris (support) FS08	Accept

		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	YLH Holdings Limited (oppose)	
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 (to be confirmed)
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
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 (to be confirmed)
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
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

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 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.	FS12 Golding Meadows and Auckland Trotting Club Inc (oppose)	Reject (subject to further advice)
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

Discussion

282. Transport Effects are addressed in Section 8.3 above and cover all of the matters raised in the above submissions, with two exceptions . With regard to Submission #28.2, I see the exact positioning of roads and walkways as being a matter that can be addressed at the later development stage – that is why they are indicative. Similarly, with regard to submission #23.3, the number of connections to Golding Road, while shown on the concept plan, will be finally determined as a result of future development processes. I see no need for further detail or limits at this stage. However the applicants may wish to provide comment on why the routes have been shown as they are currently.
283. On the basis of these assessments I make the recommendations in the table above, noting that further information is required before some recommendations can be confirmed.

9.3 Infrastructure Funding

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
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 (to be confirmed)
24.1	Auckland Council	Decline unless Auckland Council's concerns around infrastructure funding, financing and delivery and any other relevant matter are	FS06 John Harris (support)	Accept in Part (to be confirmed)

		addressed (approve if they are addressed)	FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose)	
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Discussion

284. Infrastructure Funding is addressed in Section 8.5 above, where a number of current uncertainties have been identified. It is on that basis I make the recommendations in the table - further information is required before some recommendations can be confirmed.

9.4 Extend Plan Change Area

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
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
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) FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS02 Auckland Regional Public Health (oppose) FS10 Auckland Transport (oppose)	Reject
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	FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) FS02	Reject

		Urban area (including 26 Royal Doulton Drive)	Auckland Regional Public Health (oppose) FS10 Auckland Transport (oppose in part)	
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	FS06 John Harris (support) FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose) FS10 Auckland Transport (oppose)	Reject
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

Discussion

285. Matters relating to an extension of the plan change area are addressed in Section 8.6.
286. A submission must be within the scope of a plan change to be considered. The concept of scope derives from clause 6(1) of Schedule 1 of the RMA which allows a person to make a submission 'on the' plan change. In addition, submissions that seek substantial changes to a plan change, even within scope, must be accompanied by sufficient information and analysis to support the requested modification. Section 32AA applies to submissions seeking modifications, and in considering submissions, the Panel must have regard to the adequacy of information provided. I consider the relief sought by these submissions is not on the plan change and in any case has insufficient information.
287. Having regard to the above I make recommendations in the above table that all submissions be rejected.

9.5 Zoning

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
1.1	Jason Wu	Accept, subject to land proposed to be zoned Business Light Industry Zone being zoned Residential-Mixed Housing Urban Zone on the basis that the area is best suited to this zoning in an area close to the Pukekohe Town Centre and Pukekohe Train Station	FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS10 Auckland Transport (oppose)	Reject
15.5	Auckland Transport	If not declined, support the proposed Business Light Industry zoning 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
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 Future Urban zoned land	FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose)	Reject
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

Discussion

288. Matters relating to zoning are addressed in Section 8.7 (and 8.2 in respect of Submission #26.2). It is on that basis I make the recommendations in the table above.

9.6 Cultural Issues

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
5.1	Ngāti Te Ata	Decline until completion of a Cultural Values Assessment which adequately addresses effects on Ngāti Te Ata history, cultural values and iwi environmental preferences	FS03 Ngāti Tamaoho Trust (support) FS08 YLH Holdings Limited ("YLH") (oppose)	Accept in Part

Discussion

289. Cultural Matters are addressed in Section 8.8 above. A CVA has now been completed and the recommendation is made on that basis.

9.7 Noise

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
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)	Reject
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

Discussion

290. Noise matters are addressed in Section 8.9. It is on the basis of that assessment that I make the recommendations in the table above.

9.8 Infrastructure

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
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	FS06 John Harris (support in Part) Golding Meadows and Auckland Trotting Club Inc (support)	Accept

		part of the plan change and are technically feasible.		
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
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
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

Discussion

291. Infrastructure is addressed in Section 8.4, where the assessment includes the matters raised in the above submissions. It is on the basis of that assessment that I make the recommendations in the table above.

9.9 Stormwater

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
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
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

Discussion

292. Stormwater management effects are addressed in Section 8.10, where the assessment includes matters raised in the above submissions. It is on the basis of that assessment that I make the recommendations in the table above.

9.10 Ecology / Trees/ Open Space

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
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 (oppose)	Accept
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) FS08 YLH Holdings Limited (oppose) FS10 Auckland Transport (oppose)	Accept in Part
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

Discussion

293. Matters relating to Ecology, Trees and Open Space are addressed in Section 8.11, where the assessment includes matters raised in the above submissions. It is on the basis of that assessment that I make the recommendations in the table above.

9.11 Trotting Club Activities

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
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) FS08 YLH Holdings Limited (oppose)	Reject
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) FS08 YLH Holdings Limited (oppose)	Reject
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
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

Discussion

294. Trotting club land matters are addressed in Section 8.12, where the assessment includes matters raised in the above submissions. It is on the basis of that assessment that I make the recommendations in the table above.

9.12 Other Effects

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
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
16.3	John Harris	Decline, unless matters addressed in the submission are addressed	FS07 Golding Meadows and	Reject

		including potential adverse effects on surrounding Future Urban Zone land	Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose)	
19.1	Heather Isabel Clark	Neutral, with concerns about whether there should be more appropriate provisions relating to avoidance, remedying or mitigating adverse effects	FS06 John Harris (Support) FS07 Golding Meadows and Auckland Trotting Club Inc (oppose) FS08 YLH Holdings Limited (oppose)	Accept in Part
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

Discussion

295. Other Effects are addressed in Section 8.13, where the assessment includes matters raised in the above submissions. It is on the basis of that assessment that I make the recommendations in the table above.

9.13 Plan Change Provisions

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
17.1	Golding Meadows and Auckland Trotting Club Inc	Accept, subject to specified amendments to the Auckland Unitary Plan 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
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

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
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
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

Discussion

296. I agree that the MDRS provisions should be deleted, as has now been proposed by the applicants. I agree that there should be adequate planning for schools, however the submitter would need to detail further how this plan change should better do that. Submission #26.1 is addressed in the discussion in Section 8.2.

297. It is on the basis of these assessments that I make the recommendations in the table above.

9.14 Accept the Plan Change

Sub. No.	Submitter	Summary of the Relief Sought	Further Submissions	Recommendation
2.1	Zhi Hui Zhong	Accept the plan change, no amendments sought		Accept in Part
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
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
8.1	Franklin A & P Society	Accept the plan change as it will be an indirect benefit to the Society including visibility and foot traffic and facilities at the grounds	FS08 YLH Holdings Limited (support in part, oppose in part)	Accept
27.1	Jason Woodyard	Accept the plan change, no amendments sought		Accept in Part

Discussion

298. The above submissions support the plan change. I note that most seek no amendments and amendments are proposed, which is the reason for the “accept in part” recommendations.

10. ALTERNATIVES AND METHODS

299. I have reviewed the alternatives and methods analysis in the Section 32 document and consider it to be sound. With the exception of the need I see for one further objective I consider the objectives proposed are appropriate and that the precinct method for implementing those objectives is also appropriate.

300. Apart from where issues have been raised in this report I also consider the evaluation provided of the precinct provisions are the most appropriate methods to achieve the objectives.

11. RISK OF NOT ACTING

301. The risk of not acting is that development will not be enabled in an area (Pukekohe) that is running out of further greenfield land to develop. This is an area that has been structure planned and has been sequenced for development in the very near future. While there are a number of matters to address, in my view most are capable of resolution. The major outstanding issue is what will be necessary in respect of effects on the roading network.

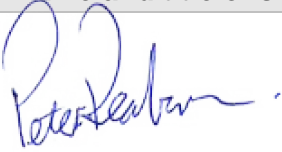

12. RECOMMENDATIONS

302. My draft recommendation is that PC74 be approved. The recommendation is draft pending confirmation on a range of roading matters as discussed in this report. In relation to submissions the decisions I have recommended on these matters are marked in Section 9 above as being (to be confirmed).

303. My recommendations are supported by revised provisions in Appendix 8. In some cases, as marked, the provisions require more work.

304. My final recommendations will be made in the future s42A Addendum Report.

14 SIGNATORIES

Name and title of signatories	
Author	 Peter Reaburn Consultant Planner
Reviewer / Approver	 Craig Cairncross, Team Leader Central and South Planning, Plans and Places

APPENDIX THREE

FURTHER INFORMATION REQUESTS AND RESPONSE

8 July 2021

Golding Meadows Developments Limited and Auckland Trotting Club Incorporated
c/- Birch Surveyors

Attention James Oakley, Planner

Issued via email: james@bslnz.com

Dear James,

RE: Clause 23(1) Resource Management Act 1991 Further Information – Private Plan Change request by Golding Meadow Developments Limited and Auckland Trotting Club Incorporated

Thank you for the private plan change request lodged with Auckland Council on 11 June 2020 to rezone 82.66ha from Future Urban Zone and Special Purpose – Major Recreation Facility Zone to a combination of Residential – Mixed Housing Suburban Zone, Residential – Mixed Housing Urban Zone, Business - Neighbourhood Centre Zone and Business – Light Industry Zone. The area is to be known as Golding Meadows and will be termed “Private Plan Change # - Golding Meadows”. A plan change number will be allocated at formal notification stage.

Further to this request under Clause 21 to Schedule 1 of the Resource Management Act 1991, the Council has now completed an assessment of the information supplied.

As you would be aware, Clause 23(1) provides as follows:

23 Further information may be required

- (1) Where a local authority receives a request from any person under clause 21, it may within 20 working days, by written notice, require that person to provide further information necessary to enable the local authority to better understand-
 - (a) the nature of the request in respect of the effect it will have on the environment, including taking into account the provisions of Schedule 4;
or
 - (b) the ways in which any adverse effects may be mitigated; or
 - (c) the benefits and costs, the efficiency and effectiveness, and any possible alternatives to the request; or
 - (d) the nature of any consultation undertaken or required to be undertaken—

if such information is appropriate to the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change or plan.

Pursuant to Clause 23(1) the Council requires further information to continue processing the private plan change request.

Appendix 1 attached to this letter sets out further information required and reasons for the requested information.

I have provided Appendix 1 in Word for you, so as to enable easier formatting of your responses. Regardless, please use the index number in the table for your responses – that will make it easier to refer back to the relevant specialists in the Council team.

Please note that this CI 23 relates only to the further information considered necessary for a better understanding of the application. It should not be seen as a full indication of the issues that may be identified through the process.

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

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Peter Reaburn', with a stylized flourish at the end.

Peter Reaburn
Consultant Planner for Auckland Council

Appendix 1:

Further information requested under Clause 23 First Schedule of the Resource Management Act 1991

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Note:

Underneath the specific further information requests there are comments / queries that are not specifically CI23 (1) matters. However the applicant may wish to respond to those matters.

#	Category of information	Specific Request	Reasons for request
Urban Design and Landscape (Specialist Rebecca Skidmore)			
UL1	Connectivity to Rail Station	Please provide a more detailed analysis of distance connectivity from the proposed residential zones within the Site and the train station.	The AEE describes the Site as being 1.2 km from the rail station and the UD assessment describes it as being 900m from the station. Attachment 12 to the UD assessment provides a broad analysis of the ped shed from the rail station and town centre, however more detail /clarification is required. Note – in this respect please also see T1 below.
UL2	Relationship to Structure Plan	Please provide a plan with the proposed zoning distribution for the Site overlaid on the Structure Plan.	This will be helpful to demonstrate how the zone distribution relates to the wider pattern depicted in the Structure Plan - in particular, demonstrating how the extent of Light Industrial zoning to the east of Station Road relates to the indicated zone structure to the north and south.
UL3	Provision of neighbourhood park	Please explain why an indicative location for a neighbourhood park is not identified on the Precinct Plan.	In a number of places (p.17 (k), p. 20(c), and p. 26(a), the UD assessment notes that an indicative location for a neighbourhood park is identified on the Precinct Plan.
UL4	Streets in relation to Stream Corridors	Please clarify why an indicative local road alignment is not depicted on the Precinct Plan in relation to the stream that runs centrally through the Site.	The UD assessment places considerable emphasis on the amenity role of the stream corridors that run through the Site and notes the value of providing street edges to these. It is noted that an indicative local road alignment on the western side of the southern stream edge is depicted on the Precinct Plan, however not the more central stream.
UL5	Landscape Effects	Please expand the analysis in the LVEA report so that it specifically relates to the proposed Precinct provisions rather than the concept plan.	The LVEA report's assessment of landscape effects refers to the outcomes achieved by the 'Indicative Concept Plan' (Para. 4.15, p.10), which is only provided for illustrative purposes and is only one outcome that may be achieved in

#	Category of information	Specific Request	Reasons for request
			relation to the PPC provisions. The report includes the proposed zone map (Appendix 1) and the indicative masterplan /concept plan (Appendix 2) but does not include the proposed Precinct Plan.
UL6	Visual Effects	Please provide an assessment of the visual effects of the required acoustic wall.	The LVEA does not assess the acoustic wall. It is noted that the wall may be in existence for some time prior to development of the Light Industry Zone occurring.
UL7	Visual Effects	Please provide an analysis of potential visual amenity outcomes in relation to the interface between the proposed Business: Light Industry zone and the Residential: Mixed Housing Urban zone and advise whether any specific precinct provisions are recommended to address identified visual effects.	Section 4 of the LVEA report sets out an assessment of visual effects experienced by those viewing the PPC area from outside the Site, however does not address this interface.
Non CI23(1) request matter/other comments			
The UD assessment places considerable emphasis on the amenity role of the stream corridors that run through the Site and notes the value of providing street edges to these. The applicant is invited to consider whether the Precinct provisions require additional policy guidance to ensure appropriate street edges are achieved.			
Open Space / Parks / Community Facilities (Specialist Lea van Heerden Senior Parks Planning, Auckland Council)			
OS1	Esplanade Reserves	Please identify any qualifying streams within the plan change area that will meet a width of 3m (or greater) at annual fullest flow.	It is important to understand where public owned land will be established and what stream margin areas will likely be confirmed at a 20m width (see also OS2).

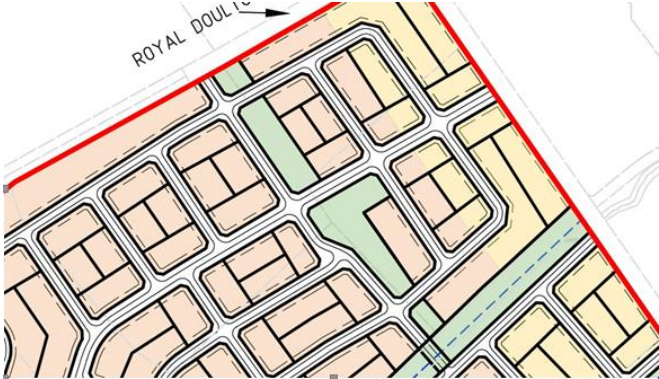
#	Category of information	Specific Request	Reasons for request
OS2	Riparian Yards	Please explain why 20m riparian buffers have not been required in the Precinct provisions.	The Pukekohe-Paerata Structure Plan provides a clear indicative illustration of a 20m riparian buffer along each side of a permanent and intermittent stream. This is further supported by the Pukekohe-Paerata 2019 Ecology report requiring the planting of riparian margins to a <u>minimum width</u> of 20m on both sides of watercourses. The purpose of the wide margin is to provide an ecological corridor and provide a buffer for the stream noting that stream meander may occur due to erosion. These benefits support achievement of AUP objectives and policies. The Precinct provisions provide for only a 10m riparian on either side of any permanent or intermitted stream. A rationale for a lesser width margin is not provided in the s32 report.

Non CI23(1) request matter/other comments - Suburb Park and the Open Space Rationale - Indicative Concept Master Plan

In relation to the indicative concept master plan the applicant is requested to explain:

- a) The rationale or purpose of the large open space illustrated in Figure 4 below, with limited access from the north. And why is this open space not proposed as a suburb park?



#	Category of information	Specific Request	Reasons for request
		<p>b) The rationale behind the location of the proposed neighbourhood park north of the neighbourhood centre which is in close proximity to the large open space just southeast of the neighbourhood centre.</p> <p>c) While the green connection seems somewhat positive, what is the rationale behind the odd shaped open spaces without a neighbourhood park on the north-eastern portion of the site (shown on Figure 5 below)</p>	
		 <p>Figure 5. Indicative open space on the master concept plan</p>	
Acoustic (Specialist Andrew Gordon, Auckland Council)			
A1	Motorsport noise	Please confirm whether the applicant is aware of or has taken into account any changes to the Pukekohe Raceway track layout which would influence noise levels and therefore make historical monitoring data unreliable.	The acoustic report states: - <i>“From our measurements and observations, it is clear that racing on some sections of track is louder than others”.</i>
A2	Motorsport noise	Please advise if the increased receiver heights will result in exposure to higher noise levels than predicted and assess this as necessary.	The noise level contours are assumed to be calculated at 1.5m above ground level which is representative of residential receivers in single storey dwellings. As the

#	Category of information	Specific Request	Reasons for request
			proposal will include single, two and three level dwellings receiver heights can be higher than 1.5m.
A3	Motorsport noise	Please advise whether finished ground levels (subsequent to development) may affect the reliability of modelling results.	The application site is likely to be subject to cut and fill works which may change existing elevations relative to the racetrack elevations
A4	Motorsport noise	Please advise the calculated levels of noise mitigation expected from the recommended acoustic barrier described as the 'mid-block wall'.	This information does not appear in the acoustic report.
A5	Motorsport noise	Please advise if consideration was given to upgrading or replacing the existing iron fence along the racetrack boundary instead of or in addition to, the recommended mid-block wall.	Although this fence is outside the application site and therefore outside the applicants' direct control a assessment as to whether it has been considered as an alternative is sought.
A6	Motorsport noise	Please describe the effects on people exposed to motorsport noise up to 67 dB LAeq outside their dwelling (i.e. the level of annoyance or disturbance of typical residential activity)	The Category A and B events would all occur on weekends. It is noted in Appendix C, <i>Motorsport noise level contours – Category A</i> of the acoustic report that <u>every</u> proposed residential lot will be exposed to noise greater than 55 dB LAeq and up to 67 dB LAeq at the most exposed residential lots.
A7	Motorsport noise	Please confirm whether noise level contours represent LAeq levels as 12 hour and 7-hour averages (i.e. averaged over the maximum event durations) with no adjustment for duration relevant to a reference time period (e.g. 7am – 10pm)	Required for clarification.
A8	Motorsport noise	Please clarify the process for "calibrating" the noise modelling predictions against the measured noise levels and what was the level of agreement.	Required for clarification.

#	Category of information	Specific Request	Reasons for request
A9	Motorsport noise	Please clarify whether it is considered motor racing noise includes special audible characteristics and if so if an adjustment is included in the modelling.	Required for clarification.
A10	Motorsport noise	Please clarify the reasons why the Category C event was selected to identify the location of the 55 dB LAeq noise contour and hence the location of Area A and not the noisier Category A and B events which are permitted to occur for a maximum of 30 days in any 12 month period	It is noted that the modelling results show the total cumulative number of days where noise levels are expected to exceed 55dB LAeq is approximately 55 days in any 12 month period (out of the maximum permitted 80 days for motor sports events). The maximum of 55 days in any 12 month period is the total of 6 days for Category A + 24 days for Category B + approximately 25 days for Category C.
A11	Background Noise	Please provide measurement data on background noise levels (e.g. minimum, average and maximum levels) on weekdays and weekends.	To assist with determining if noise is reasonable. There is no comment on the existing noise environment and the difference between background noise levels and the highest predicted noise levels.
A12	Cumulative Noise	Please provide comment on any cumulative noise effects resulting from motor sport events and proposed business activities (within the application site) being carried out simultaneously.	Required to better understand the potential for cumulative effects.
A13	Rail Noise	The nearest lot zoned residential is to be approximately 160m from the rail corridor. Please comment if this is a suitable setback distance to ensure rail noise and vibration will not give rise to adverse effects on residential amenity.	Required to assess potential for adverse effects.
A14	Existing Farming / Rural Activities	Please comment if noise from existing rural and farming related activities surrounding the application site are likely to give rise to any adverse noise effects.	Required to assess potential for adverse effects.

#	Category of information	Specific Request	Reasons for request
Ecology (Specialist Leighton Simmons – Ecologist, Infrastructure & Environmental Services, Auckland Council)			
E1	Notable trees	Please provide an arboricultural assessment of individual / groups of trees (noting the applicants identification of potential Significant Ecological Area)	Required to assess whether the PPC should identify notable trees.
E2	Bats	Please identify potential bat roosting trees and provide further comment on potential effects of development on the bat population arising from changes in habitat such as light, and noise.	Required to better understand effects on bats, noting that the Pukekohe and the Manukau Lowlands are a hotspot for the threatened long-tailed bat (<i>Chalinolobus tuberculatus</i>). This task should be undertaken by an ecologist in consultation with the applicant's appointed arborist.
E3	Streams	Please provide clarification of the process that has led to the identification of permanent streams.	There are a number of stream channels to the west of Tutaenui Stream which have been described as artificial in the ecology report. Many of these appear to be permanent watercourses. The historical imagery shows this area was already developed by 1942 with some of these channels already present. It is probable this area originally had natural streams flowing through it which have since been diverted. More evidence is required that these should not be considered as permanent streams given that they are commensurate to the natural drainage patterns of the land.
E4	Wetlands	Please provide further assessment of the effects of modification streams and natural waterflows generally on the natural wetlands	It is important to ensure that no development occurs that will result in changes to natural water levels in wetlands. Consent applications will require further assessment of the wetland boundaries and ensure the current hydrology is maintained, however further clarification is required at this

#	Category of information	Specific Request	Reasons for request
			stage to clarify what measures may need to be put in place to ensure natural wetlands are not modified.
Non CI23(1) request matter/other comments			
In relation to wetlands it is noted that the main wetland habitat associated with Tutaenui Stream appears to be recognised in the concept master plan. However, the site is low and flat and there may be more, smaller wetlands elsewhere that need to be protected. At this stage the applicants are simply alerted to this matter.			
Development Engineering (Specialist - David Russell - Senior Development Engineer (Regulatory Engineering South))			
DE1	Water Supply	Please seek confirm that the bulk water main in Pukekohe East Road is adequately treated without the need for further treatment.	The application indicates that the water supply will be from the bulk main in Pukekohe East Rd. It is understood that this line may only contain partially treated water with only the solids removed at the Tuakau River plant.
Healthy Waters (Specialist Iresh Jayawardena Healthy Waters)			
HW1	Flooding	Section 1.8 of the SMP indicates the extent of the flood prone and floodplain areas within the plan change area and section 5.3 of the SMP provides a concept plan that indicates development within the flood plain. Please provide further clarification or rationale for the proposal and how the development meets relevant objectives and policies of the AUP RPS B10.2 and Chapter E36.	Objectives and Policies of the AUP RPS and AUP E36 state flood plains are to be protected from inappropriate subdivision, use and development.
HW2	Overland Flow Paths	An assessment of the Over Land Flow Paths (OLFP), that includes both existing and proposed (MPD+CC) needs to be provided in the SMP.	OLFP located within the road corridor should provide for safe passage of vehicles.

#	Category of information	Specific Request	Reasons for request
		Please include a table to demonstrate post-development OLFP assessment with flow/depth/velocity and hazard classification. This classification should indicate weather effects are minor/potential or significant. Also provide comments regarding safe passage where OLFs are located in the road corridor.	
Transport (Specialist Martin Peake, Progressive Transport Solutions)			
T1	Pedestrians	Please provide details on how the walking catchment area has been derived e.g. the location within the site that has been used as the starting reference point, and whether feasible walking routes have been utilised, such as public roads.	<p>ITA Section 2.5.3 – Walking</p> <p>The section presents the catchment area that is accessible within a 1.4km walking distance of the site. It is unclear how the catchment on the plan has been derived as the reference point from which the 1.4km distance is measured is not shown. The site covers a large area and thus it is not possible to determine how accessible the different parts of the site are to the surrounding network.</p>
T2	Pedestrians	To understand how much and how accessible the plan change area would be to the walking catchment area to the station, please overlay the walking catchment area map over the map of the proposed plan change. Please also provide an indication of the number of dwellings / jobs that would be within this walking catchment area.	<p>Section 5.5.2 – Wider Area</p> <p>This section of the ITA attempts to show the walk-up catchment area from the Pukekohe Train station in relation to the plan change area. This appears to show only a small proportion of the plan change area is within a walkable distance of the station. As for T1 above, it is unclear as to how the area has been derived. It is important to understand how accessible the proposed plan change area is to key public transport routes.</p>

#	Category of information	Specific Request	Reasons for request
T3	Pedestrians	Please provide commentary on the restrictions on access to the retail and employment areas from Station Road via Subway Road and any measures proposed to improve accessibility to reduce reliance on private vehicle use.	<p>ITA – Section 2.5.3 – Walking</p> <p>The description describes deficiencies in the walking network such as the lack of footpath on Station Road. There is no discussion on the restricted access to the main Pukekohe urban area to the west which is significantly restricted by the railway line. Commentary on this matter should be provided including the lack of pedestrian facilities under Subway Road which provides access from Station Road (and therefore the subject site) to areas of retail and employment.</p>
T4	Cycling	Please provide details on how the cycling catchment area has been derived e.g. the location within the site that has been used as the reference point, and whether feasible cycling routes have been utilised, such as public roads.	<p>ITA Section 2.5.4 – Cycling</p> <p>As for point 1 above, it is unclear how the cycling catchment area has been derived and thus the accessibility of the whole site to the surrounding area.</p>
T5	Forecast Growth	Please review Table 4.4 of the ITA to correct any errors, including consequential changes to the number of households and jobs.	<p>ITA Section 4.4 – Comparison to Forecast Growth</p> <p>Table 4.4 presents data on predicted households and jobs within Zone 580 of the MSM model, the zone which covers the proposed plan change.</p> <p>There are several discrepancies with the figures in the table. Therefore, there is uncertainty over the number of households and jobs identified for the plan change area. These discrepancies are:</p>

#	Category of information	Specific Request	Reasons for request
			<ul style="list-style-type: none"> The stated plan change area (82.66Ha) is more than the sum of the areas listed in the table. The stated plan change area is greater than the total area for the activities stated in the Introduction to the ITA (86.22Ha compared to 77.66Ha). The gross Mixed Housing Suburban Urban area (MHSU) is less than the net developable area in the table (4.37Ha compared to 11.3Ha).
T6	Forecast Growth	Please clarify how the number of dwellings in the MHSU area of the Structure Plan that coincides with the proposed Golding Meadow plan change area has been derived.	<p>ITA Section 4.4 – Comparison to Forecast Growth</p> <p>The ITA compares the number of dwellings and jobs for the proposed plan change against the number of dwellings and jobs in the land within the Pukekohe-Paerata Structure Plan (PPSP) that is zoned MHSU and coincides with the proposed plan change area. It is not clear how the number of dwellings has been derived from the stated area of MHSU (47.46Ha). This important to understand how the proposals differ to those envisaged from the Structure Plan.</p>
T7	Trip Rates	Please correct the trip rates in the ITA to the correct rates as stated in the Structure Plan ITA. Please make any consequential changes to the commentary on the trip rates as a result of the correction.	<p>ITA Section 4.5 – Mode Shares and Trip Rates</p> <p>The vehicle trip rates for Zone 580 are stated as 0.4, 0.14 and 0.58 for the AM, inter and PM peaks, respectively. However, these are incorrect. The ITA that supports the structure plan states in Section 7.4 that the trip rates are 0.58, 0.51 and 0.58 for the AM, inter and PM peaks.</p>

#	Category of information	Specific Request	Reasons for request
T8	Trip Rates	Please provide details of the anticipated trip rates for the plan change area and the consequential changes to the trip rates for Zone 580.	The trip rates for Zone 580 are based on the anticipated mix of development envisaged by the Structure Plan. The proposed Plan Change amends the land uses including the introduction of Business Light Industrial and more intensive dwellings (with MHU). Therefore, the trip rate for the area (and overall zone) would be affected by this different land use.
T9	Dwelling Types	Please provide commentary on the types of dwellings anticipated within the various zones that provide justification for the densities presented in Table 4.3.	<p>Section 5.4 – Access to Individual Sites</p> <p>This section refers to access to terrace housing and apartments. The proposed plan change has a mix of Mixed Housing Suburban (MHSU) and Mixed Housing Urban (MHU). Terraced housing and apartments are generally only encouraged in the MHU zone and not the MHSU. Whilst the dwelling densities for the MHU zone stated in Table 4.3 of the ITA are likely to reflect the terraced housing and apartments, commentary in the ITA would be useful to describe the anticipated dwelling types anticipated. This would provide some justification for the density rates assumed.</p>
T10	Transport Network Improvements	<p>Please clarify what is meant by ‘Developers’ in Table 11.1.</p> <p>Please provide details of the consequences to the development of the plan change area if measures are to be delivered by others and those measures and not implemented in a timely fashion.</p>	<p>Section 11 – Implementation</p> <p>Table 11.1 of the ITA lists measures to be implemented on the transport network that would be needed to support the development. This includes who would be responsible for those measures. Amongst those listed are ‘Developer’ and ‘Developers’. It is unclear whether ‘Developers’</p>

#	Category of information	Specific Request	Reasons for request
			relates to only the applicant for the plan change or other parties who may develop land outside of the plan change. Reliance on other parties for implementing infrastructure required to support the development may result in the mitigation measures not being constructed in a timely fashion.
T11	Transport Network Improvements	Please provide commentary on the wider transport network improvements that the Structure Plan is reliant upon, including consideration of the potential consequences should certain elements of those improvements not progress or be delayed in their implementation. Consideration should be given as to whether staging of the development is required as a consequence.	<p>Transport Improvements</p> <p>The plan change is reliant on a whole suite of transport network improvements that are within the control of the applicant or are in the control of third parties (either other developers, Auckland Transport, Waka Kotahi or KiwiRail). These measures include improvements to sections of Mill Road, SH1, proposed Pukekohe Expressway, electrification of the rail line and new stations. The ITA should provide discussion on these measures and consider the implications if these measures are not implemented in a timely manner. This is particularly important given recent announcements from Central Government on the reduced scale of the improvements for the Mill Road corridor and improvements on the southern motorway through Drury.</p>
T12	Transport Network – Modal Splits	Please provide details of the number of person trips and modal split between public transport, walking, cycling and private vehicles for the proposed plan change area. This should be compared to the anticipated number of trips	<p>Assessment of Trips</p> <p>The ITA provides details of the number of dwellings and jobs that are forecast within the plan change area. It also compares these against the number of dwellings</p>

#	Category of information	Specific Request	Reasons for request
		<p>(person and by mode) for the equivalent area of the plan change in the Structure Plan.</p> <p>Please provide details of the distribution of vehicular trips onto the transport network from the site.</p>	<p>and jobs that are anticipated within this area within the Pukekohe-Paerata Structure Plan. The ITA also provides details of forecast number of vehicle trips that were envisaged from the MSM traffic model zone that covers the plan change area.</p> <p>However, no analysis of the anticipated number of person trips or vehicular trips are provided, or comparison with the number of trips for the area from the Structure plan zoning. It is therefore not possible to understand the potential quantum change in people or vehicle movements due to the change in proposed land uses with the plan change.</p> <p>To further understand the effects of the plan change, the distribution of the trips onto the wider transport network should be identified.</p>
T13	Transport Network Intersections –	<p>Please undertake an assessment of the effects of the plan change on the operation of the key intersections in the network surrounding the site at the locations outlined.</p> <p>The assessment should include analysis of the intersections from the plan change area with Golding Road. This should include a scenario where the proposed north-south collector road through the subject site is not initially connected to the wider transport network, or the proposed east-west arterial road north of the site is not constructed.</p>	<p>Assessment of Effects</p> <p>The ITA relies on the Structure Plan ITA to identify transport measures that are required to support the proposed plan change. These include measures adjacent to the site and on the wider transport network. The Structure Plan ITA is a high-level assessment of the effects on the wider transport network. No assessment of the actual effects from the proposed plan change has been made even though there is likely to be an increase in</p>

#	Category of information	Specific Request	Reasons for request
			<p>traffic generation due to the change in land uses and proposed intensification of dwellings on the land.</p> <p>An assessment of the effects of the plan change should include key intersections in the vicinity of the site including:</p> <ul style="list-style-type: none"> • Station Road / East Road • Station Road / Stadium Drive • Golding Road / East Road / East Street • Station Road / Subway Road <p>In addition, the site is proposed to have up to nine connections to the surrounding road network. However, a key connection to the north of the site via the new north- south collector road is reliant on the road extending through third party land, and the construction of a new east-west arterial road by Auckland Transport. Should this link not occur in a timely manner this would affect the traffic distribution onto the wider road network due to the reduced number of connections to the north. Assessment is therefore required to confirm the capacity of the operation of the connections to Golding Road.</p>
T14	Transport Network Upgrades	Please consider the implications of the delivery of the upgrades to the northern section of Station Road to provide the collector road to urban standard and with	Upgrades are proposed to Station Road including improving to a collector road with pedestrian and cycle facilities. Figure 27 of the ITA indicates that this would be

#	Category of information	Specific Request	Reasons for request
		<p>walking and cycling provision given that the delivery of this section is reliant on third parties. For instance, lack of connectivity to the station for walking and cycling may increase use of private vehicles and thus effects on the adjacent road network until such time as the connections are provided.</p>	<p>delivered with others. This improvement is necessary to provide connectivity to the Pukekohe Railway station and assist in reducing dependency on private car use, particularly for longer distance travel. Should there be reliance on third parties for the construction of the improvement, this would impact on the accessibility to public transport from the site. Only the southern part of this section of Station Road is alongside land to be developed, the northern section is alongside the Franklin A&P Showgrounds. The northern section may require third party land for the upgrade and is likely to be reliant on Auckland Transport for its delivery. As this improvement is not currently funded it is not clear how this upgrade will be delivered.</p>
T15	Setbacks	<p>Please provide details of cross-sections for Golding Road that demonstrate that a 6m set back is sufficient to allow for the upgrade of the road to arterial standard.</p> <p>Consideration would need to be given to the need for construction space.</p>	<p>Golding Road Set Back Strip</p> <p>A 6m setback strip is proposed along the Golding Road site frontage to allow for the future widening of Golding Road to an arterial road. There are no details or plans to demonstrate that 6m is sufficient to allow for the widening of the road for the arterial. In addition, there are three proposed intersections located on Golding Road from the plan change area. These intersections may require further road widening to allow for turning bays or approach lanes. Therefore, there is some uncertainty as to whether the 6m is sufficient to allow for the future upgrade of Golding Road.</p>

#	Category of information	Specific Request	Reasons for request
T16	Sightlines	Please provide details of sightlines for the proposed intersection on Yates Road closest to the intersection with Station Road.	Details of sight lines would be useful to provide comfort on feasibility of the location of this intersection.
T19	Road Upgrades	Please provide details on the requirements necessary to upgrade Golding Road, Yates Road and Station Road (full carriageway width) to urban standards. This to include commentary on likely upgrade requirements to the pavement structure.	Current roads are to a rural standard and will need significant upgrading. The application suggests kerb and channel only on the development frontage, not on the opposite side of the road. It is possible the developer may be required to upgrade the full width of the road including kerb and channel on both sides. Even partial reconstruction to urban standards is likely to have implications for the whole road. This is particularly significant for Station Road where there is no potential development opposite.
Heritage and archaeology (Specialist - Robert Brassey Principal Specialist Cultural Heritage, Auckland Council Heritage Unit)			
Non CI23(1) request matter/other comments			
<p>The Assessment of Environmental Effects (Sec. 6.13, p. 53) refers to Accidental Discovery Protocols in the Auckland Unitary Plan – Operative in Part.</p> <p>The Regional and District land disturbance chapters (E11 & E12) of the Unitary Plan contain an accidental discovery rule (ADR). ADRs also appear in the infrastructure and coastal chapters.</p> <p>Please note that the AEE should correctly refer to rules rather than protocols.</p>			
Planning, statutory and other matters			

#	Category of information	Specific Request	Reasons for request
P1	Land ownership	Please confirm what land parcels within the PPC area are controlled by the private plan change applicants.	To better understand the land ownership arrangement within the PPC area.
P2	Consultation	Please clarify what alternative zonings were sought by the owners of 17 Royal Doulton Drive and 152 Golding Road and whether those have been options assessed as alternatives to the proposed zoning.	To obtain an understanding of effects on current landowners of proposed zonings.
P3	Consultation	Please clarify whether consultation has been undertaken with the following parties: <ul style="list-style-type: none"> • landowners adjoining or in the vicinity of the PPC area; • Waikato District Council • The Counties Racing Club Incorporated • Ministry of Education 	While there is no requirement under Part 2 of the First Schedule to the RMA for a private plan change applicant to undertake any consultation prior to making a private plan change request, it is nevertheless good practice in order to obtain an understanding of effects on potentially interested parties in the vicinity of the PPC area.
P4	Consultation	Please provide an update on any responses received from Ngāti Te Ata Waiohua and Waikato -Tanui.	Responses from mana whenua are best known and understood at the earliest possible stage in the process and these parties have only recently been advised of the PPC.
P5	Consultation	Please clarify whether the New Zealand Transport Agency Waka Kotahi has been consulted with in the preparation of the PPC.	Given the PPC has consequences for trips generated on the current and future local and strategic network, it would be helpful to understand the extent of consultation undertaken with Waka Kotahi.
P6	Power Supply	Please clarify whether a power supply can be provided to the PPC area.	It is noted that no confirmation had yet been given on this matter by Counties Power at the time of PPC lodgement.

#	Category of information	Specific Request	Reasons for request
P7	Integrated Planning approach	Please explain how staged development within the PPC areas will be interconnected to encourage transit-oriented development.	There is a lack of clarity about how to ensure that a well laid out, connected and safe network is provided from the outset so that access to public transport and active modes of transport can be supported.
P8	Integrated Planning approach	Please confirm the “what”, “how”, “when” and “by whom” for the funding and delivery of all transport infrastructure and transport services required to support the PPC. If there is no mechanism to deliver infrastructure that requires third party land, third party process, third party agreement, and/or third-party funding, then the reasonableness of assuming that this infrastructure will be available to support future development should be discussed.	This information is required to better understand the transport effects and their management.
P9	Education Facilities	Please provide information on the adequacy of existing education facilities to cater for development under the proposed zonings.	Necessary to assess whether further facilities are required and if so the extent to which there can be confidence that they can / will be provided.
P9	Precinct Provisions	Please comment further on the concern that no complaints covenants (as recommended in the Styles Group recommendations) are not considered appropriate.	This approach has been adopted for other high noise creating activities. For example, D25 City Centre Port Noise Overlay includes the following requirement: -

#	Category of information	Specific Request	Reasons for request
			<p>(6) Activities sensitive to noise must be subject to a restrictive no-complaint covenant in favour of Ports of Auckland Limited.</p> <p>Purpose: to avoid the potential for reverse sensitivity effects on the Port of Auckland.</p> <p>Note 1</p> <p>For the purposes of this rule a 'restrictive non-complaint covenant' is defined as a restrictive covenant registered on the Title to the property or a binding agreement to covenant, in favour of Ports of Auckland Limited, by the landowner (and binding any successors in title) not to complain as to effects generated by the lawful operation of the port. The restrictive no-complaint covenant is limited to the effects that could be lawfully generated by the port activities at the time the agreement to covenant is entered into. This does not require the covenantor to forego any right to lodge submissions in respect of resource consent applications or plan changes in relation to port activities (although an individual restrictive non-complaint covenant may do so). Details of the existence of covenant documents may be obtained from Ports of Auckland Limited, its solicitors, or in the case of registered covenants by searching the Title to the relevant property.</p>
P10	Precinct Provisions	Please clarify whether 14XX6.5 55 dBLAeq Noise Contour and Area A on the Precinct Plan rule (1) should refer to "sites" rather than "dwellings".	The reference to "dwellings" may be misinterpreted as meaning the interior of dwellings.
P11	Precinct Provisions	Please clarify whether 14XX6.5 55 dBLAeq Noise Contour and Area A on the Precinct Plan rule (3) assumes there will be no rear yard not screened from the west by a dwelling on the same site.	It is not clear whether there may be potential for rear yards, and thus outdoor living areas, exposed to unreasonable noise.
PL12	Connectivity to Rail Station	Please clarify whether consideration has been given to extending the infrastructure requirement in the precinct provisions to ensuring full pedestrian connectivity to the train station is in place before dwellings are established on the Site.	The proposed Precinct provisions include a number of transport infrastructure requirements prior to the establishment of dwellings on the Site (including - T2 - pedestrian connection to Station Road and to the nearest existing pedestrian footpath on the eastern side of station Road). Given the emphasis placed on the rationale for the

#	Category of information	Specific Request	Reasons for request
			MHU zoning in relation to connectivity to the train station, it will be helpful to understand why the provisions do not directly relate to the train station.
P13	Precinct Provisions	Please clarify / correct Policy 10 and IXX6.4.2 Water Quality Rule (1).	It appears these provisions contain typographical errors.

PPC Application – Clause 23 Response

Applicant: Golding Meadow Developments Ltd & Auckland Trotting Club Inc

Address: Golding Road, Pukekohe

Proposed activities: PPC – Pukekohe Golding Precinct


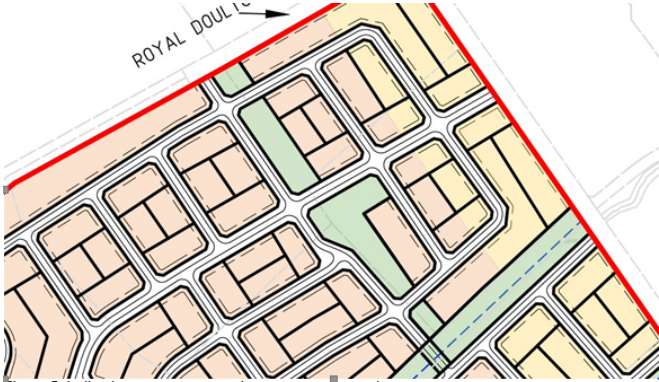
#	Category of information	Specific Request	Reasons for request	Applicant Response
URBAN DESIGN AND LANDSCAPE (SPECIALIST REBECCA SKIDMORE)				
UL1	Connectivity to Rail Station	Please provide a more detailed analysis of distance connectivity from the proposed residential zones within the Site and the train station.	The AEE describes the Site as being 1.2 km from the rail station and the UD assessment describes it as being 900m from the station. Attachment 12 to the UD assessment provides a broad analysis of the ped shed from the rail station and town centre, however more detail /clarification is required. Note – in this respect please also see T1 below.	Please refer to the traffic response T1 below.
UL2	Relationship to Structure Plan	Please provide a plan with the proposed zoning distribution for the Site overlaid on the Structure Plan.	This will be helpful to demonstrate how the zone distribution relates to the wider pattern depicted in the Structure Plan - in particular, demonstrating how the extent of Light Industrial zoning to the east of Station Road relates to the indicated zone structure to the north and south.	Refer to Attachment 1.
UL3	Provision of neighbourhood park	Please explain why an indicative location for a neighbourhood park is not	In a number of places (p.17 (k), p. 20(c), and p. 26(a), the UD assessment notes that an indicative location for a neighbourhood park is identified on the Precinct Plan.	Refer to Attachment 2. Please refer to the urban design response by Ian Munro.

#	Category of information	Specific Request	Reasons for request	Applicant Response
		<i>identified on the Precinct Plan.</i>		An indicative location has been shown on the concept plans prepared for the site. However, the provision of a neighbourhood park requires Council to undergo an LGA process for purchase. This is not a process that a PPC can pre-empt.
UL4	Streets in relation to Stream Corridors	<i>Please clarify why an indicative local road alignment is not depicted on the Precinct Plan in relation to the stream that runs centrally through the Site.</i>	<i>The UD assessment places considerable emphasis on the amenity role of the stream corridors that run through the Site and notes the value of providing street edges to these. It is noted that an indicative local road alignment on the western side of the southern stream edge is depicted on the Precinct Plan, however not the more central stream.</i>	<p>Please refer to the urban design response by Ian Munro.</p> <p>The local road network is not needed on the Precinct Plan – this level of detail is addressed at resource consent stage. However, the Proposed Precinct provisions include matters of discretion/assessment criteria to achieve roading networks which include park edge roads and/or pedestrian/cycle facilities along the steam corridor.</p> <p>No further rules or discretions (or any change to the Precinct Plan) is necessary.</p>
UL5	Landscape Effects	<i>Please expand the analysis in the LVEA report so that it specifically relates to the proposed Precinct provisions rather than the concept plan.</i>	<i>The LVEA report's assessment of landscape effects refers to the outcomes achieved by the 'Indicative Concept Plan' (Para. 4.15, p.10), which is only provided for illustrative purposes and is only one outcome that may be achieved in relation to the PPC provisions. The report includes the proposed zone map (Appendix 1) and the indicative masterplan /concept plan (Appendix 2) but does not include the proposed Precinct Plan.</i>	<p>Please refer to the landscape and visual response by Rob Pryor of LA4.</p> <p>While it is acknowledged that the Precinct Plan has, in error, not be included in the relevant appendices it is an incorrect assumption that it has been not a factoring in addressing landscape and visual effects.</p> <p>The concept plan is for illustration and conceptual purposes only. The key features from the Plan have informed the Precinct Plan. Future development and subdivision will be still have to be assessed against the existing AUP provisions and those proposed by the PPC to determine appropriate outcomes (regardless of what is shown on an illustrative concept).</p> <p>No further assessment or provisions are warranted.</p>

#	Category of information	Specific Request	Reasons for request	Applicant Response
UL6	Visual Effects	Please provide an assessment of the visual effects of the required acoustic wall.	The LVEA does not assess the acoustic wall. It is noted that the wall may be in existence for some time prior to development of the Light Industry Zone occurring.	<p>Please refer to the landscape and visual response by Rob Pryor of LA4.</p> <p>The acoustic wall would occur in that portion of the land zoned "Light Industrial", where large concrete style blocks and buildings are anticipated. Regardless of the acoustic wall potentially existing for some time, its amenity would not be dissimilar to a Light Industry zone permitted activity outcome.</p> <p>No further assessment is necessary.</p>
UL7	Visual Effects	Please provide an analysis of potential visual amenity outcomes in relation to the interface between the proposed Business: Light Industry zone and the Residential: Mixed Housing Urban zone and advise whether any specific precinct provisions are recommended to address identified visual effects.	Section 4 of the LVEA report sets out an assessment of visual effects experienced by those viewing the PPC area from outside the Site, however does not address this interface.	<p>The AUP contains many residential areas adjacent to a Light Industrial zone without creating the additional need for new methods to manage effects at the interface. The LI zone provisions in Chapter H17 already include provision to manage this interface and these were deemed to be sufficient by the AUP Independent Hearing Panel. There is no justification why the PPC area should be treated any different to the rest of the Auckland Region.</p> <p>Please refer to the landscape and visual response by Rob Pryor of LA4</p>
Non CI23(1) request matter/other comments				

#	Category of information	Specific Request	Reasons for request	Applicant Response
<p>The UD assessment places considerable emphasis on the amenity role of the stream corridors that run through the Site and notes the value of providing street edges to these. The applicant is invited to consider whether the Precinct provisions require additional policy guidance to ensure appropriate street edges are achieved.</p>				<p>The applicant has proposed provisions that address this matter. No further provisions are necessary.</p> <p>In addition, this guidance already exists in E38 of the AUP.</p>
<p>OPEN SPACE / PARKS / COMMUNITY FACILITIES (SPECIALIST LEA VAN HEERDEN SENIOR PARKS PLANNING, AUCKLAND COUNCIL)</p>				
OS 1	Esplanade Reserves	Please identify any qualifying streams within the plan change area that will meet a width of 3m (or greater) at annual fullest flow.	It is important to understand where public owned land will be established and what stream margin areas will likely be confirmed at a 20m width (see also OS2).	<p>This is not a PPC matter.</p> <p>It is acknowledged that at the time of eventual subdivision, if a stream width is found on detailed survey to qualify for a 20m Esplanade Reserve then the relevant E38 provisions of the RMA and AUP would be triggered and that would be required to be vested and/or justification for an esplanade strip made.</p> <p>It is inappropriate to utilise Clause 23 for a PPC to fulfil a matter which is already set by both the AUP and RMA as a subdivision matter.</p> <p>Regardless a letter has been provided from Birch Surveyors to confirm that no stream meets the requirements for an esplanade reserve.</p>
OS 2	Riparian Yards	Please explain why 20m riparian buffers have not been required in the Precinct provisions.	The Pukekohe-Paerata Structure Plan provides a clear indicative illustration of a 20m riparian buffer along each side of a permanent and intermittent stream. This is further supported by the Pukekohe-Paerata 2019 Ecology report requiring the planting of riparian margins to a <u>minimum width</u> of 20m on both sides of watercourses. The purpose of the wide margin is to provide an ecological corridor and provide a buffer for the stream noting that stream meander may occur due to erosion. These benefits support achievement of AUP objectives	<p>The preference for a 20m riparian margin as identified by the PPSP is noted. However, Council's assertion that the PPC Section 32 should justify a "lesser width" than the PPSP is flawed, as there is no section 32 justification to support the PPSP or its recommendations in the first place.</p> <p>A 40m total width of riparian planting is not considered to meet the tests of Part 2 of the RMA in respect to the efficient use of scarce urban land resources, or section 32 of the RMA.</p>

#	Category of information	Specific Request	Reasons for request	Applicant Response
			<p>and policies. The Precinct provisions provide for only a 10m riparian on either side of any permanent or intermitted stream. A rationale for a lesser width margin is not provided in the s32 report.</p>	<p>There is no specific basis for this request given that it appears to target only the Applicant's plan change area (based on the PPSP) and not any other land in Auckland.</p> <p>The AUP utilises a 10m riparian yard (taken "from the edge") setback for all buildings adjoining permanent or intermittent streams. This applies to the Light Industry (H17.6.4.1), MHU (H5.6.8.1) and MHS (H4.6.7.1) Zones (and in fact to all urban zones in the AUP). There is no more stringent standard in the AUP for setbacks even against streams which meet the RMA requirements for a 20m esplanade reserve. The PPC is consistent with this approach as it adopts the AUP zones and their associated rules.</p> <p>Furthermore, 10m riparian margins for the planting of streams are consistent with all other Precincts and rules in the AUP.</p> <p>Any request to amend the PPC cannot be made under Clause 23 (which is for further information /clarification only).</p>
<p>Non CI23(1) request matter/other comments - Suburb Park and the Open Space Rationale - Indicative Concept Master Plan</p>				
<p>In relation to the indicative concept master plan the applicant is requested to explain:</p> <p>a) The rationale or purpose of the large open space illustrated in Figure 4 below, with limited access from the north. And why is this open space not proposed as a suburb park?</p>				<p>Please refer to the urban design response by Ian Munro.</p> <p>The concept plan is just that a concept. It has been useful to test and derive key features for future development, such as key roading networks, however its detail and the layout is not a relevant matter for the PPC. Final layout and design is a resource consent matter.</p> <p>Furthermore, neighbourhood park and/or suburb park locations are not a PPC matter as they are subject to Auckland Council acquisitions process (which is a LGA matter).</p>

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			<p>b) The rationale behind the location of the proposed neighbourhood park north of the neighbourhood centre which is in close proximity to the large open space just southeast of the neighbourhood centre.</p> <p>c) While the green connection seems somewhat positive, what is the rationale behind the odd shaped open spaces without a neighbourhood park on the north-eastern portion of the site (shown on Figure 5 below)</p>  <p>Figure 5. Indicative open space on the master concept plan</p>	

#	Category of information	Specific Request	Reasons for request	Applicant Response
ACOUSTIC (SPECIALIST ANDREW GORDON, AUCKLAND COUNCIL)				
A1	Motorsport noise	Please confirm whether the applicant is aware of or has taken into account any changes to the Pukekohe Raceway track layout which would influence noise levels and therefore make historical monitoring data unreliable.	The acoustic report states: -"From our measurements and observations, it is clear that racing on some sections of track is louder than others".	Please refer to the Styles Group Response
A2	Motorsport noise	Please advise if the increased receiver heights will result in exposure to higher noise levels than predicted and assess this as necessary.	The noise level contours are assumed to be calculated at 1.5m above ground level which is representative of residential receivers in single storey dwellings. As the proposal will include single, two and three level dwellings receiver heights can be higher than 1.5m.	Please refer to the Styles Group Response.
A3	Motorsport noise	Please advise whether finished ground levels (subsequent to development) may affect the reliability of modelling results.	The application site is likely to be subject to cut and fill works which may change existing elevations relative to the racetrack elevations	Please refer to the Styles Group Response

#	Category of information	Specific Request	Reasons for request	Applicant Response
A4	Motorsport noise	Please advise the calculated levels of noise mitigation expected from the recommended acoustic barrier described as the 'mid-block wall'.	This information does not appear in the acoustic report.	Please refer to the Styles Group Response
A5	Motorsport noise	Please advise if consideration was given to upgrading or replacing the existing iron fence along the racetrack boundary instead of or in addition to, the recommended mid-block wall.	Although this fence is outside the application site and therefore outside the applicants' direct control a assessment as to whether it has been considered as an alternative is sought.	<p>Please refer to the Styles Group Response</p> <p>A variety of alternative locations were explored as part of the PPC process. As noted by the Council, any replacement to the existing racetrack barrier is outside of the PCP area, and outside of land owned by the PPC applicant. The modelling barrier and proposed Precinct Provisions are suitably to address noise effects.</p> <p>No further assessment is necessary or required.</p>
A6	Motorsport noise	Please describe the effects on people exposed to motorsport noise up to 67 dB LAeq outside their dwelling (i.e. the level of annoyance or disturbance of typical residential activity)	The Category A and B events would all occur on weekends. It is noted in Appendix C, Motorsport noise level contours – Category A of the acoustic report that <u>every</u> proposed residential lot will be exposed to noise greater than 55 dB LAeq and up to 67 dB LAeq at the most exposed residential lots.	Please refer to the Styles Group Response

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A7	Motorsport noise	Please confirm whether noise level contours represent LAeq levels as 12 hour and 7-hour averages (i.e. averaged over the maximum event durations) with no adjustment for duration relevant to a reference time period (e.g. 7am – 10pm)	Required for clarification.	Please refer to the Styles Group Response
A8	Motorsport noise	Please clarify the process for “calibrating” the noise modelling predictions against the measured noise levels and what was the level of agreement.	Required for clarification.	Please refer to the Styles Group Response
A9	Motorsport noise	Please clarify whether it is considered motor racing noise includes special audible characteristics and if so if an adjustment is	Required for clarification.	Please refer to the Styles Group Response

#	Category of information	Specific Request	Reasons for request	Applicant Response
		included in the modelling.		
A10	Motorsport noise	Please clarify the reasons why the Category C event was selected to identify the location of the 55 dB LAeq noise contour and hence the location of Area A and not the noisier Category A and B events which are permitted to occur for a maximum of 30 days in any 12 month period	It is noted that the modelling results show the total cumulative number of days where noise levels are expected to exceed 55dB LAeq is approximately 55 days in any 12 month period (out of the maximum permitted 80 days for motor sports events). The maximum of 55 days in any 12 month period is the total of 6 days for Category A + 24 days for Category B + approximately 25 days for Category C.	Please refer to the Styles Group Response
A11	Background Noise	Please provide measurement data on background noise levels (e.g. minimum, average and maximum levels) on weekdays and weekends.	To assist with determining if noise is reasonable. There is no comment on the existing noise environment and the difference between background noise levels and the highest predicted noise levels.	Please refer to the Styles Group Response

#	Category of information	Specific Request	Reasons for request	Applicant Response
A12	Cumulative Noise	Please provide comment on any cumulative noise effects resulting from motor sport events and proposed business activities (within the application site) being carried out simultaneously.	Required to better understand the potential for cumulative effects.	<p>Please refer to the Styles Group Response</p> <p>This is unnecessary. The Industrial zones already have specific provisions in the AUP (Chapter 25) for management of noise related effects on residential zones.</p> <p>Thus the onus of ensuring that noise at the interface of residential zones is compliant with the standards falls on the LI activities</p>
A13	Rail Noise	The nearest lot zoned residential is to be approximately 160m from the rail corridor. Please comment if this is a suitable setback distance to ensure rail noise and vibration will not give rise to adverse effects on residential amenity.	Required to assess potential for adverse effects.	<p>Please refer to the Styles Group Response</p> <p>There are various residential zoned areas in Auckland located directly adjacent to the North Island Main Trunk Line.</p> <p>The Independent Hearing Panel for the AUP specifically recommended that the notified overlay relating to noise from Kiwirail operations along the railway be removed,</p> <p>Furthermore, this issue was recently re-addressed in PPC38 to the AUP, where KiwiRail made submissions to insert buffers and acoustic provisions for zonings adjoining the rail network. The Commissioner decision found that there was no reason to suggest that the PPC38 should be treated any different to the remainder of Auckland and that the existing approach in the AUP was sufficient.</p> <p>This PPC land proposes residential zoning some 160m from the rail line. There is no reason why this land should be treated differently or with a higher degree of scrutiny to the findings of both the IHP and the recent PPC38 decisions on land directly adjoining the railway operations.</p> <p>No assessment is warranted.</p>

#	Category of information	Specific Request	Reasons for request	Applicant Response
A14	Existing Farming / Rural Activities	Please comment if noise from existing rural and farming related activities surrounding the application site are likely to give rise to any adverse noise effects.	Required to assess potential for adverse effects.	<p>Please refer to the Styles Group Response</p> <p>The land is zoned Future Urban and land adjoining the northern and southern boundaries are similarly zoned FUZ. Although the FUZ is essentially a “holding zone” it is inappropriate to continually require the development of this zone to manage “reserve sensitivity” at the interface with other FUZ zoned land.</p> <p>Land on the opposite side of Golding Road and zoned Rural under the Waikato District Plan provisions, is located some distance from development, furthermore, will be further separated by an additional minimum 6m strip (due to future road widening).</p> <p>No further assessment is necessary or warranted</p>
ECOLOGY (SPECIALIST LEIGHTON SIMMONS – ECOLOGIST, INFRASTRUCTURE & ENVIRONMENTAL SERVICES, AUCKLAND COUNCIL)				
E1	Notable trees	Please provide an arboricultural assessment of individual / groups of trees (noting the applicants identification of potential Significant Ecological Area)	Required to assess whether the PPC should identify notable trees.	<p>Vegetation management is addressed by E15 of the AUP. No further rules are considered necessary. The Council has already scheduled vegetation through the notable tree schedule and the SEA-Ts.</p> <p>While the applicant has identified a new SEA-T, this is not automatically a concession that all trees in the PPC should be assessed individually.</p> <p>The Structure Plan did not identify any trees worthy of notable tree status.</p>
E2	Bats	Please identify potential bat roosting trees and provide further comment on potential effects	Required to better understand effects on bats, noting that the Pukekohe and the Manukau Lowlands are a hotspot for the threatened long-tailed bat (<i>Chalinolobus tuberculatus</i>).	This is a resource consent level of detail and is unnecessary for the PPC.

#	Category of information	Specific Request	Reasons for request	Applicant Response
		<i>of development on the bat population arising from changes in habitat such as light, and noise.</i>	<i>This task should be undertaken by an ecologist in consultation with the applicant's appointed arborist.</i>	<p>The rules of E15 apply to vegetation management (activity table E15.4.1). At the time of resource consent these rules would be considered in the usual manner. The existing rules in E15 are considered to fully address potential effects associated with the development of the Precinct in accordance with the rules and discretions of the AUP.</p> <p>The protection of Bats is a matter addressed by the Wildlife Act.</p>
E3	Streams	<i>Please provide clarification of the process that has led to the identification of permanent streams.</i>	<i>There are a number of stream channels to the west of Tutaenui Stream which have been described as artificial in the ecology report. Many of these appear to be permanent watercourses. The historical imagery shows this area was already developed by 1942 with some of these channels already present. It is probable this area originally had natural streams flowing through it which have since been diverted. More evidence is required that these should not be considered as permanent streams given that they are commensurate to the natural drainage patterns of the land.</i>	<p>There is no need to provide any clarification on the stream classification used and/or have any further discussion on whether there may or may not be any further streams present within the PPC area.</p> <p>The identification of streams (or lack thereof) on the Precinct Plan or within the supplementary material provided to support the PPC, does not change the level of protection afforded to streams under the AUP or NES-Freshwater.</p> <p>This is because the comprehensive suite of objectives, policies and methods including Regional rules contained in Chapters B7, E1 and E3¹ that will prevail at land use and subdivision resource consent stage.</p> <p>On review of the AUP maps for the Auckland Region no stream locations are illustrated on the AUP planning maps. This indicates that the AUP methods do not rely on mapped streams, but rather on the identification of resource consent triggers using the definitions and rules at the time of resource consent.</p>

¹ Specifically, activities including, diversion, reclamation and/or structures in streams, rivers or wetlands are covered by those rules contained in Table E3.4.1.

#	Category of information	Specific Request	Reasons for request	Applicant Response
				Thus, the existing suite of objectives, policies and methods (including rules) will continue to apply to all waterbodies within the PPC area, irrespective of whether those are identified on the Precinct Plan (or in the PPC supplementary material) or not. The Applicant has not proposed any changes to this comprehensive approach.
E4	Wetlands	Please provide further assessment of the effects of modification streams and natural waterflows generally on the natural wetlands	It is important to ensure that no development occurs that will result in changes to natural water levels in wetlands. Consent applications will require further assessment of the wetland boundaries and ensure the current hydrology is maintained, however further clarification is required at this stage to clarify what measures may need to be put in place to ensure natural wetlands are not modified.	This is an unnecessary assessment for a PPC as there is already a National Environmental Standard which applies at the time of land use/subdivision which provides a nation-wide set of provisions (including rules) to ensure the protection of wetlands including their protection from potential modification. The NES prevails over the provisions of the AUP. Therefore, no further assessment is needed.
Non CI23(1) request matter/other comments				
In relation to wetlands it is noted that the main wetland habitat associated with Tutaenui Stream appears to be recognised in the concept master plan. However, the site is low and flat and there may be more, smaller wetlands elsewhere that need to be protected. At this stage the applicants are simply alerted to this matter.				Noted.
DEVELOPMENT ENGINEERING (SPECIALIST - DAVID RUSSELL - SENIOR DEVELOPMENT ENGINEER (REGULATORY ENGINEERING SOUTH))				
DE1	Water Supply	Please seek confirm that the bulk water main in Pukekohe East Road is adequately treated without	The application indicates that the water supply will be from the bulk main in Pukekohe East Rd. It is understood that this line may only contain partially treated water with only the solids removed at the Tuakau River plant.	We will not be connecting to the bulk water main. Water supply will be provided via connections to the existing 250 PE principal main.

#	Category of information	Specific Request	Reasons for request	Applicant Response
		the need for further treatment.		
HEALTHY WATERS (SPECIALIST IRESH JAYAWARDENA HEALTHY WATERS)				
HW 1	Flooding	Section 1.8 of the SMP indicates the extent of the flood prone and floodplain areas within the plan change area and section 5.3 of the SMP provides a concept plan that indicates development within the flood plain. Please provide further clarification or rationale for the proposal and how the development meets relevant objectives and policies of the AUP RPS B10.2 and Chapter E36.	Objectives and Policies of the AUP RPS and AUP E36 state flood plains are to be protected from inappropriate subdivision, use and development.	<p>The AUP E36 objectives and policies are relevant at subdivision and land use stage, and combined with the comprehensive suite of methods contained in E36 ensure that flood plains are protected from inappropriate use and subdivision, and conversely that vulnerable activities within floodplains are avoided.</p> <p>The Chapter E12 provisions for earthworks deal with earthworks within the 1% AEP.</p> <p>It is not the expectation of these objectives and policies that floodplains be entirely avoided- in some cases floodplains can be modified where the effects can be suitably managed to direct these to appropriate drainage corridors. This is not uncommon practise, and occurs regularly through the consenting process.</p> <p>In this case, the main flood corridors coincide with the stream network, and will by virtue of other provisions in the AUP (and NES freshwater) for protection of streams these will be protected from inappropriate development.</p> <p>As such no further assessment is necessary, and the existing AUP provisions contained in E36 and E12 are sufficient to ensure that any effects of works in the floodplain are appropriately addressed at the consenting stage..</p>
HW 2	Overland Flow Paths	An assessment of the Over Land	OLFP located within the road corridor should provide for safe passage of vehicles.	This matter relates to a level of detail which is unnecessary at PPC stage and which is dealt with at subdivision/land use stage.

#	Category of information	Specific Request	Reasons for request	Applicant Response
		<p><i>Flow Paths (OLFP), that includes both existing and proposed (MPD+CC) needs to be provided in the SMP.</i></p> <p><i>Please include a table to demonstrate post-development OLFP assessment with flow/depth/velocity and hazard classification. This classification should indicate weather effects are minor/potential or significant. Also provide comments regarding safe passage where OLFs are located in the road corridor.</i></p>		<p>Flood velocities in the road corridor is a matter which is addressed by the ATCOP and Council engineering standards. Furthermore the Chapter 36 provisions specifically address the appropriates of velocities for safe passage in private car parks accessways.</p> <p>No further assessment is warranted or necessary.</p>
Transport (Specialist Martin Peake, Progressive Transport Solutions)				Prepared by Leo Hills of Commute

#	Category of information	Specific Request	Reasons for request	Applicant Response
T1	Pedestrians	Please provide details on how the walking catchment area has been derived e.g. the location within the site that has been used as the starting reference point, and whether feasible walking routes have been utilised, such as public roads.	<p>ITA Section 2.5.3 – Walking</p> <p>The section presents the catchment area that is accessible within a 1.4km walking distance of the site. It is unclear how the catchment on the plan has been derived as the reference point from which the 1.4km distance is measured is not shown. The site covers a large area and thus it is not possible to determine how accessible the different parts of the site are to the surrounding network.</p>	<p>Updated maps have been provided to assist PTS (as consultants/specialists to Council's review team) in its understanding of how far the site is from the train station (as per T2) and areas within a walkable catchment. For avoidance of doubt:</p> <ul style="list-style-type: none"> the closest point of the PPC is 1.1km from the train station (as measured at the closest Station Road point). The furthest point along Station Road is 1.8km from the train station. The southern corner at the Golding Road end is 2.7km from the train station. <p>A revised pedestrian map has been provided (Attachment A). This shows:</p> <ul style="list-style-type: none"> True 1500m walking distance from the closest point of the PPC from the rail station (RED line) <p>Series of indicative walking circles from the train station (blue lines)</p>
T2	Pedestrians	To understand how much and how accessible the plan change area would be to the walking catchment area to the station, please overlay the walking catchment area map over the map of the proposed plan change. Please	<p>Section 5.5.2 – Wider Area</p> <p>This section of the ITA attempts to show the walk-up catchment area from the Pukekohe Train station in relation to the plan change area. This appears to show only a small proportion of the plan change area is within a walkable distance of the station. As for T1 above, it is unclear as to how the area has been derived. It is important to understand how accessible the proposed plan change area is to key public transport routes.</p>	As above.

#	Category of information	Specific Request	Reasons for request	Applicant Response
		also provide an indication of the number of dwellings / jobs that would be within this walking catchment area.		
T3	Pedestrians	Please provide commentary on the restrictions on access to the retail and employment areas from Station Road via Subway Road and any measures proposed to improve accessibility to reduce reliance on private vehicle use.	<p>ITA – Section 2.5.3 – Walking</p> <p>The description describes deficiencies in the walking network such as the lack of footpath on Station Road. There is no discussion on the restricted access to the main Pukekohe urban area to the west which is significantly restricted by the railway line. Commentary on this matter should be provided including the lack of pedestrian facilities under Subway Road which provides access from Station Road (and therefore the subject site) to areas of retail and employment.</p>	<p>The lack of connection has been taken into account in the walking catchment maps in Attachment A and this is sufficient in identification of employment and retail areas within a walkable catchment.</p> <p>As noted, the description describes the deficiencies in the footpath in the Subway Road underpass (and indeed the eastern end of Subway Road). While this does increase the distance to some retail and employment areas (specifically on Subway Road and Crosbie Road), there are other alternatives and especially the recently upgraded Pukekohe Rail station and overbridge.</p> <p>It is also noted that a number of other active modes such as electric bikes / electric scooters are significantly changing the accessible distances to retail / employment and rapid transport nodes. The site (even with the constraints) is considered to be accessible from the site with these modes.</p>
T4	Cycling	Please provide details on how the cycling catchment area has been derived e.g. the location within the site that has been used as the	<p>ITA Section 2.5.4 – Cycling</p> <p>As for point 1 above, it is unclear how the cycling catchment area has been derived and thus the accessibility of the whole site to the surrounding area.</p>	<p>A revised cycling map has been provided (Attachment B). This shows a 3km riding distance (along roads) from the centre of the site (assuming there are links available internally in the site).</p>

#	Category of information	Specific Request	Reasons for request	Applicant Response																								
		reference point, and whether feasible cycling routes have been utilised, such as public roads.																										
T5	Forecast Growth	Please review Table 4.4 of the ITA to correct any errors, including consequential changes to the number of households and jobs.	<p>ITA Section 4.4 – Comparison to Forecast Growth</p> <p>Table 4.4 presents data on predicted households and jobs within Zone 580 of the MSM model, the zone which covers the proposed plan change.</p> <p>There are several discrepancies with the figures in the table. Therefore, there is uncertainty over the number of households and jobs identified for the plan change area. These discrepancies are:</p> <ul style="list-style-type: none"> The stated plan change area (82.66Ha) is more than the sum of the areas listed in the table. The stated plan change area is greater than the total area for the activities stated in the Introduction to the ITA (86.22Ha compared to 77.66Ha). The gross Mixed Housing Suburban Urban area (MHSU) is less than the net developable area in the table (4.37Ha compared to 11.3Ha). 	<p>Table 4.4 has been updated as per below. Numbers in RED have been changed. Of note the Net Development Area (NDA) and thus number of dwellings and jobs are unchanged (just the total areas were incorrect).</p> <table border="1"> <thead> <tr> <th>Area</th> <th>Net developable area</th> <th>Number of households</th> <th>Number of jobs</th> </tr> </thead> <tbody> <tr> <td><u>Gross Plan Change</u> <u>82.66Ha total</u></td> <td></td> <td></td> <td></td> </tr> <tr> <td>MHU – 55.5</td> <td>MHU – 28.7</td> <td>660</td> <td>172</td> </tr> <tr> <td>MHSU – 6.84</td> <td>MHSU – 11.3</td> <td>181</td> <td>68</td> </tr> <tr> <td>LIZ – 19.97</td> <td>LIZ – 15.9</td> <td>0</td> <td>588</td> </tr> <tr> <td></td> <td></td> <td>841 households</td> <td>828 jobs</td> </tr> </tbody> </table>	Area	Net developable area	Number of households	Number of jobs	<u>Gross Plan Change</u> <u>82.66Ha total</u>				MHU – 55.5	MHU – 28.7	660	172	MHSU – 6.84	MHSU – 11.3	181	68	LIZ – 19.97	LIZ – 15.9	0	588			841 households	828 jobs
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T6	Forecast Growth	Please clarify how the number of dwellings in the MHSU area of the Structure Plan that coincides with the proposed Golding Meadow plan change area has been derived.	<p>ITA Section 4.4 – Comparison to Forecast Growth</p> <p>The ITA compares the number of dwellings and jobs for the proposed plan change against the number of dwellings and jobs in the land within the Pukekohe-Paerata Structure Plan (PPSP) that is zoned MHSU and coincides with the proposed plan change area. It is not clear how the number of dwellings has been derived from the stated area of MHSU (47.46Ha). This is important to understand how the proposals differ to those envisaged from the Structure Plan.</p>	<p>PPSP MHSU area totals 47.46ha. This has been converted to Net Development Area (NDA) using a factor of 0.85 so that the rates in Table 4-3 / 4-3 to the ITA can be applied (16 dwellings per ha of NDA and 6 jobs per NDA).</p> <p>Applying the 16 dwellings per ha of NDA (Table 4-3) and 6 jobs per ND (Table 4-2) yields 640 dwellings and 240 jobs.</p>
T7	Trip Rates	Please correct the trip rates in the ITA to the correct rates as stated in the Structure Plan ITA. Please make any consequential changes to the commentary on the trip rates as a result of the correction.	<p>ITA Section 4.5 – Mode Shares and Trip Rates</p> <p>The vehicle trip rates for Zone 580 are stated as 0.4, 0.14 and 0.58 for the AM, inter and PM peaks, respectively. However, these are incorrect. The ITA that supports the structure plan states in Section 7.4 that the trip rates are 0.58, 0.51 and 0.58 for the AM, inter and PM peaks.</p>	<p>We agree with the comment. Of note the PM peak is the same as originally quoted and the interpeak is typically not used in the analysis / modelling. The morning peak rate changes from 0.4 to 0.58 however this does not alter the overall outcome of the ITA.</p>
T8	Trip Rates	Please provide details of the anticipated trip rates for the plan change area and the	<p>The trip rates for Zone 580 are based on the anticipated mix of development envisaged by the Structure Plan. The proposed Plan Change amends the land uses including the introduction of Business Light Industrial and more intensive dwellings (with MHU). Therefore,</p>	<p>This has been accounted for in section 4.4 which identifies that the PPC provides for an increase of 200 HHUs and 520 jobs when compared to the PPSP predictions.</p>

#	Category of information	Specific Request	Reasons for request	Applicant Response
		consequential changes to the trip rates for Zone 580.	the trip rate for the area (and overall zone) would be affected by this different land use.	As noted in the ITA the SGA-ITA recommended further local employment should be considered as part of a travel demand management strategy. As such the provision for greater number of jobs in the south and especially Pukekohe is expected to create a positive effect by assisting in reducing outbound travel demand on the wider transport network by providing local employment opportunities. This is expected to more than compensate for the increase in the number of residential dwellings in the PPC.
T9	Dwelling Types	Please provide commentary on the types of dwellings anticipated within the various zones that provide justification for the densities presented in Table 4.3.	Section 5.4 – Access to Individual Sites This section refers to access to terrace housing and apartments. The proposed plan change has a mix of Mixed Housing Suburban (MHSU) and Mixed Housing Urban (MHU). Terraced housing and apartments are generally only encouraged in the MHU zone and not the MHSU. Whilst the dwelling densities for the MHU zone stated in Table 4.3 of the ITA are likely to reflect the terraced housing and apartments, commentary in the ITA would be useful to describe the anticipated dwelling types anticipated. This would provide some justification for the density rates assumed.	This is considered outside the scope of a Clause 23 matter. Furthermore, individual site access is a matter addressed by a comprehensive suite of provisions in Chapter 27 of the AUP ² . This is unchanged by the PPC. Dwelling types will be known only at Resource Consent stage however they will be in accordance with MHU and MHU zones.
T10	Transport Network Improvements	Please clarify what is meant by 'Developers' in Table 11.1.	Section 11 – Implementation Table 11.1 of the ITA lists measures to be implemented on the transport network that would be needed to support the development. This includes who would be responsible for those	This is clarified in the Precinct Provisions (Rule 14XX.6.1 listing the required upgrades which identifies specific upgrades needed by developed within the Precinct to manage the transport related effects of the development of land within the Precinct.

² These include E27.6.2 for the total number of spaces required for each type of activity (and are zoned based in Table E27.6.2.4), E27.6.3.1 for the dimensions required for parking spaces (including manoeuvring dimensions), E27.6.3.3-6 for access and manoeuvring, gradient/vertical clearance etc, E27.6.4.1 for vehicle access restrictions, E27.6.4.2 & 3 for the number and width of vehicle crossings and vehicle access widths.

#	Category of information	Specific Request	Reasons for request	Applicant Response
		<p>Please provide details of the consequences to the development of the plan change area if measures are to be delivered by others and those measures and not implemented in a timely fashion.</p>	<p>measures. Amongst those listed are 'Developer' and 'Developers'. It is unclear whether 'Developers' relates to only the applicant for the plan change or other parties who may develop land outside of the plan change. Reliance on other parties for implementing infrastructure required to support the development may result in the mitigation measures not being constructed in a timely fashion.</p>	<p>The Precinct provisions also include Special Information Requirements (Rule 14XX.8.2) which clarify the position on the upgrades at Station Road/East Street etc.</p> <p>These provisions in tandem with the existing AUP provisions are sufficient to clarify and confirm the required upgrades.</p> <p>The PPC is not reliant on local work or funding by others.</p> <p>Projects lists such as the electrification are needed to service the existing Pukekohe urban area and is now funded.</p> <p>The other activities/upgrades are not triggered by the PPC (and do not preclude development of the PPC area). As such no trigger or mechanisms or limitations on development relating to these items is needed.</p> <p>In this regard it is recognised that a range of high-level transport infrastructure improvements will be needed within the Auckland Region (including Drury), to accommodate predicted population growth and support the level of development enabled by the AUP.</p> <p>The network improvements noted in the request are wider cumulative effects, which are considered are likely to be required for intersections / roads in wider Pukekohe and Drury area (and potentially wider afield) relating to a number of Plan Changes in south Auckland. This is common for Plan Changes (containing residential components in particular) to produce wider transport effects given they create dwellings and associate traffic that will likely traverse throughout Auckland.</p> <p>It would be more efficient and feasible for Council to consider and identify those works given they have oversight into all proposals and manage the network as a whole.</p>


#	Category of information	Specific Request	Reasons for request	Applicant Response
				<p>What is key is that the approach to address traffic effects in the wider area / Auckland region is equitable and no one development is unfairly hindered or required to contribute all the costs of upgrades. In this regard there are options to include standard development contributions or specific Pukekohe wide approaches (targeted rates) to address traffic in an equitable manner.</p> <p>However, it is noted that the most critical piece of wider infrastructure is already funded by NZUP which is the electrification of the Papakura to Pukekohe rail line. This provides a regular, reliable service linking the site with the rest of Auckland.</p>
T11	Transport Network Improvements	Please provide commentary on the wider transport network improvements that the Structure Plan is reliant upon, including consideration of the potential consequences should certain elements of those improvements not progress or be delayed in their implementation. Consideration should be given	<p>Transport Improvements</p> <p>The plan change is reliant on a whole suite of transport network improvements that are within the control of the applicant or are in the control of third parties (either other developers, Auckland Transport, Waka Kotahi or KiwiRail). These measures include improvements to sections of Mill Road, SH1, proposed Pukekohe Expressway, electrification of the rail line and new stations. The ITA should provide discussion on these measures and consider the implications if these measures are not implemented in a timely manner. This is particularly important given recent announcements from Central Government on the reduced scale of the improvements for the Mill Road corridor and improvements on the southern motorway through Drury.</p>	As above.

#	Category of information	Specific Request	Reasons for request	Applicant Response
		as to whether staging of the development is required as a consequence.		
T12	Transport Network – Modal Splits	<p>Please provide details of the number of person trips and modal split between public transport, walking, cycling and private vehicles for the proposed plan change area. This should be compared to the anticipated number of trips (person and by mode) for the equivalent area of the plan change in the Structure Plan.</p> <p>Please provide details of the distribution of vehicular trips onto the transport</p>	<p>Assessment of Trips</p> <p>The ITA provides details of the number of dwellings and jobs that are forecast within the plan change area. It also compares these against the number of dwellings and jobs that are anticipated within this area within the Pukekohe-Paerata Structure Plan. The ITA also provides details of forecast number of vehicle trips that were envisaged from the MSM traffic model zone that covers the plan change area.</p> <p>However, no analysis of the anticipated number of person trips or vehicular trips are provided, or comparison with the number of trips for the area from the Structure plan zoning. It is therefore not possible to understand the potential quantum change in people or vehicle movements due to the change in proposed land uses with the plan change.</p> <p>To further understand the effects of the plan change, the distribution of the trips onto the wider transport network should be identified.</p>	<p>The ITA has utilised the mode share trip rates consistent with the PPSP ITA.</p> <p>As noted in the ITA the Structure Plan envisions 640 dwellings and 300 jobs. The PPC anticipates 841 households and 818 jobs. With higher density dwellings in the PPC the likely trip rate per dwelling is likely to reduce slightly.</p> <p>Attachment B contains a spreadsheet of the anticipated trip generation using both standard trip rates and modal split analysis for both entering and exiting movements in the peak hours.</p> <p>Of note, while the total traffic generation increases by 167 vehicles per hour (over that assumed in the Structure Plan), the majority are in the opposite direction to the peak flow. As such the increase in vehicles leaving the site (and potentially Pukekohe is only 29 vehicles per hour).</p>

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		network from the site.		
T13	Transport Network – Intersections	<p>Please undertake an assessment of the effects of the plan change on the operation of the key intersections in the network surrounding the site at the locations outlined.</p> <p>The assessment should include analysis of the intersections from the plan change area with Golding Road. This should include a scenario where the proposed north-south collector road through the subject site is not initially</p>	<p>Assessment of Effects</p> <p>The ITA relies on the Structure Plan ITA to identify transport measures that are required to support the proposed plan change. These include measures adjacent to the site and on the wider transport network. The Structure Plan ITA is a high-level assessment of the effects on the wider transport network. No assessment of the actual effects from the proposed plan change has been made even though there is likely to be an increase in traffic generation due to the change in land uses and proposed intensification of dwellings on the land.</p> <p>An assessment of the effects of the plan change should include key intersections in the vicinity of the site including:</p> <ul style="list-style-type: none"> • Station Road / East Road • Station Road / Stadium Drive • Golding Road / East Road / East Street • Station Road / Subway Road <p>In addition, the site is proposed to have up to nine connections to the surrounding road network. However, a key connection to the north of the site via the new north-south collector road is reliant on the road extending</p>	<p>As identified previously the PPC is not reliant on the wider infrastructure projects (such as new arterials) needed to service the wider and full growth of Pukekohe (including intensification of the existing urban areas – not just greenfield growth). It is also not appropriate for the PPC to rectify any existing deficiencies that currently occur within the Pukekohe network.</p> <p>Furthermore, it is not unusual for main collector roads with a development to occur incrementally, and such any request for re-modelling to determine effects in the event that this occurs is not appropriate for PPC level. Council is not without existing tools in the AUP to manage such effects when this occurs.</p> <p>The relevant rules associated with creation of new roads to be vested are contained in E383 of the AUP. These apply throughout the region, and it is not considered necessary to have further rules.</p> <p>In addition, the Council Consents Team is able to impose conditions on resource consents deferring commencement until completion of specific infrastructure projects necessary to serve the development (this is not uncommon).</p> <p>The Precinct Provisions (Rule I4XX.6.1 lists those required upgrades needed to manage the transport related effects of the development of land within the Precinct.</p>

³ Specifically matters of discretion/assessment criteria listed in E38.12.1(7)(b) and E38.12.2(7)(b) and Policies E38.3(10), (17), (19). E27 Trip Generation thresholds may also be triggered dependant on stage sizing, regardless the E38 provisions are sufficient to manage appropriate infrastructure provision.

#	Category of information	Specific Request	Reasons for request	Applicant Response
		<p>connected to the wider transport network, or the proposed east-west arterial road north of the site is not constructed.</p>	<p>through third party land, and the construction of a new east-west arterial road by Auckland Transport. Should this link not occur in a timely manner this would affect the traffic distribution onto the wider road network due to the reduced number of connections to the north. Assessment is therefore required to confirm the capacity of the operation of the connections to Golding Road.</p>	<p>The Precinct provisions also include Special Information Requirements (Rule 14XX.8.2) which clarify the position on the upgrades at Station Road/East Street etc.</p> <p>These provisions in tandem with the existing AUP provisions are sufficient to clarify and confirm the required upgrades.</p> <p>In terms of Golding Road connections, there are three connections shown on the concept plans (the red is the east-west arterial) as shown below. The north-south collector road is only intended to link to the east-west arterial when constructed and not necessarily connections to Golding Road. The entire site is expected to generate in the order of 550 vehicles per hour or 5,500 vehicles per day. This can more than be accommodated for by the three links to Golding Road, two links to Yates Road, three links to the future east-west arterial and three links to Station Road.</p>

#	Category of information	Specific Request	Reasons for request	Applicant Response
				
T14	Transport Network Upgrades	Please consider the implications of the delivery of the upgrades to the northern section of Station Road to provide the collector road to urban standard and with walking and cycling provision given that the	Upgrades are proposed to Station Road including improving to a collector road with pedestrian and cycle facilities. Figure 27 of the ITA indicates that this would be delivered with others. This improvement is necessary to provide connectivity to the Pukekohe Railway station and assist in reducing dependency on private car use, particularly for longer distance travel. Should there be reliance on third parties for the construction of the improvement, this would impact on the accessibility to public transport from the site. Only the southern part of this section of Station Road is alongside land	<p>Station Road even adjacent to urban development already requires an upgrade as it has no facilities (except for gravelled information carparking) on the northern site.</p> <p>In terms of Fig 17 and in particular Station Road, it is intended that the developer upgrade the following:</p> <ul style="list-style-type: none"> Upgrade one-side (north-eastern side) of Station Road from the site to Rail station for pedestrian and cyclists (needed at initial industrial / dwelling). This is to fully link the development to the rail station. This does traverse alongside land to be developed (eg Franklin A&P) however there is 4-6m from road edge to boundary and

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		<p>delivery of this section is reliant on third parties. For instance, lack of connectivity to the station for walking and cycling may increase use of private vehicles and thus effects on the adjacent road network until such time as the connections are provided.</p>	<p>to be developed, the northern section is alongside the Franklin A&P Showgrounds. The northern section may require third party land for the upgrade and is likely to be reliant on Auckland Transport for its delivery. As this improvement is not currently funded it is not clear how this upgrade will be delivered.</p>	<p>as such a shared path (or similar) to together with kerb / channel can be accommodated.</p> <ul style="list-style-type: none"> As development progresses upgrade the frontage of Station Road as per above. <p>Of note, it is considered that a similar pedestrian / cycling facility on the south-western side of Station Road is not warranted given it abuts a rail track (and thus has no land use).</p>
T15	Setbacks	<p>Please provide details of cross-sections for Golding Road that demonstrate that a 6m set back is sufficient to allow for the upgrade of the road to arterial standard.</p> <p>Consideration would need to be given to the need for construction space.</p>	<p>Golding Road Set Back Strip</p> <p>A 6m setback strip is proposed along the Golding Road site frontage to allow for the future widening of Golding Road to an arterial road. There are no details or plans to demonstrate that 6m is sufficient to allow for the widening of the road for the arterial. In addition, there are three proposed intersections located on Golding Road from the plan change area. These intersections may require further road widening to allow for turning bays or approach lanes. Therefore, there is some uncertainty as to whether the 6m is sufficient to allow for the future upgrade of Golding Road.</p>	<p>This has been derived from the SGA ITA which identifies a 32m cross section for urban arterial roads.</p> <p>Additional land for intersections can be addressed at development/resource consent stage.</p>

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T16	Sightlines	Please provide details of sightlines for the proposed intersection on Yates Road closest to the intersection with Station Road.	Details of sight lines would be useful to provide comfort on feasibility of the location of this intersection.	We have reviewed this generally and note that posted speed limits are likely to change in future when the new internal collector roads link to Station Road and Golding Road. The proposed collector roads are indicative at this stage with sight distance needing to be confirmed when exact locations are known.
T19	Road Upgrades	Please provide details on the requirements necessary to upgrade Golding Road, Yates Road and Station Road (full carriageway width) to urban standards. This to include commentary on likely upgrade requirements to the pavement structure.	Current roads are to a rural standard and will need significant upgrading. The application suggests kerb and channel only on the development frontage, not on the opposite side of the road. It is possible the developer may be required to upgrade the full width of the road including kerb and channel on both sides. Even partial reconstruction to urban standards is Lilley to have implications for the whole road. This is particularly significant for Station Road where there is no potential development opposite.	<p>Both Golding and Yates are to remain "rural" on the opposite side of the road, and as such full reconstruction to an urban standard is unnecessary.</p> <p>The provision of one side rural and one side urban is not uncommon and has been approved in other parts of Auckland in similar situations (for example Clarks Beach Precinct has a specific road cross section retaining rural (even adjacent to land which is still Future Urban zone).</p> <p>It is however recognised (and agreed) that to upgrade one side to urban the entire full width of the carriageway may need to be upgraded / reconstructed, however the provision of a kerb and channel on the other side is not considered to be required.</p> <p>Furthermore, the existing suite of provisions in the AUP is sufficient to manage the details such as pavement structure.⁴</p>

⁴ In addition to the rules listed under footnote 2 above, Appendix 15 Subdivision Information and Process also identifies in 15.2(2) that:
"In respect of new road assets, the 'concept design' (i.e. width and general layout) of any road intended to be vested in the Council will be assessed against the relevant provisions of E38 Subdivision - Urban and E39 Subdivision - Rural and any relevant codes of practice or engineering standards applicable at the time of the subdivision consent application. If a road is approved as part of a subdivision consent, the concept design (i.e. width and general layout) is deemed appropriate for vesting. The 'detailed design and asset specifications' (i.e. pavement thickness etc.) of the road will be considered during the subsequent engineering approvals process."

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HERITAGE AND ARCHAEOLOGY (SPECIALIST - ROBERT BRASSEY PRINCIPAL SPECIALIST CULTURAL HERITAGE, AUCKLAND COUNCIL HERITAGE UNIT)				
Non CI23(1) request matter/other comments				
<p>The Assessment of Environmental Effects (Sec. 6.13, p. 53) refers to Accidental Discovery Protocols in the Auckland Unitary Plan – Operative in Part.</p> <p>The Regional and District land disturbance chapters (E11 & E12) of the Unitary Plan contain an accidental discovery rule (ADR). ADRs also appear in the infrastructure and coastal chapters.</p> <p>Please note that the AEE should correctly refer to rules rather than protocols.</p>				Noted.
PLANNING, STATUTORY AND OTHER MATTERS				
P1	Land ownership	Please confirm what land parcels within the PPC area are controlled by the private plan change applicants.	To better understand the land ownership arrangement within the PPC area.	<p>Land ownership is not a relevant PPC matter and has no bearing on the assessment of effects, statutory assessment and/or section 32 assessments.</p> <p>The RMA does not preclude any application for re-zoning over land not in the ownership or control of the Applicant. The approach taken by the PPC applicants' is not to simply re-zone its own land but to identify a logical zone area based on resource management considerations.</p> <p>Similarly, when the Council notifies public plan changes it does not seek to own the land.</p> <p>This request is inappropriate and does not meet the requirements set by the RMA for Clause 23 requests.</p> <p>However, for information purposes only this has been provided below:</p> <p>Golding Meadow Developments Limited</p>

#	Category of information	Specific Request	Reasons for request	Applicant Response
				<ul style="list-style-type: none"> • 154 Golding Road (Lot 3 DP437089) • 156 Golding Road (Lot 1 DP 437089) • 158 Golding Road (Lot 2 DP 437089) • 162 Golding Road (Lot 5 DP 437089) <p>Auckland Trotting Club Incorporated</p> <ul style="list-style-type: none"> • 240 Station Road (Lot 1 DP 443991) • 242 Station Road (Lot 1 DP 97787) • 27 Yates Road (Lot 1 DP 62593) <p>Other parties not named as applicants but that actively support the PPC application and its progress are:</p> <p>Shen & Zheng Investments Limited</p> <ul style="list-style-type: none"> • 25 Royal Doulton Drive (Lot 8 DP 102609) <p>Shen Development Limited</p> <ul style="list-style-type: none"> • 27/27D Royal Doulton Drive (Lot 2 DP 147918)
P2	Consultation	Please clarify what alternative zonings were sought by the owners of 17 Royal Doulton Drive and 152 Golding Road and whether those have been options assessed as alternatives to the proposed zoning.	To obtain an understanding of effects on current landowners of proposed zonings.	In discussions prior to the lodgement of the application, the registered owners of 17 Royal Doulton Drive and 12 Golding Road expressed a desire that the entirety of their land be zoned Residential – Mixed Housing Urban. This scenario was not addressed as an alternative option.
P3	Consultation	Please clarify whether consultation has	While there is no requirement under Part 2 of the First Schedule to the RMA for a private plan change applicant to undertake any	Of the identified parties the following have <u>not</u> been consulted:

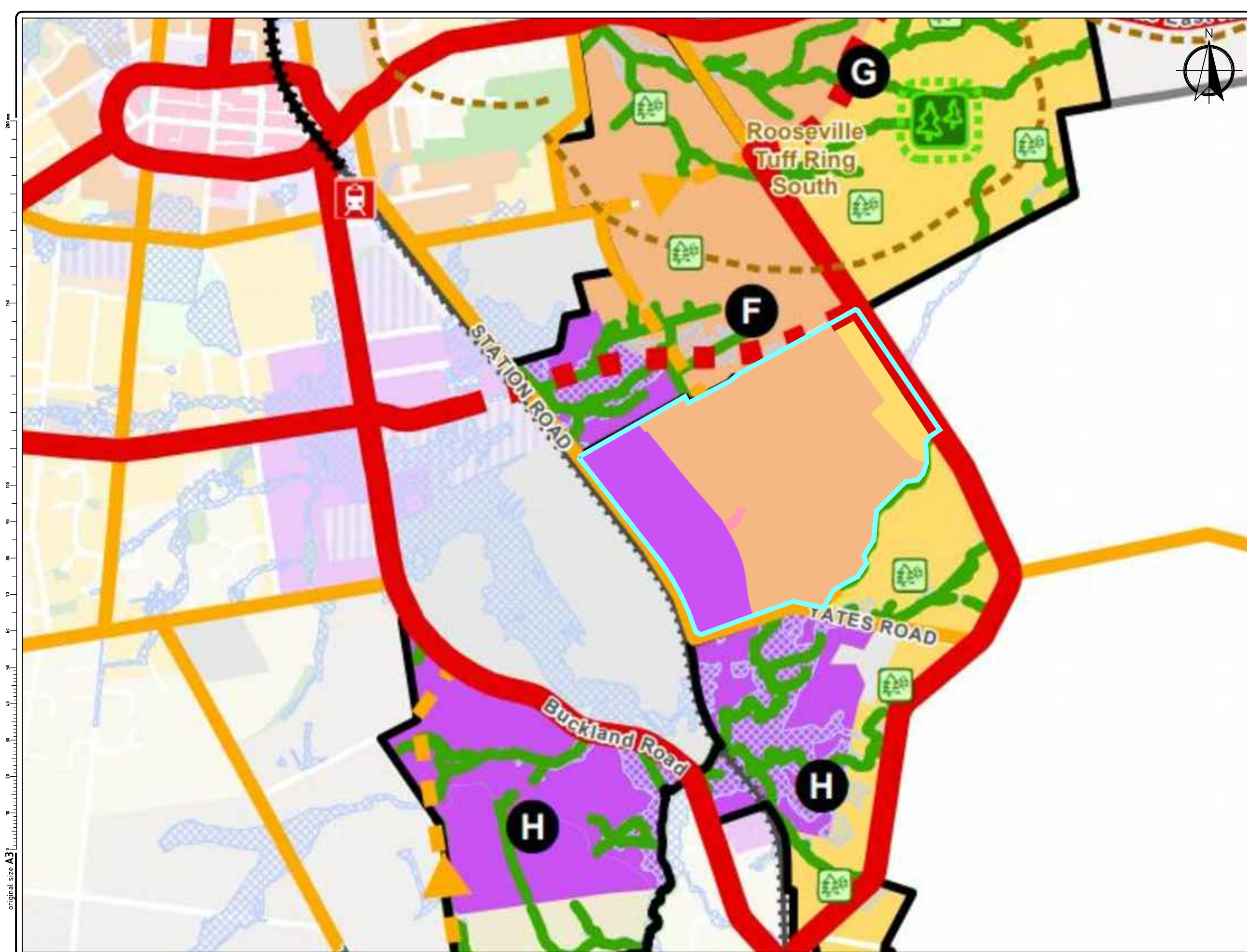
#	Category of information	Specific Request	Reasons for request	Applicant Response
		<p>been undertaken with the following parties:</p> <ul style="list-style-type: none"> • landowners adjoining or in the vicinity of the PPC area; • Waikato District Council • The Counties Racing Club Incorporated • Ministry of Education 	<p>consultation prior to making a private plan change request, it is nevertheless good practice in order to obtain an understanding of effects on potentially interested parties in the vicinity of the PPC area.</p>	<ul style="list-style-type: none"> • Adjoining landowners outside of the PPC area; • Ministry of Education; and • Waikato District Council. <p>The Counties Racing Club Incorporated (CRC)</p> <ul style="list-style-type: none"> • Please refer to the attached correspondence.
P4	Consultation	<p>Please provide an update on any responses received from Ngāti Te Ata Waiohū and Waikato -Tanui.</p>	<p>Responses from mana whenua are best known and understood at the earliest possible stage in the process and these parties have only recently been advised of the PPC.</p>	<p>No response from Ngāti Te Ata Waiohū, or Waikato -Tanui have been received to date.</p>
P5	Consultation	<p>Please clarify whether the New Zealand Transport</p>	<p>Given the PPC has consequences for trips generated on the current and future local and strategic network, it would be helpful to</p>	<p>No consultation has previously been undertaken with Waka Kotahi.</p>

#	Category of information	Specific Request	Reasons for request	Applicant Response
		Agency Waka Kotahi has been consulted with in the preparation of the PPC.	understand the extent of consultation undertaken with Waka Kotahi.	
P6	Power Supply	Please clarify whether a power supply can be provided to the PPC area.	It is noted that no confirmation had yet been given on this matter by Counties Power at the time of PPC lodgement.	Please refer to the attached letter from Counties Power.
P7	Integrated Planning approach	Please explain how staged development within the PPC areas will be interconnected to encourage transit-oriented development.	There is a lack of clarity about how to ensure that a well laid out, connected and safe network is provided from the outset so that access to public transport and active modes of transport can be supported.	This is a matter for resource consents to determine on a case by case basis. The Precinct Plan provides the framework for the development.
P8	Integrated Planning approach	Please confirm the "what", "how", "when" and "by whom" for the funding and delivery of all transport infrastructure and transport services required to support the PPC. If there is no	This information is required to better understand the transport effects and their management.	This is clear in the transport triggers provided in the PPC text. The delivery of these is a matters for resource consents where they relate to local effects on infrastructure.

#	Category of information	Specific Request	Reasons for request	Applicant Response
		<p>mechanism to deliver infrastructure that requires third party land, third party process, third party agreement, and/or third-party funding, then the reasonableness of assuming that this infrastructure will be available to support future development should be discussed.</p>		
P9	Education Facilities	<p>Please provide information on the adequacy of existing education facilities to cater for development under the proposed zonings.</p>	<p>Necessary to assess whether further facilities are required and if so the extent to which there can be confidence that they can / will be provided.</p>	<p>This is not up to the PPC applicant to determine, and a PPC applicant has no control over where and how the Ministry of Education decides to locate new schools.</p>
P9	Precinct Provisions	<p>Please comment further on the concern that no complaints covenants (as recommended in the Styles Group recommendations) are not</p>	<p>This approach has been adopted for other high noise creating activities. For example, D25 City Centre Port Noise Overlay includes the following requirement: -</p>	<p>No complaints covenants are considered unnecessary as the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) operates as a permitted activity and the Precinct proposes provisions (including the use of the Light Industry Zone) to address the noise from Pukekohe Park and to manage reverse sensitivity effects. This is different from the City Centre Port Noise Overlay where activities can be unable to mitigate the effects of the port, yet there are competing priorities for intensification and the operation of the port.</p>

#	Category of information	Specific Request	Reasons for request	Applicant Response
		considered appropriate.	<p>(6) Activities sensitive to noise must be subject to a restrictive no-complaint covenant in favour of Ports of Auckland Limited.</p> <p>Purpose: to avoid the potential for reverse sensitivity effects on the Port of Auckland.</p> <p>Note 1</p> <p>For the purposes of this rule a 'restrictive non-complaint covenant' is defined as a restrictive covenant registered on the Title to the property or a binding agreement to covenant, in favour of Ports of Auckland Limited, by the landowner (and binding any successors in title) not to complain as to noise generated by the lawful operation of the port. The restrictive no-complaint covenant is limited to the effects that could be lawfully generated by the activities at the time the agreement to covenant is entered into. This does not require the covenantor to forego any right to lodge submissions in respect of resource consent applications or plan changes in relation to port activities (although an individual restrictive non-complaint covenant may do so). The existence of covenant documents may be obtained from Ports of Auckland Limited, its solicitors, or in the case of registered covenants searching the Title to the relevant property.</p>	
P10	Precinct Provisions	Please clarify whether 14XX6.5 55 dBLAeq Noise Contour and Area A on the Precinct Plan rule (1) should refer to "sites" rather than "dwellings".	The reference to "dwellings" may be misinterpreted as meaning the interior of dwellings.	The reference to dwelling is considered to be appropriate as this relates to the activities that are permitted on each lot and opportunities for land use consents as part of integrated developments. The reference to a site, as defined by the AIP, would only relate to the existing Record of Title.
P11	Precinct Provisions	Please clarify whether 14XX6.5 55 dBLAeq Noise Contour and Area A on the Precinct Plan rule (3) assumes there will be no rear yard	It is not clear whether there may be potential for rear yards, and thus outdoor living areas, exposed to unreasonable noise.	As outlined in the lodged Acoustic Report, the opportunity to develop a perimeter block of buildings based on an urban block with buildings fronting the street and outdoor living areas in the rear yard allows the buildings to provide 'additional' acoustic attenuation to outdoor spaces.

#	Category of information	Specific Request	Reasons for request	Applicant Response
		not screened from the west by a dwelling on the same site.		
PL1 2	Connectivity to Rail Station	Please clarify whether consideration has been given to extending the infrastructure requirement in the precinct provisions to ensuring full pedestrian connectivity to the train station is in place before dwellings are established on the Site.	The proposed Precinct provisions include a number of transport infrastructure requirements prior to the establishment of dwellings on the Site (including - T2 - pedestrian connection to Station Road and to the nearest existing pedestrian footpath on the eastern side of station Road). Given the emphasis placed on the rationale for the MHU zoning in relation to connectivity to the train station, it will be helpful to understand why the provisions do not directly relate to the train station.	Station road is the connection to train station. The provisions seek to require a connection to the existing footpath on Station road, which in turn provides the direct connection to the train station.
P13	Precinct Provisions	Please clarify / correct Policy 10 and IXX6.4.2 Water Quality Rule (1).	It appears these provisions contain typographical errors.	Council is correct – this is an error.



KEY

Precinct Boundary	
Residential - Mixed Housing Suburban Zone	
Residential - Mixed Housing Urban Zone	
Business - Neighbourhood Centre Zone	
Business - Light Industry Zone	

NOTES:

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- 2) Roads shown are legal
- 3) Datum is arbitrary and subject to final survey
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Birch
surveyors

Property House
2A Wesley Street, Pukekohe
PO Box 475,
Pukekohe 2340

Ph: 09 237 1111
Fax: 09 238 0033
pukekohe@bslnz.com
www.birchsveyors.co.nz

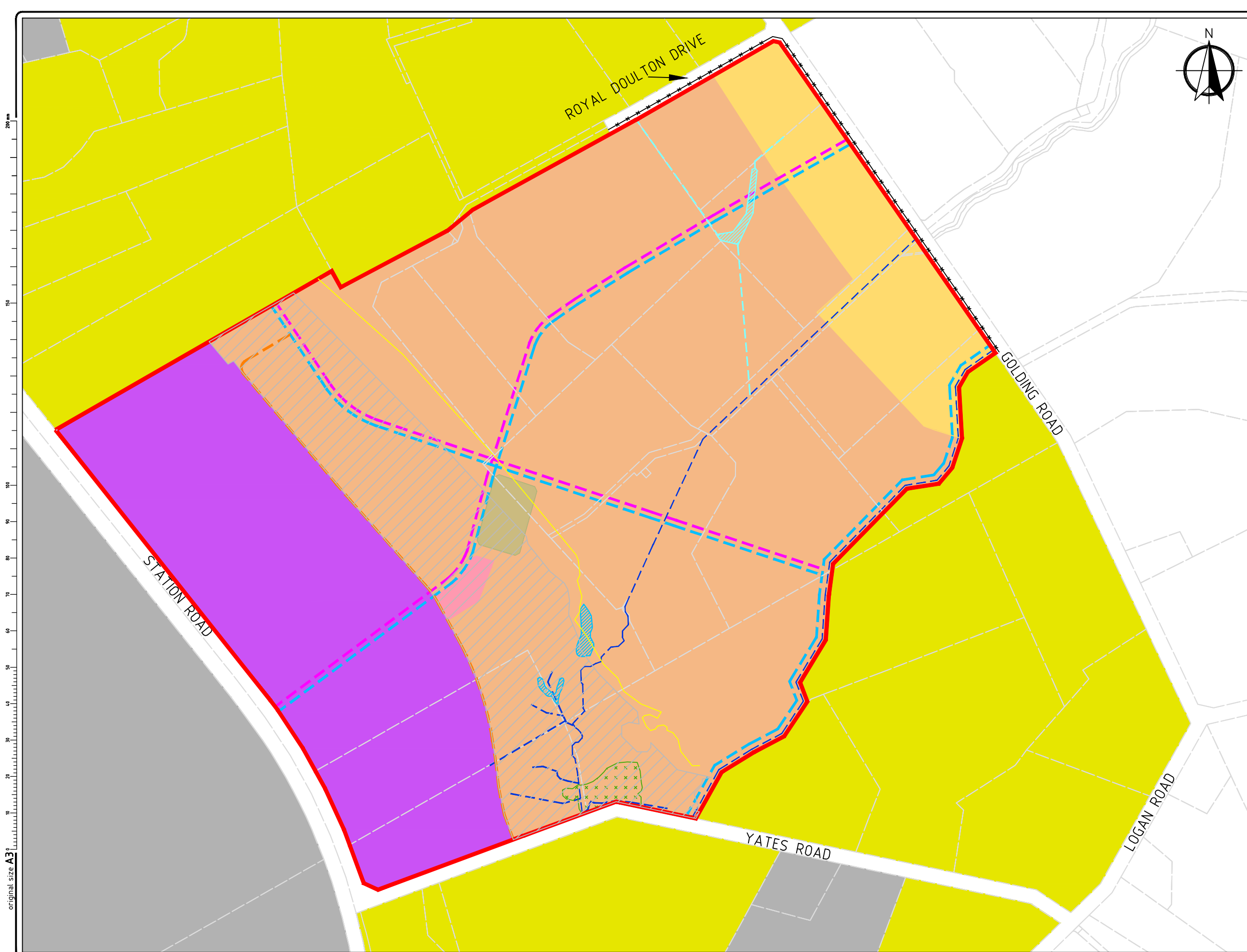
LOCAL AUTHORITY	AUCKLAND COUNCIL
PLANNING MAP	-
ZONING	FUTURE URBAN ZONE & MAJOR RECREATION FACILITY ZONE
ACTIVITY	-
COMPRISED IN	-
TOTAL AREA	82.6666ha
REGISTERED OWNERS	-

PROJECT NAME
**PRIVATE PLAN CHANGE PUKEKOHE GOLDING PRECINCT
GOLDING ROAD
PUKEKOHE**

Surveyed	Date	Project No.	4294		
Designed	Date				
Drawn	Date	REV.	BY	DATE	COMMENT
S.SHUKER	07/2021	A	SS	07/21	SP
Approved	Date				
PROJECT MANAGER					

TITLE
PUKEKOHE-PAERATA STRUCTURE PLAN

Drawing Name: F:\...CAD\CP 4294 H (PPSP INSERTION).dwg / SUBJECT TO FINAL SURVEY
Rev. A



KEY

Precinct Boundary	
Abuttal Boundaries	
Residential - Mixed Housing Suburban Zone	
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	
Proposed Significant Ecological Area	
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	

NOTES:

- 1) Areas and measurements are approximate only and subject to final survey
- 2) Roads shown are legal
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Property House
2A Wesley Street, Pukekohe
PO Box 475,
Pukekohe 2340

Ph: 09 237 1111
Fax: 09 238 0033
pukekohe@bslnz.com
www.birchsurveyors.co.nz

LOCAL AUTHORITY	AUCKLAND COUNCIL
PLANNING MAP	-
ZONING	FUTURE URBAN ZONE & MAJOR RECREATION FACILITY ZONE
ACTIVITY	-
COMPRISED IN	-
TOTAL AREA	82.6666ha
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
S.SHUKER	01/2019	J	SS 07/21 UPDATES
Approved	Date		
PROJECT MANAGER			

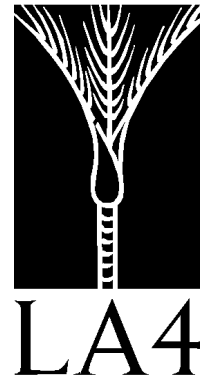
TITLE	PRECINCT PLAN
Drawing Name	F:\..CAD\CP 4294 J.dwg /
SUBJECT TO FINAL SURVEY	150
Rev.	J

Memo

To: Ms Renee Fraser-Smith
Town Planner
Tollemache Planning Consultants
Auckland

From: Rob Pryor
Director | NZILA Registered Landscape Architect
LA4 Landscape Architects Ltd

Date: 19 August 2021



Pukekohe Golding Precinct – Private Plan Change Clause 23: Landscape Review

Further to the clause 23 request from Auckland Council in regard to landscape and visual matters I provide the following comments.

Request UL5 Landscape Effects

The LVEA report's assessment of landscape effects refers to the outcomes achieved by the 'Indicative Concept Plan' (Para. 4.15, p.10), which is only provided for illustrative purposes and is only one outcome that may be achieved in relation to the PPC provisions. The report includes the proposed zone map (Appendix 1) and the indicative masterplan /concept plan (Appendix 2) but does not include the proposed Precinct Plan.

Please expand the analysis in the LVEA report so that it specifically relates to the proposed Precinct provisions rather than the concept plan.

Response:

There are a number of provisions within the I4XX. Pukekohe Golding Precinct to ensure a suitable level of landscape amenity would be achieved.

While there would be a loss in landscape character, the key methods of mitigating for this loss are to retain and enhance where possible existing landscape features and create a quality urban development which is anticipated by the relevant AUP planning strategies for the site. Although development enabled by the PPC would result in the loss of semi-rural characteristics there are number of positive landscape outcomes associated with the PPC.

The Precinct includes a Significant Ecological Area ('**SEA**') of approximately 0.44ha associated with a group of kahikatea trees adjoining Yates Road which is to be protected and enhanced.

The objectives and policies require the ecological values of streams, wetlands, and the significant ecological area to be protected and enhanced. I4XX.3. Policy 8 requires subdivision and development to plant the riparian margins of streams and wetlands and to provide at source hydrological mitigation, attenuation and quality treatment to prevent stream bank erosion and to enhance in-stream morphology, and stream and wetland water quality.

Standard I4XX.6.2 Riparian and Buffer Planting outlines the requirements including planting the riparian margins of any permanent or intermittent stream to a minimum width of 10m from the top of

the stream bank. There is also a requirement to plant the riparian margins of any natural wetland to a depth of 10m from the wetlands fullest extent. The margin of the SEA must also be planted to a minimum depth of 5m measured from the edge of the canopy. All planting is to be eco-sourced native vegetation densely planted at 1m spacings.

The riparian plantings along the stream corridor and wetlands would enhance the overall amenity and assist in the PPC areas integration with the surrounding semi-rural and urban area over time. Development enabled by the PPC would result in a change in landscape character, but would ensure a suitable level of amenity, albeit an urban, rather than a semi-rural character is achieved.

Request UL6 – Visual Effects

The LVEA does not assess the acoustic wall. It is noted that the wall may be in existence for some time prior to development of the Light Industry Zone occurring.

Please provide an assessment of the visual effects of the required acoustic wall.

Response:

The Precinct requires the construction of a 7m high 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 55dB LAeq noise contour illustrated on the Precinct Plan.

The acoustic barrier is to be located mid-block and runs approximately north-south as illustrated below.



Figure 6 The 'mid|block wall'

The wall would be located within the Light Industrial zoned land where large format warehouse type buildings are anticipated. Within this context the wall will not appear incongruous. Regardless of the duration of the wall, its visual amenity would not be dissimilar to a Light Industry zone permitted activity outcome.

Request UL7 – Visual Effects

Section 4 of the LVEA report sets out an assessment of visual effects experienced by those viewing the PPC area from outside the Site, however does not address this interface.

Please provide an analysis of potential visual amenity outcomes in relation to the interface between the proposed Business: Light Industry zone and the Residential: Mixed Housing Urban zone and advise whether any specific precinct provisions are recommended to address identified visual effects.

Response:

The AUP contains many residential areas adjacent to a Light Industrial zone without creating the additional need for new methods to manage effects at the interface. The LI zone provisions in Chapter H17 already include provision to manage this interface and these were deemed to be sufficient by the AUP Independent Hearing Panel. There is no justification why the PPC area should be treated differently to the rest of the Auckland Region.

Of relevance are that adverse effects on amenity values and the natural environment, both within the zone and on adjacent areas, are managed (Objective H17.2(3) and that development avoids, remedies or mitigates adverse effects on the amenity of adjacent public open spaces and residential zones (Objective H17.2(4). In addition, Policy H17.3 (4) requires development adjacent to open space zones, residential zones and special purpose zones to manage adverse amenity effects on those zones.



Rob J Pryor
Registered NZILA Landscape Architect
DIRECTOR



Dear Peter,

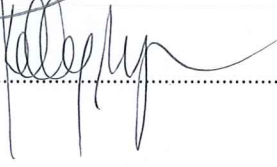
We are in the process of responding to your Clause 23 letter in respect of the Golding Road Plan Change.

We thought it would be helpful to specifically address the matters raised in items OS1 and OS 2 regarding the treatment of streams.

Kelly Bosgra and I are both Registered Professional Surveyors with Licensed Cadastral qualifications and both well experienced in assessing stream widths in accordance with the Survey regulations.

We have both closely assessed all of the streams within the extents of the Golding Meadows Plan Change Request and we are firmly of the view that none of the streams have an average width in excess of 3m.

Signed Sir William Birch, Registered Professional Surveyor, LCS, FNZIS.....

Signed by Kelly Bosgra, Registered Professional Surveyor. LCS, MNZIS

Dated 21st of July 2021

26 AUGUST 2021

JAMES OAKLEY
BIRCH SURVEYORS LTD
BY E-MAIL

Dear James

GOLDING ROAD PLAN CHANGE – COUNCIL CLAUSE 23 REQUEST

1. Thank you for providing me with the Council's request. You have asked me to respond to items UL3; UL4; and Non C123(1). I will provide my comments to each in turn.

UL3 - In a number of places (p.17 (k), p. 20(c), and p. 26(a), the UD assessment notes that an indicative location for a neighbourhood park is identified on the Precinct Plan.

2. At the time that I prepared my urban design report a neighbourhood park location was understood to be identified on the Precinct Plan, and it was located based on my concept plan. I supported this because in urban design terms such a park would be best-located at a relatively central point on the Site, relates to the stream network, the neighbourhood centre, and one of the key roads into the Site so as to make it as prominent and, one would hope, as widely-used as possible.
3. I acknowledge that the Council determines what open space reserves it seeks and where based on a number of considerations. At the time of my work, I only had available to me my own preferences and I was not informed of where (or if) the Council would seek a reserve on the Site. My enthusiasm for identifying the park on the Precinct Plan was ultimately in the hope of trying to ensure that the Council made what I consider to be the best decision by trying to influence its future decision.
4. On assessment of this and my thinking behind it, Tollemache Consulting Ltd determined that it was more appropriate to not indicate a park on the Precinct Plan. I do not consider it an essential matter in urban design terms and I

consider that there are a number of park configurations across the Site that could be acceptable depending on the adjoining subdivision pattern proposed at that time.

5. I remain of the opinion that the configuration I identified remains the optimal one in urban design terms.

UL4 - The UD assessment places considerable emphasis on the amenity role of the stream corridors that run through the Site and notes the value of providing street edges to these. It is noted that an indicative local road alignment on the western side of the southern stream edge is depicted on the Precinct Plan, however not the more central stream.

6. The streams will be a key amenity value shaper on the Site in a number of ways. Across the Site as a whole, the streams will shape the block and street pattern that eventuates, which will give contextual meaning and purpose to that pattern (i.e., it is not 'placelessly' derived from a generic grid or a random pattern). If the streams can be fronted with public roads, then they will provide a public amenity, and this would always be my preference. If the streams are backed onto, then they would provide additional private lot depth and visual amenity for residents.
7. The question of whether a stream will be backed onto or fronted onto is a result of many factors. First and foremost is whether a Council will accept a stream and riparian area as a drainage or utility reserve, or an Esplanade Reserve. That is not usually known until the time of a subdivision consent including by way of very detailed stream-width survey. If all or a majority of a stream is to be a public asset, then in my view the default response should be a park-edge road unless slope topography makes this impractical (this occurred in Flat Bush Stage 3). In this instance, my sense is that topography would not be a constraint on this Site. But if all or a majority of a stream and riparian edge is to remain in private ownership (and in Auckland I have experience of the Council turning down an offer of free land gifting, so as to facilitate a park-edge road, because of maintenance cost concerns), then it becomes much harder to find a plausible ownership structure for that if bisected from any other private land by a public road. In that scenario I would expect the stream to be generally backed onto.
8. In the concept plan, because I did not have information on precise stream widths or future Council ownership intent, and in part because the concept plan is a means of analytical design testing rather than an intended plan of actual subdivision, I 'covered all bases', by using it to test both scenarios. I do not agree that the concept plan can be used as a precise predictor of a future subdivision plan for the Site; that is why the Precinct Plan instead only focuses on key connections and elements.
9. However, I would not oppose Precinct provisions that promoted or encourage park-edge roads along public space edges where practicable to do so from the point of view of the overall neighbourhood structure.

Non CI23(1) - In relation to the indicative concept master plan the applicant is requested to explain:

a) The rationale or purpose of the large open space illustrated in Figure 4 below, with limited access from the north. And why is this open space not proposed as a suburb park?

10. The particular large open space in question was not conceived as a recreation park or space; it was shaped by Site contour and information from Birch Surveyors and my own site visit as a combination of swampy / wetland, and stormwater storage area. There is also an identified Significant Ecological Area in this part of the Site too. In summary it was envisaged less as a play space and more of a stormwater and ecological area.
11. The concept plan does not represent an intended subdivision design in this respect and would be the subject of a detailed survey and indication. But as a signal for what might be one possible outcome, I see it as nonetheless analytically valid.
12. In my opinion there is no need or benefit in a large recreation space in this location, and on the basis that it formed part of what an urban designer would term a “blue” network rather than a “green” one, I trust that this also makes the logic of the close-by neighbourhood park more apparent as well.

Please feel welcome to contact me should you wish to discuss any aspect of the above further.

Yours sincerely,



IAN MUNRO

urban planner and urban designer

B.Plan (Hons); M.Plan (Hons); M.Arch [Urban Design] (Hons); M.EnvLS (Hons); M.EngSt [Transport] (Hons); MNZPI

(e) ian@ianmunro.nz

(m) 021 900 993

Peter Reburn
Consultant Planner for Auckland Council

Peter Reburn: PeterR@catobolam.co.nz

Dear Peter,

I have been asked to respond to the request that you have made to Golding Meadows Development Ltd. (GMDL) and the Auckland Trotting Club (ATC) in respect of consultation with Counties Racing Club over the proposed Plan Change that have been submitted by these parties and others to the Auckland Council. See extract from your letter below.

P3	Consultation	Please clarify whether consultation has been undertaken with the following parties: <ul style="list-style-type: none"> landowners adjoining or in the vicinity of the PPC area; Waikato District Council The Counties Racing Club Incorporated Ministry of Education 	While there is no requirement under Part 2 of the First Schedule to the RMA for a private plan change applicant to undertake any consultation prior to making a private plan change request, it is nevertheless good practice in order to obtain an understanding of effects on potentially interested parties in the vicinity of the PPC area.
P4	Consultation	Please provide an update on any responses received from <u>Ngāi Te Ata Waiohū</u> and Waikato <u>Tanui</u> .	Responses from mana whenua are best known and understood at the earliest possible stage in the process and these parties have only recently been advised of the PPC.

As you may now be aware, Counties Racing Club (CRC) has merged with the Auckland Racing Club to form Auckland Thoroughbred Racing Inc (ATR), effective 1 August 2021. I am now writing as a director on behalf of that new amalgamated club.

On the 9th of August 2021 just after the merger was announced by both clubs a meeting was held at the Counties Racing Club premises at Pukekohe at which I was present along with Mr. Mark Chitty (Past President of the Counties Racing Club and now a Director of ATR) and Mr. John Crawford (Past Vice President of the CRC and now a director of the ATR).

Also present at the meeting was Mr. Rod Croon, President of the Auckland Trotting Club (ATC) and Mr. Graham Harford (Director and legal Counsel to the ATC). The purpose of the meeting was to discuss the Proposed Plan Change referred to above.

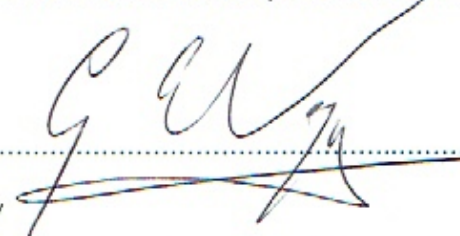
At the meeting also was Sir William Birch who is acting as a consultant for both parties (ATR and ATC) and he outlined the status of the Plan Change application and that you had requested in your letter to the applicants, clarification as to whether consultation had been held with the CRC. Sir William was able to respond to various questions about the details of the application and the parties confirmed that there existed a level of common interest between the two clubs as the CRC itself was in the process of seeking Plan Change consents from the Council, and ATR is continuing with those processes, in respect of land that is currently surplus to ATR's needs.

I am able to respond therefore as a director of ATR and project manager for the development currently being undertaken of the Pukekohe landholdings of ATR, that ATR is supportive of the development proposed by the ATC and GMDL.

I should also mention that following this meeting I organised a briefing by ATR directors for Mr. Bill Cashmore, Deputy Mayor and Mr. Andy Baker, Chairman of the Pukekohe Local

Area Board and discussed the ATR's medium and long term vision for the development of its Pukekohe landholdings.

If you are in need of further information please contact me at g.vazey@xtra.co.nz, phone 021 523 240. If I am not available, please contact Paul Wilcox, CEO of ATR, on 021 898 175.

Signed by.......... Date 26/8/21.....
Geoff Vazey

Project Manager for the Pukekohe landholdings of ATR
Director of Auckland Thoroughbred Racing Inc

3rd September 2021



Birch Surveyors Ltd
PO Box 475
Pukekohe 2340

Please quote reference
number **J20502**

Attention: James Oakley,

Dear James,

Re: Proposed subdivision at Golding Road, Pukekohe – Connection to the Electricity Network

Thank you for your enquiry regarding providing a network connection point for the new subdivision at Golding Road, Pukekohe.

- Lots – TBC
- Golding Road, Pukekohe.
- Provide single-phase 63A domestic point of connection.

We confirm that network connection points can be made available within the road reserve to serve this request; however, further technical assessment (including the number of connections) will be necessary to determine the extent and nature of the work required to do this. In addition, the connection of the lots to the electricity network will be further subject to compliance with the terms and conditions of the Electricity Network Provision and payment of a capital contribution towards the provision of the network connection points. This allows Counties Energy to appropriately invest in its network to ensure quality and security of supply for existing and future consumers.

If you would like a full quote for the above work, please visit our website at <https://www.countiesenergy.co.nz/forms/new-subdivision-request> and complete the online new subdivision request. The quote will outline the terms and conditions, payment instructions and is valid for 3 months.

Yours faithfully,

Holly Benadie

Customer Connections Co-Ordinator
Tel: (0800) 100 202
Email: customer.projects@countiesenergy.co.nz



Physical
14 Glasgow Road
Pukekohe 2120
New Zealand

Postal
Private Bag 4
Pukekohe 2340
New Zealand

**Energy
Reimagined**

0800 100 202
countiesenergy.co.nz

160

APPENDIX FOUR
SUBMISSIONS AND FURTHER SUBMISSIONS

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Jason Wu
Date: Tuesday, 29 March 2022 10:45:55 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jason Wu

Organisation name:

Agent's full name:

Email address: jasonrock83@hotmail.com

Contact phone number:

Postal address:
7 Skye Road

East Tamaki Heights
Auckland 2016

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:

Property address: 27B Royal Doulton Drive

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The stated properties (in the 'Details of amendments' section) should be included in the PPC to be rezoned from a 'Future Urban Zone' to a 'Mixed Housing Urban Zone'. More residential housing is needed under the Government's Resource Management Amendment Bill, which highlights the need for greater housing choice and affordability. Such rezoning will aid in the housing issues that is occurring in Auckland. This is especially a given as Pukekohe is undergoing rapid urbanisation and will act as a future satellite city for the inner Auckland area. Furthermore, we believe that that any zoning changes should match the surrounding area. One of the closest residential zones is on Birch Road. We believed that the land between Birch Road and Royal Doulton Road would be best suited for Mixed Housing Urban Zone and not any other zoning classifications. This is because other classifications would not suit the proposed changes. For example, a Light Industry Zone would not suit the land area given that such land will be adjacent to areas classified under a Mixed Housing Urban Zone. This would greatly disrupt the amenity and social values of the area if such rezoning occurs, hence why we have suggested a change to the mentioned properties into the PPC. These

properties are also suited under a Mixed Housing Urban Zone, given they are within close proximity to Pukekohe Town centre and the Pukekohe Rain station. This again, provides connectivity to the wider Auckland area. Appendix O (Urban design assessment and neighbourhood design statement), Section 6.2 is also relevant to these properties as they will contribute to the quality compact urban form sought for Auckland, and also both support and enhance Pukekohe's south-east." We also believe that many of the properties north of the PPC will be rezoned in the future anyway, hence we believe that rezoning now will speed up the process. Finally such changes will support the Pukekohe Area Plan, given the need to support land development around Pukekohe Train Station and provide for future growth.

1.1

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Changes are needed to include 25, 26A, 27B Royal Doulton Drive into the PPC. Details of reasoning is included in the "The reason for my or our views are " section

1.2

Submission date: 29 March 2022

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - zhi hui zhong
Date: Wednesday, 30 March 2022 12:31:33 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: zhi hui zhong

Organisation name:

Agent's full name:

Email address: waizhong123@icloud.com

Contact phone number:

Postal address:
112 pukekohe east road
pukekohe
auckland 2677

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:
i am ok with the approved plan

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
supporting the plan

I or we seek the following decision by council: Approve the plan change without any amendments

2.1

Details of amendments:

Submission date: 30 March 2022

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Christine Montagna
Date: Thursday, 14 April 2022 3:01:15 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Christine Montagna

Organisation name:

Agent's full name:

Email address: c.montagna@xtra.co.nz

Contact phone number: 027 2745893

Postal address:

245 Logan Road Pukekohe 2120

Pukekohe

Auckland 2677

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:

Golding Road Private Plan Change BSL Ref: 4294

Golding Road and Station Road, Pukekohe

Property address: Golding Road Private Plan Change BSL Ref: 4294 Golding Road and Station Road, Pukekohe

Map or maps:

Other provisions:

We oppose the rezoning of the 82.66ha (approximately) site from Future Urban Zone ("FUZ") and Special

Purpose— Major Recreation Facility Zone ("SP-MRFZ")

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

The trotting industry in Franklin creates jobs and removal of it will be a massive loss to Franklin

3.1

I or we seek the following decision by council: Decline the plan change

Submission date: 14 April 2022

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?
Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Bronwyn maclean
Date: Saturday, 16 April 2022 10:31:01 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Bronwyn maclean
 Organisation name:
 Agent's full name:
 Email address: bronwyn.mcmurtry@gmail.com
 Contact phone number:
 Postal address:
 606f waiuku road
 Pukekohe
 Auckland 2678

Submission details

This is a submission to:

Plan change number: Plan Change 74
 Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:
 All the submission for the plans to be changed

Property address:

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

Couple reasons pukekohe is growing rapidly and in future we will need large green spaces so need to protect them now.

Also pukekohe harness track is the heart for old and young trainers without the pukekohe track. Most upincomin/ small trainers/old trainers will become a casualty and most will lose they livelihoods by not being able to afford a track of there own.

4.1

I or we seek the following decision by council: Decline the plan change

Submission date: 16 April 2022

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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NGĀTI TE ATA

“Ka whiti te ra ki tua o rehua ka ara a Kaiwhare i te rua”

20th April 2022

SUBMISSION REGARDING Auckland Unitary Plan PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

To: Auckland Council (John Duguid Manager – Plans & Places)

To: Birch Surveyors

Name of Submitter: Ngāti Te Ata (the **Submitter**)

INTRODUCTION

1. This is a submission regarding a proposal that relates to 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. The proposal seeks to rezone the land 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).

SUBMISSION

2. Ngāti Te Ata have a long traditional and historic relationship to the Pukekohe district. We are one of the two manawhenua iwi here.
3. Ngāti Te Ata were never adequately consulted with.
4. Ngāti Te Ata considers that the proposal is inconsistent with the RMA, and in particular Part 2. Specifically, is inconsistent with:
 - a. Section 6(e) the relationship of Māori and their culture and traditions with their ancestral lands, water, sites, wāhi tapu, and other taonga.
 - b. Section 6(f) which states that historic heritage is to be protected from inappropriate subdivision, use and development;
 - c. Section 7(a) which requires all persons exercising functions and powers under the RMA to have particular regard to kaitiakitanga; and
 - d. Section 8 which requires all persons exercising functions and powers under the RMA to take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

e. Section 88 4th schedule (d) which states:

*Matters that must be addressed by assessment of environmental effects (1) An assessment of the activity's effects on the environment must address the following matters: (a) any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects: (b) any physical effect on the locality, including any landscape and visual effects: (c) any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity: (d) any effect on natural and physical resources having aesthetic, recreational, scientific, **historical, spiritual, or cultural value**, or other special value, for present or future generations:*

RELIEF

5. That a Cultural Values Assessment is undertaken by Ngāti Te Ata to ascertain the the Ngāti Te Ata history, cultural values and iwi environmental preferences regarding the proposed plan change development. | 5.1
6. The Submitter seeks the following decision from Auckland Council:
- (a) **Reject the Application** unless the issues addressed in this submission can be adequately addressed.
7. The Submitter wishes to be heard in support of their submission.

20th April 2022



Karl Flavell
Te Taiao (Manager Environment)
On behalf of Ngāti Te Ata (Iwi)
Po Box 437
Pukekohe

Ph: 027 9328998
karl_flavell@hotmail.com



The Pukekohe Sign opening with Ngaati Te Ata Waiohua, Auckland Transport and the Franklin Local Board.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Shaojie Zheng
Date: Wednesday, 20 April 2022 10:45:25 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Shaojie Zheng

Organisation name:

Agent's full name:

Email address: charlie@fruitworld.co.nz

Contact phone number:

Postal address:

Pukekohe

Manukau

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:

Plan change seeking to rezone approximately 82.66 hectares of land in Golding Road, Pukekohe from Future Urban Zone and Special Purpose - Major Recreation Facility Zone (Franklin Trotting Club Precinct) to a combination of Business - Light Industry Zone, Residential - Mixed Housing Urban Zone and Neighbouring Centre Zone in the Auckland Unitary Plan Operative in Part.

Property address: I am the property owner of 108A Golding Road, Pukekohe.

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

We believe the area would benefit greatly from developing into a combination of business/ light industry zone/ residential/ mixed housing urban zone and this is the next best logical step. This will benefit both current and future generations.

6.1

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 20 April 2022

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? Yes

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

Vicky Maree Roose (Jamieson)

Organisation Name (if submission is made on behalf of Organisation)

Address for service of Submitter

208 Tuhimata Road RD2 Drury 2578

Telephone:

027 5384911

Fax/Email:

vmroose@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PC 74

Plan Change/Variation Name

Golding Meadows and Auckland Trotting Club Inc

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

I support the submissions PC74 in its present form.

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

I support the submissions in its present form.

7.1

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

Accept the proposed plan change / variation with amendments as outlined below

Decline the proposed plan change / variation

If the proposed plan change / variation is not declined, then amend it as outlined below.

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

[Signature]
Signature of Submitter

21/4/2022
Date

(or person authorised to sign on behalf of submitter)

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could /could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Richard Peter Barton Holst
Date: Friday, 22 April 2022 12:16:07 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Richard Peter Barton Holst

Organisation name: Franklin A & P Society

Agent's full name:

Email address: accounts@pukekoheshowgrounds.co.nz

Contact phone number:

Postal address:

PO Box 32

Pukekohe

Auckland 2340

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:

Property address: 58 Station Road, Pukekohe

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

The Franklin A & P Society sees an indirect benefit to the Society by the proposed changes in an increase in visibility, foot traffic and benefit to the current facilities at the grounds.

8.1

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 22 April 2022

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Christine Montagna
Date: Friday, 22 April 2022 10:01:09 am
Attachments: [Petition.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Christine Montagna

Organisation name: Save Pukekohe Park Petition

Agent's full name: Christine Montagna

Email address: c.montagna@xtra.co.nz

Contact phone number: 027 2745893

Postal address:
 245 Logan Road Pukekohe 2677
 Pukekohe
 Waikato 2677

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road)are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club.

While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

,

Property address: Golding Road Private Plan Change BSL Ref: 4294 Golding Road and Station Road, Pukekohe

Map or maps:

Other provisions:

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road)are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club.

While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

,

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

9.1

The reason for my or our views are:

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road)are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club.

While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

,

I or we seek the following decision by council: Decline the plan change

Submission date: 22 April 2022

Supporting documents

Petition.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

- SAVE Pukekohe Park -

PETITION

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road/jare supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club. While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

NAME:	ADDRESS:	PHONE:
Jennifer Stott	4 Ravello Rise Flatbush	021 853 0915
Patrick Burns	112/24 HAMILTON RD.	021 355 029
Karen Jacobs	30 Ina Ville Drive	021 747159
Wen, Ga	Huntington Park	022 39 6446
Lisa Elbertse	21 Haybridge St, Manurewa	021 501228
Kunal Rao	13 St Leonards Road KELSTON	021 06 22268
Vinuka Singh	12A/132 Starcombe Rd, Flatbush	021 2644243
Gail Herbert	17 Dennis Ave Hillpark	021 230 51 40
SIAN KNIGHT	1/2 BURUNDI AVE, CLendon PARK	021 0462251
Rita TOFA	26 TYRONE ST, OTARA	022 0938629
Jaimee Riddell	13 Dalry Place, Mangere Bridge	021 033 9994
Steve Cameron	13 Dalry Place, Mangere Bridge	021 167 8756
M Wata	48 Storex Rd, Papakatoe	022 045 2216
C. Ruda	69 Beeston Cres, Manurewa	021 286 5882
J. Knight	14 Everlea Pl, Alfriston	021 02622712
K. Jay	6 Harbord Place Waiuku	021 02601246
Bred Hall	58 Puketutu Road Bombay	09 26 21 705

- SAVE Pukekohe Park- PETITION

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road/jare supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club. While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

NAME:	ADDRESS:	PHONE:
Harry Sinfield	29 Carlton Rd	021 081 23372
Emma Smith	29 Carlton Rd	0274494052
Lisa Robertson	4 Moloney Terrace, Pukekohe	021 547 271
Karen Scott	96 Bombay Rd	0213 79 280
Keith Witham	621 Arama Rd	09 294 6679
Bob Nikiel	Pukekohe	0273680623
Oliver Pickford	10a Bledisloe Court	0210585492
Tomato	Home House	
Nina Mackenzie	Onehunga	0211367364
Renee Robertson	Laurelwood Ave, Pukekohe	0275333077
Jay Williams	Jackies Pl Pukekohe	0211542494
Sue Beebe	35 Arzac Rd Pukekohe	0274883313
Mark Aldercrest	14B Karana Rd Mangakangi	0276030300
Sheena O'Flaherty	67 Princes St, Pukekohe	021 251 0008
Ross Fitch	51 Elm	
M. Grackebusch	Te Hiku	0210710455
Christine Barnes	} Karaka North Road Karaka	021619589
Mike Barnes		0272790859

- SAVE Pukekohe Park - PETITION

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road)are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club. While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

NAME:	ADDRESS:	PHONE:
Speeg	33 Max Street Dr. Pukekohe	0211277100
Ella Keppel	34 Mahi rd	0211400488
Sam M	391 Razorback Road	022 3669769
MaKenzie	509 Tasman Street	02102279350
Dyal Sutherland	30 Ina Ville Drive	022 362 0508
Caleb Breen	1 Dione Place	0212170634
Jordan Bennenbroek	154 Schaeffer road	0226007086
Nick PAKAD	31 prospect tce	021-100-0040
TEKURA BREEN	1 Dione Pl	0212170631
Carol Breen	1 Dione Pl	0210542951
William Breen	1 Dione Pl	09 2730289
Marie Breen	1 Dione Place	09 2730289
Adam Gade	259 Parker Lane	02102896787
Laura Donnan	60 Elizabeth St	027 2704856
David Van Dam	28 Martyn Wright Road	021 2992229
Shannon Wharke	18 John Street, Pukekohe	021624291
Charmaine Mullan	2394 Great South Road, Pukekohe	0211696636
Blake Clarke	2394 Great South Road Pukekohe	0211109228
Jay Gering	246 Wairamarama Road	027 7014282
Gabriel Milite	763 Ararimu Road Drury	027988410
Shellee Milite	763 Ararimu Road Drury	"

- SAVE Pukekohe Park-

PETITION

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road/jare supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club. While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

NAME:	ADDRESS:	PHONE:
Lynette Harris	Tahiki Rd Clarks Beach	021 76 85 19
John McFarlane	161 Pukekohe Rd	021 222 0574
Julie Bevan	111 Pukekohe Rd	027 813 8265
Conrad Beuidenthal	Edwards Court, Pukekohe	021 221 8682
Diana Bruin	Patumahoe	027 6 2800
Nancy McFarlane	111 Pukekohe Rd	027 561 1144
Vicky Dillon	715 Cape Hill Rd	021 027 10152
Lalerie Fernandes	715 Cape Hill Rd	021 299 9511
Susan Carr	8 Crater Rd	027 676 7772
Aren Lytollis	14 Belwyn Ave Takanini	027 410 9681
ANNE LINTON	393 HWY RD TITIRANGI	021 348 960
Shley Barry	West Street Pukekohe	021 167 9227
Maui Doolop	14 Millbrook Drive, Waikeru	09 235 8935
Shley Barrett	8 Edwards Ct, Pukekohe	027 224 5447
Julia Wang	40A Pieni Road, Pukekohe	021 062 6545
Kirsten Seamer	10 Cameron Town Rd Pukekohe	027 488 6945
William Staddon	3341 Mill Rd Takanini 2578	021 456 4288
Andra Seamer	166 Logan Rd Pukekohe	027 206 1302

- SAVE Pukekohe Park - PETITION

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road)are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club. While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.



NAME:	ADDRESS:	PHONE:
ANISON GREEN	Rouman	02102927656
Davinia Green	Pukekohe	02108567637
Devin Halford	Kingseat	02102937899
Alison Daldy	Pukekohe	0272777262
BROOKLYN WATSON	Pukekohe	0211506156
Faye Smith	Pukekohe	0211175286
Marta Dunford	Pukekohe	021722735
Karina Chapman	Pukekohe	0211678756
Maria O'Connor	Pukekohe	0210683852
Clare Kirby	Pukekohe	0221220100
Kevin Thurston	Dunwo	0274328861
Kerit Putley Bros	Pukekohe	092363591
Mel Skelton	Pukekohe	092391128
Nadia Wynnell	Pukekohe	02108246547
Ray Nelson	Pukekohe	0274733402
Lyn Hickey	Pukekohe	02133715
#		

- SAVE Pukekohe Park -

PETITION

As the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road, are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club.

While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

NAME:	ADDRESS:	PHONE:
Sustin Joseph	13 Edinburgh Street	09233 7079
Chris Pl...	7 Beach Road	021 156 1000
Rhys Lawitz	50 Logan Road Puke	021 110 997 800
Sam Szoli	72 McRobbie Road Kingseat	021 776 2041
Thomas Mort	24 Gibson Road Tukuru	21821 6656
Tehno Jensen	63 Edinburgh Street	04233 7074
Eva Nakhle	Hill Road the Gardens	
Marion Reddick	168 State Highway two	092326570

- SAVE Pukekohe Park -

PETITION

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club.

While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

NAME:	ADDRESS:	PHONE:
Nikayla Hocking	15a Anzac road Pukekohe	0223983741
Raman Kumar	1-34 Riverton Dr Manurewa	0210337741
Chris Baxine	3 Albert Street, Pukekohe	0226183069
Hannah Morgen	105 Pearson road Portmatua	0211025669
Tayla Brown	108A Papatata Rd, RD1, Bombay	0211455120
Michael Coffin	67a Harrisville Road -	021 265 5919
Kylie Northwood	99 Kitehere Rd - Waiuku	0223647575
Ian Pool	Due to privacy not putting this	
Richard Brown	108A Papatata Rd, RD1, Bombay	0272380403
Lisa Brown	108A Papatata Rd, RD1, Bombay	0272519974

- SAVE Pukekohe Park - PETITION

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club. While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

[Redacted area]

NAME:	ADDRESS:	PHONE:
Steven Warwick Duncan	1951 Burchvill Rd	09 238 3150
[Signature]	1781 Miranda Rd	027 2796607
[Signature]	111 Swanson Rd Mendon	09 8371002

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NAME:	ADDRESS:	PHONE:
Diane	10 Wille Pl.	2666891

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NAME:	ADDRESS:	PHONE:
Karen Fletcher	41 Cliff Road	0274590182
Matthew Clark	99e Seagrave Rd	0224293944

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Lynette Joseph	16 Aufidius Place	022 319 9707
Joseph Joseph	16 Aufidius Place	022 319 9707
Sustine Joseph	63 Edwington Street	022 0988 7077
Dayna Thompson	98 Geaon Road	02108187640

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NAME:	ADDRESS:	PHONE:
Maria Bural	189 Walkers Rd Karaka	2922912
Michelle Engelbrecht	54A Racecourse Rd Waiuku	09 2350970

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Stacey Bates	133 Ramway Rd, Pukekohe	2371022
Gabriel Milite	763 Ararimu Road Ararimu	2948090
Nikki Morris	67 Miller Rd, Mangere Bridge	5294769
Ben Jamson	67 Miller Rd, Mangere	5294769
Amber Simmonds	40 Greenhill cres	0212752705
Haylee-Jane Turner	4A unit 1 Tawariki St Porsonby Auckland	0218065491
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James Davidson	21 Amberley Ln Sand Bay	0274985239
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a. Millar	109 Runciman Rd RD2 Pukekohe	092383096
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Jason Ratcliff	67 Miller Rd, Mangere Bridge	02102582001
Brian Edge	67 Miller Rd, Manger Bridge	0212397244
Sarah Gregory	2131 Sadiace Way Brans Bay	0272159126
Brett Jones	69 Park Rd, Tihirangi	021682616
Nugina Lala	7 King Edward Ave Epsom	0210358017
Victor LaBarki	1/2 Kearney Place Massey, Auckland	0211122843
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REINIER VAN SIEDEN	132 SEDDON STR, PUKEKOHE	0216689574
Karen Reyncke	110 Vic Str West Pukekohe	02102678380
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Stacey Bates	135 Taramway Rd, Pukekohe	23711022
Gabriel Milite	768 Ararimu Road Ararimu	29488090
W.P.B. Morris	67 Miller Rd, Mangere Bridge	5394769
Ben Jamson	67 Miller Rd, Mangere	5394769
Anita Swainson	40 Greenhill cres	0212752705
Hylce-pere Turner	44 unit 1 Towan Rd of personly Ardmore	0212650491
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Liamson	21 Rumble Lane	0274488239

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NAME:	ADDRESS:	PHONE:
Christine Rose	355 Foster Rd, RDI Kumeu	4125268
Virginia Woodf	14 Woodhall Rd, Epsom	021630161

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Robert Hart
Date: Friday, 22 April 2022 2:46:04 pm
Attachments: [Petition_20220422143507.801.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Robert Hart

Organisation name: Save Pukekohe Park Petition

Agent's full name: Christine Montagna

Email address: bob.hart@raywhite.com

Contact phone number: 027 2745893

Postal address:
bob.hart@raywhite.com
Waikato
Waikato 2121

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road)are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club.

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Property address: Golding Road Private Plan Change BSL Ref: 4294 Golding Road and Station Road, Pukekohe

Map or maps:

Other provisions:

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road)are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club.

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Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road)are supportive of the Equine, Farming and rural activities that occur in this environment which are supported or facilitated by The Auckland Trotting Club.

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I or we seek the following decision by council: Decline the plan change

Submission date: 22 April 2022

Supporting documents

Petition_20220422143507.801.pdf

Attend a hearing

Do you wish to be heard in support of your submission? Yes

Would you consider presenting a joint case at a hearing if others have made a similar submission?

Yes

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

- SAVE Auckland Trotting Park -

PETITION

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NAME:	ADDRESS:	PHONE:
Jennifer Stott	4 Ravello Rise Flatbush	021 853 0915
Patrick Burns	112/26 HAMILTON RD.	021 355 029
Karen Jacobs	30 Ina Ville Drive	021 747159
Wen, Ga	Huntington Park	022 39 6446
Lisa Elbertse	21 Haybridge St, Manurewa	021 501228
Kunal Rao	13 St Leonards Road KELSTON	021 06 22268
Vinuka Singh	12A/132 Starcombe Rd, Flatbush	021 2644243
Gail Herbert	17 Dennis Ave Hillpark	021 230 51 40
SIAN KNIGHT	1/2 BURUNDI AVE, CLENDON PARK	021 0462251
Rita TOFA	26 TYRONE ST, OTARA	022 0938629
Jaimee Riddell	13 Dalry Place, Mangere Bridge	021 033 9994
Steve Cameron	13 Dalry Place, Mangere Bridge	021 167 8756
M Wata	48 Storex Rd, Papakatoe	022 045 2216
C. Ruda	69 Beeston Cres, Manurewa	021 286 5882
J. Knight	14 Everlea Pl, Alfriston	021 02622712
K. Jay	6 Harbord Place Waiwaka	021 02601246
Bred Hall	58 Ruketuru Road Bombay	09 26 21 705

- SAVE Auckland Trotting Park- PETITION

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NAME:	ADDRESS:	PHONE:
Harry Sinfield	29 Carlton Rd	021 081 23372
Emma Smith	29 Carlton Rd	0274494052
Lisa Robertson	4 Moloney Terrace, Pukekohe	021 547 271
Karen Scott	96 Bombay Rd	0213 79 280
Keith Witham	621 Arama Rd	09 294 6679
Bob Nikiel	Pukekohe	0273680623
Oliver Pickford	10a Bledisloe Court A	0210585492
Tomato	Home House	
Nina Mackenzie	Onehunga	0211367364
Renee Robertson	Laurelwood Ave, Pukekohe	0275333077
Jay Williams	Jackies Pl Pukekohe	0211542494
Sue Beebe	35 Arzac Rd Pukekohe	0274883313
Mark Alderrestre	14B Karana Rd Mangakangi	0276030300
Sheena O'Flaherty	67 Princes St, Pukekohe	021 251 0008
Ross Fitch	51 Elm	
M. Grackebusch	Te Hiku	0210710455
Christine Barnes	} Karaka North Road Karaka	021619589
Mike Barnes		0272790859

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NAME:	ADDRESS:	PHONE:
Speeg	33 Max Street Dr. Pukekohe	0211277100
Ella Keppel	34 Mahi rd	0211400488
Sam M	391 Razorback Road	022 3669769
Marking	509 Tasman Street	02102279350
Dyal Sutherland	30 Ina Ville Drive	022 362 0508
Caleb Breen	1 Dione Place	0212170634
Jordan Bennenbroek	154 Schaeffer road	0226007086
Nick PAKAD	31 prospect tree	021-100-0040
TEKURA BREEN	1 Dione Pl	0212170631
Carol Breen	1 Dione Pl	0210542951
William Breen	1 Dione Pl	09 2730289
Marie Breen	1 Dione Place	09 2730289
Adam Gade	259 Parker Lane	02102896787
Laura Donnan	60 Elizabeth St	027 2704556
David Van Dam	28 Martyn Wright Road	021 2992229
Shannon Wharke	18 John Street, Pukekohe	021624291
Charmaine Mullan	2394 Great South Road, Pukekohe	0211696636
Blake Clarke	2394 Great South Road Pukekohe	0211109228
Jay Gering	246 Wairamarama Road	027 7014282
Gabriel Milite	763 Ararimu Road Dring	027988410
Shellee Milite	763 Ararimu Road Dring	"

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NAME:	ADDRESS:	PHONE:
Lynette Harris	Tahiki Rd Clarks Beach	021 76 85 19
John McFarlane	161 Ruislip	021 222 0574
Judith Beaman	1111m Rd 3 - 1614m Rd	027 813 8265
Conrad Beuidenthal	Edwards Court, Pukekohe	021 221 8682
Diana Bruin	Patumahoe	027 6 2800
Nancy McGeck	1111m Rd 3 - 1614m Rd	027 561 1144
Vicky Dillon	715 Cape Hill Bl	021 027 10152
Lalerie Fernandes	715 Cape Hill Rd	021 299 9511
Susan Carr	8 Crater Rd	027 676 7772
Aren Lytollis	14 Belwyn Ave Takarangi	027 410 9681
ANNE WINTON	393 HWY RD TITIRANGI	021 348 960
Shley Barry	West Street Pukekohe	021 167 9227
Ma Doolp	14 Millbrook Drive, Waikeru	09 235 8935
Shley Barrett	8 Edwards Ct, Pukekohe	027 224 5447
Julia Wang	40A Pieni Road, Pukekohe	021 062 6545
Kirsten Seamer	10 Cameron Town Rd Pukekohe	027 488 6945
William Staddon	3341m Rd 3 - 1614m Rd Takarangi 2576	021 456 4288
Andra Seamer	166 Logan Rd Pukekohe	027 206 1302

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NAME:	ADDRESS:	PHONE:
ANISON GREEN	Rouman	02102927656
Davinia Green	Pukekohe	02108567637
Devin Halford	Kingseat	02102937899
Alison Daldy	Pukekohe	0272777262
BROOKLYN WATSON	Pukekohe	0211506156
Faye Smith	Pukekohe	0211175286
Marta Dunford	Pukekohe	021722735
Karina Chapman	Pukekohe	0211678756
Maria O'Connor	Pukekohe	0210683852
Clare Kirby	Pukekohe	0221220100
Kevin Thurston	Dunwo	0274328861
Kerit Putley Bros	Pukekohe	092363591
Mel Skelton	Pukekohe	092391128
Nadia Wynnell	Pukekohe	02108246547
Ray Nelson	Pukekohe	0274733402
Lyn Hickey	Pukekohe	02133715
#		

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NAME:	ADDRESS:	PHONE:
Susan Joseph	13 Edinburgh Street	09233 7079
Chris P.	7 Beach Road	02155 1000
Ally D.	50 Logan Road Puke	0211059780
Sam Szoli	72 McRobbie Road Kingscliff	0210762041
Thomas Mordert	24 Gibson Road Turakau	218216656
Debra Jensen	63 Edinburgh Street	09233 7079
Anna Nakhle	Hill Road the Gardens	
Marion Reddick	168 State Highway two	092326570


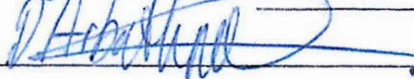
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NAME:	ADDRESS:	PHONE:
Nikayla Hocking	15a Anzac road Pukekohe	0223983741
Raman Kumar	1-34 Riverston Dr Manurewa	0210337741
Chris Baxine	3 Albert Street, Pukekohe	0226183060
Hannah Morgen	105 Pearson road Portmatua	0211025665
Tayla Brown	108A Papanata Rd, RD1, Bombay	0211455120
Michael Coffin	67a Harrisville Road	021 265 5919
Kylie Northwood	99 Kitehere Rd - Waiuku	0223647575
Ian Pool	Due to privacy not putting this	
Richard Brown	108A Papanata Rd, RD1, Bombay	0272380403
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Gabriel Milite	763 Ararimu Road Ararimu	2948090
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Ben Jamison	67 Miller Rd, Mangere	5394769
Anita Swainson	40 Greenhill cres	0212752705
Alice-Jane Turner	44 and 1 Towhee St. Porosmy Aukland	0212650491
Gavin Neumann	38 Bright St Eden Terrace	
Imogen Cameron	21 Cambridge Ave Goodwood	0274485239

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NAME:	ADDRESS:	PHONE:
Christine Rose	355 Foster Rd, RDI Kumeu	412 5268
Virginia Woolf	14 Woodhall Rd, Epsom	021 630 161

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Peter Francis Montagna
Date: Friday, 22 April 2022 11:31:47 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Peter Francis Montagna

Organisation name:

Agent's full name:

Email address: peter@blackwoodlegal.co.nz

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:

Property address: 245 Logan Road and 205 Golding Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:

The rural zoning that encompasses this area is and always has been appropriate, given that it has for generations enabled a thriving rural lifestyle for all, from dairy farmers to market gardens and orchardists. The preservation of the fertile AA soils, wildlife and flora and fauna in this area continue to be lost due to the continued expansion of the area. If this plan change was permitted this lifestyle would undoubtedly be lost if there was to be any subdivision of this area, let alone to the proposed extent of development set out in the plan. Given the opposite side of the road is governed by the Waikato District Council who have recently declined similiar proposed plan changes to retain the rural aesthetics of the area.

10.1

I or we seek the following decision by council: Decline the plan change

Submission date: 22 April 2022

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[Find out more about Auckland Council's Election](#)



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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Patrica Makene
Date: Monday, 25 April 2022 8:30:26 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Patrica Makene

Organisation name:

Agent's full name:

Email address:

Contact phone number:

Postal address:
P O Box 86
Pukekohe
South Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:
Private Plan change 74 Pukekohe Golding Precinct

Property address: Yates Road, Golding Road, Pukekohe

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we oppose the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

This is a special recreational zone has safe environment and employment to over 100's of people with their families. Many casuals use this facility also travelling from far and wide. There is NO alternative. Employment and a huge export industry is important to the area.

Mr Croons or the board have not got the backing of the members or stake holders in this rezoning or the financial means to do so. This is an incorporated society with many stake holders. With no meeting each month or and closed AGM where this subject was heated and suddenly the CEO resigns weeks after the AGM one would ask the council that this rezoning is NOT what is wanted or needed. Mr Croons letter is interesting to say the least since all the neighbors are horses or farms. I don't think they mind a little dust or noise.

I or we seek the following decision by council: Decline the plan change

Submission date: 25 April 2022

11.1

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

Yes

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Anil Sachdeva
Date: Monday, 25 April 2022 9:30:25 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Anil Sachdeva

Organisation name:

Agent's full name:

Email address: anilsachdeva2001@yahoo.com

Contact phone number:

Postal address:
 5/7 Claude Road
 Epsom
 Auckland 1023

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:
 Station Road, Pukekohe

Property address: 124 Station Road

Map or maps:

Other provisions:

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

Do you wish to have the provisions you have identified above amended? Yes

The reason for my or our views are:

I support the proposed plan change and request to include the nearby 124 Station Road property to this proposed plan change (PPC). In fact, there are only 5 properties -- 120, 124, 150, 170, 194 Station Rd, left in between the existing residential and PPC area and it would be better to include them all to this PPC, being closer to the Pukekohe Train Station and with flat, easy to develop land.

12.1

I or we seek the following decision by council: Approve the plan change with the amendments I requested

Details of amendments: Approve the PPC with an inclusion/extension of neighbourhood property/ies

Submission date: 25 April 2022

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[Find out more about Auckland Council's Election](#)



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26 April 2022

Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142

Dear Sir

SUBMISSION ON NOTIFIED PROPOSAL FOR POLICY STATEMENT OR PLAN, CHANGE OR VARIATION

Thank you for the opportunity for Auckland Regional Public Health Service (ARPHS) to provide a submission on Proposed Plan Change 74 (PC74), *Golding Meadows and Auckland Trotting Club Inc*, to the Auckland Unitary Plan (AUP). ARPHS' submission relates to noise impacts on the proposed residential housing.

The following submission represents the views of ARPHS and does not necessarily reflect the views of the three District Health Boards it serves. Please refer to Appendix 1 for more information on ARPHS.

The primary contact point for this submission is:

John Whitmore
Environmental Health Advisor
Auckland Regional Public Health Service
09 623 4600 (ext. 27171)
JohnWh@adhb.govt.nz

Yours sincerely



Jane McEntee
General Manager
Auckland Regional Public Health Service



Dr David Sinclair
Medical Officer of Health
Auckland Regional Public Health Service

Introduction

1. This is a submission on Proposed Plan Change 74 (PC74), *Golding Meadows and Auckland Trotting Club Inc*, to the Auckland Unitary Plan (AUP).
2. Auckland Regional Public Health Service (ARPHS) provides objective and independent input to promote the reduction of adverse effects on the health of people and communities pursuant to the New Zealand Public Health and Disability Act 2000 and the Health Act 1956. ARPHS could not gain an advantage in trade competition through this submission.
3. This submission has been prepared with technical input from Environmental Noise Analysis and Advice Service which is contracted through the Ministry of Health.
4. The specific parts of PC74 to which this submission relates to are shown in the attached schedule including whether ARPHS supports, opposes or are neutral regarding the specific parts or recommends they are amended including our rationale.
5. The outcome sought for each submission point is set out in the attached schedule. Where we seek amendment to the proposals by stating new words to be inserted into the provisions, or seek amendment to the wording of specific parts, we assert that the scope of our submission is intended to also cover words to the like effect in the specific part or elsewhere in the proposal or otherwise in the Plan, which might be consequentially added or amended.

Schedule of Submission Points by ARPHS

Ref	Provision	Position and reasons	Recommendation / Decision sought
1	Entire plan change	<p>Oppose</p> <p>The potential effects of motorsport noise on public health are understated in the assessment and are not adequately addressed by the proposed provisions.</p> <p>The noise assessment discounts effects of significant noise exposure in the proposed Residential - Mixed Housing Urban Zone, without a valid evidential basis.</p> <p>Additional analysis would be required to accurately assess the noise effects, but regardless, adjustment to the proposed mitigation would not remedy the defects identified.</p>	<p>Decline the plan change request</p> <p>If this primary submission point (1) is not accepted, the following secondary points (2) to (8) are made, though would not fully address the adverse public health effect.</p>
2	I4XX.1. Precinct Description paragraph 7	<p>Oppose in part</p> <p>The inclusion of a substantial acoustic barrier is beneficial noise mitigation, but to protect public health it must be in place prior to residential subdivision anywhere in the precinct.</p> <p>The noise modelling does not accurately</p>	<p>Amend the description of the acoustic barrier as follows:</p> <p><i>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</i></p>

13.1

		<p>represent potential noise exposure, particularly for upper floors of buildings. With correct modelling the 55 dB contour is anticipated to cover the entire precinct. Regardless, there are likely to be significant adverse noise effects from Category A and B motorsport events throughout the precinct even with the barrier. No assessment has been made of these effects without a barrier, but on the basis of existing information any residential subdivision is untenable without a barrier.</p>	<p>any residential subdivision of land between the Business—Light Industry Zone and the 55 dB LAeq noise contour illustrated on the Precinct Plan.</p>
3	<p>I4XX.1. Precinct Description paragraph 8</p>	<p>Oppose in part</p> <p>As set out above, the extent of the noise contour presented is erroneous, particularly as upper floors have not been considered. Also, the assessment to use Category C motorsport events as the basis for determination of Area A, overlooks the significant adverse effects during Category A and B events. As such, limitation of building treatment to Area A is inadequate to address noise effects on public health</p>	<p>Amend the description of additional attenuation measures as follows:</p> <p>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 Throughout the precinct, additional attenuation measures (building and site design) are required to ensure an appropriate address the worst residual motorsport noise effects acoustic environment is established following the construction of an acoustic barrier. These measures are required in addition to Area A is based on the implementation of the acoustic barrier.</p>
4	<p>I4XX.2. Objectives (6)</p>	<p>Oppose in part</p> <p>The existing permitted motorsport noise may cause an adverse public health effect through exposure of a new noise sensitive population. Any reverse sensitivity effect should be subsidiary and secondary to this public health effect. It is important to frame the objective in terms of the primary public health issue so that the subsequent provisions then relate directly to this matter.</p>	<p>Replace objective (6) as follows:</p> <p>(6) Reverse sensitivity effects on the adjacent Special Purpose—Major Recreation Facility Zone (Pukekohe Park) are mitigated.</p> <p><u>(6) Activities sensitive to noise are protected from adverse health effects due to motorsport noise.</u></p>
5	<p>I4XX.3. Policies Reverse Sensitivity (9)-(11)</p>	<p>Oppose in part</p> <p>As above, the policies need to address public health and need to cover the entire precinct. Noise effects on Category A and B days have been understated in the assessment and should be addressed in part by designing the barrier to mitigate for at least Category B days.</p>	<p>Amend the subheading and policies (9) to (11) as follows:</p> <p>Reverse sensitivity Protection from motorsport noise</p> <p><u>(9) Provide for industrial activities on land</u></p>

			<p>immediately adjoining Station Road to:</p> <p>a. provide a buffer between the residential zones and the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) to the west of Station Road;</p> <p>b. support local employment; and</p> <p>c. avoid activities sensitive to noise on land exposed to noise levels greater than 557 dB LAeq on Category BE days.</p> <p>(10) Prior to any subdivision for activities sensitive to noise, development within the 55 dB LAeq noise contour in the Precinct, require the establishment of an acoustic barrier(s) to form an buffer between reduce noise from motorsport activities occurring on the Special Purpose – Major Recreational Facility Zone and the Precinct’s residential zones.</p> <p>(11) Require <u>buildings for activities sensitive to noise dwellings in Area A</u> 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.</p>
<p>6</p>	<p>I4XX.6.5</p> <p>55 dB LAeq Noise Contour and Area A on the Precinct Plan</p>	<p>Oppose in part</p> <p>For the reasons set out above, the proposed controls are not adequate to protect public health with respect to new activities sensitive to noise. Controls need to cover the entire precinct and provide additional attenuation.</p> <p>The noise modelling has not allowed for shortening of the barrier, low sections or additional gaps. The proposed 7m barrier height is not adequately reducing noise from Category B events nor at upper floors.</p>	<p>Amend the heading, purpose and standards as follows:</p> <p><u>I4XX.6.5 Acoustic barrier and design of activities sensitive to noise 55 dB LAeq Noise Contour and Area A on the Precinct Plan</u></p> <p><i>Purpose:</i></p> <ul style="list-style-type: none"> • To provide an acoustic barrier to attenuate noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) prior to, or concurrently with the <u>any residential subdivision of land between the Business – Light Industry Zone and the 55 dB LAeq noise contour illustrated on the Precinct Plan.</u> • To design <u>buildings for activities sensitive to noise dwellings in Area A illustrated on the Precinct Plan</u> to include noise attenuation measures. • To manage the location of outdoor living <u>and play areas in Area A illustrated on the Precinct Plan</u> so that buildings provide acoustic <u>screening attenuation</u> to outdoor living spaces.

		<p>(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 LAeq 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 reducemitigate noise from motorsport activities within the Special Purpose – Major Recreation Facility Zone to ensure that <u>all floor levels of buildings for activities sensitive to noise dwellings</u> are not exposed to noise levels greater than <u>55</u>7 dB LAeq at the western boundary of the Residential – Mixed Housing Urban Zone <u>during category B motorsport events.</u></p> <p>(2) The specification of the acoustic barrier must be at a height of no less than <u>20</u>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). <u>Any road passing through the barrier must immediately turn parallel with the barrier and have a secondary section of barrier providing an acoustically effective overlap.</u> The acoustic barrier must have no individual gaps <u>that is greater than 7m², and must provide a vertical coverage of 93% (as a percentage of the acoustic barriers height and length).</u></p> <p>(3) Dwellings in the Residential – Mixed Housing Urban Zone 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.</p> <p>(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.</p> <p>(5) Any childcare centre must locate the outdoor play area to adjoin their eastern site boundary.</p> <p>(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:</p> <p>(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.</p> <p><u>(a)(b) where compliance with clause (6)(i) above</u></p>
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			<p>requires all external doors of the building and all windows of these rooms to be closed, the have design and construction that as a minimum must:</p> <ul style="list-style-type: none"> • Be mechanically ventilated and/or cooled to achieve an internal temperature no greater than 25°C based on external design conditions of dry bulb 25.1°C and wet bulb 20.1°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; and • Provide a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than: <ul style="list-style-type: none"> o 6 air changes per hour for rooms less than 30% of the façade area glazed; o 15 air changes per hour for rooms with greater than 30% of the façade area glazed; o 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. • Must be provided with relief for equivalent volumes of spill air. • 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. <p>(b)(c) Be certified by a suitably qualified and experienced person as meeting that standard prior to its construction; and</p> <p>(c)(d) Compliance must be confirmed as part of any building consent application.</p> <p><i>(7) The above rules must not apply in the event that the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) is rezoned such that no motorsport activity can occur, and existing activity has permanently ceased.</i></p>
<p>7</p>	<p>I4XX.8.2 Acoustic Report</p>	<p>Oppose in part</p> <p>A design report is appropriate to ensure appropriate performance is achieved from the barrier. However, as set out above, this needs to relate to the entire area and Category B events.</p>	<p>Amend the information requirement as follows:</p> <p><i>(1) The first subdivision and/or first development for any activity sensitive to noise between the Business – Light Industry Zone and the 55 dB LAeq 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 I4XX6.5 and that it will</i></p>

			<p><i>perform as an effective acoustic barrier. The acoustic report must</i></p> <p><i>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.</i></p>
8	Precinct Plan 1	<p>Oppose in part</p> <p>For the reasons set out above, Area A and the 55 dB contour are inappropriate. Also, the indicative collector road passing through the barrier needs to turn immediately after passing through the barrier.</p>	<p>1) Amend the plan to remove “Area A” and the “55 dBa LAeq Noise Contour”; and</p> <p>2) Amend the plan to show a bend in the indicative collector road at the approximate location of the acoustic barrier.</p>

Conclusion

6. ARPHS wishes to be heard in support of this submission at any hearing. ARPHS is willing to participate in any pre-hearing conferences, or mediation.
7. Thank you for the opportunity to submit on Proposed Plan Change 74 (PC74), *Golding Meadows and Auckland Trotting Club Inc*, to the Auckland Unitary Plan (AUP).

Appendix 1: Auckland Regional Public Health Service

Auckland Regional Public Health Service (ARPHS) provides public health services for the three district health boards (DHBs) in the Auckland region (Counties Manukau Health, Auckland and Waitemata District Health Boards).

ARPHS has a statutory obligation under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities in the Auckland region. The Medical Officer of Health has an enforcement and regulatory role under the Health Act 1956 and other legislative designations to protect the health of the community.

ARPHS' primary role is to improve population health. It actively seeks to influence any initiatives or proposals that may affect population health in the Auckland region to maximise their positive impact and minimise possible negative effects.

The Auckland region faces a number of public health challenges through changing demographics, increasingly diverse communities, increasing incidence of lifestyle-related health conditions such as obesity and type 2 diabetes, infrastructure requirements, the balancing of transport needs, and the reconciliation of urban design and urban intensification issues.

Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

TO: Auckland Council
SUBMISSION ON: Plan Change 74 (Private): Golding Meadows
FROM: Watercare Services Limited
ADDRESS FOR SERVICE: Mark.Iszard@water.co.nz
DATE: 26 April 2022

Watercare could not gain an advantage in trade competition through this submission.

1. INTRODUCTION

1.1. Watercare's purpose and mission

Watercare Services Limited ("**Watercare**") is New Zealand's largest provider of water and wastewater services. Watercare is a council-controlled organisation under the Local Government Act 2002 and is wholly owned by the Auckland Council ("**Council**").

Watercare provides integrated water and wastewater services to approximately 1.6 million people in Auckland. Watercare collects, treats and distributes drinking water from 11 dams, 26 bores and springs, and four river sources. A total of 330 million litres of water is treated each day at 15 water treatment plants and distributed via 89 reservoirs and 90 pump stations to 450,000 households, hospitals, schools, commercial and industrial properties.

Watercare’s water distribution network includes more than 9,000 km of pipes. The wastewater network collects, treats and disposes of wastewater at 18 treatment plants and includes 7,900 km of sewers.

Watercare is required to manage its operations efficiently with a view to keeping overall costs of water supply and wastewater services to its customers (collectively) at minimum levels, consistent with the effective conduct of its undertakings and the maintenance of the long-term integrity of its assets. Watercare must also give effect to relevant aspects of the Council’s Long Term Plan, and act consistently with other plans and strategies of the Council, including the Auckland Unitary Plan (Operative in Part) (“**AUP**”) and the Auckland Future Urban Land Supply Strategy.¹

2. SUBMISSION

2.1. General

This is a submission on a change proposed by Golding Meadow Developments Limited and Auckland Trotting Club Incorporated (“**Applicants**”) to the AUP that was publicly notified on 24 March 2022 (“**Plan Change**”).

The Applicants propose to rezone approximately 82.66 hectares of land at Pukekohe from Future Urban Zone and Special Purpose - Major Recreation Facility Zone (Franklin Trotting Club Precinct) to a combination of Business – Light Industry Zone (19.974 ha), Residential – Mixed Housing Urban Zone (62.356 ha) and Neighbourhood Centre Zone (0.3365 ha). The proposed Plan Change Area is 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 (“**Plan Change Area**”).

The purpose of this submission is to address the technical feasibility of the proposed water and wastewater servicing arrangement to ensure that the effects on Watercare’s existing and planned water and wastewater network and their operation are appropriately considered and managed in accordance with the Resource Management Act 1991 (“**RMA**”).

In making its submission, Watercare has considered the relevant provisions of the Auckland Plan 2050, Te Tahua Taungahuru Te Mahere Taungahuru 2018 – 2028/The 10-year Budget

¹ Local Government (Auckland Council) Act 2009, s58.

Long-term Plan 2018 – 2028, the Auckland Future Urban Land Supply Strategy 2015 and 2017, the Water Supply and Wastewater Network Bylaw 2015, the Water and Wastewater Code of Practice for Land Development and Subdivision and the Watercare Asset Management Plan 2016 - 2036. It has also considered the relevant RMA documents including the AUP and the National Policy Statement on Urban Development 2020 which (among other matters) requires local authorities to ensure that at any one time there is sufficient housing and business development capacity which:

- (a) in the short term, is feasible, zoned and has adequate existing development infrastructure (including water and wastewater);
- (b) in the medium term, is feasible, zoned and either:
 - (i) serviced with development infrastructure; or
 - (ii) the funding for the development infrastructure required to service that development capacity must be identified in a long term plan required under s93 of the Local Government Act 2002; and
- (c) in the long term, is feasible, identified in relevant plans and strategies by the local authority for future urban use or urban intensification, and the development infrastructure required to service it is identified in the relevant authority's infrastructure strategy required under the Local Government Act 2002.²

2.2. Specific parts of the Plan Change

The specific parts of the Plan Change that this submission relates to are:

- (a) the proposed water and wastewater servicing arrangements; and
- (b) the effects of the Plan Change on Watercare's existing and planned water and wastewater network.

Watercare has reviewed the Plan Change and considers that:

- (a) the proposed water and wastewater capacity and servicing requirements have been adequately assessed as part of the Plan Change;

² National Policy Statement on Urban Development 2020, subpart 1, 3.2 to 3.4.

- (b) subject to development occurring in accordance with the proposed staging and infrastructure upgrades described further below:
- (i) the proposed servicing arrangements are technically feasible, subject to the provision of additional pump stations; and
 - (ii) any adverse effects of the Plan Change on the operation of Watercare's existing and planned water and wastewater infrastructure network will be appropriately managed.

2.3 Water and Wastewater Servicing for the Plan Change Area

2.3.1 Water supply servicing for the Plan Change Area

Water supply infrastructure is present along East Street, north of the Plan Change Area.

The Applicants' proposed water servicing solution comprises a new watermain connected to the existing 250PE at the junction of East Street and Golding Road, with an extension of the existing infrastructure down Golding Road eventually looping up Station Road. This is Watercare's preferred supply solution as set out in its letter of 9 April 2021.³ This network may need to be sized to enable future development outside the Plan Change Area.

To provide for continued supply and network resilience, the Applicants have proposed a second watermain from Station Road (with sufficient capacity and looping). Sizing and capacity of the second watermain will need to be approved by Watercare and should consider future development. This would need to be introduced when the population of the single watermain exceeds 1,000 people from the catchment on the Station Road side of the development.

It is understood that a small part of the Plan Change Area is situated above the 60m contour. The Applicants will need to provide a pump station to ensure any area above the 60m contour can meet levels of service above this elevation as well as firefighting requirements.

Capacity of the water supply network will need to be re-assessed at the resource consent stage as local watermain upgrades may be required to service development within the Plan Change Area. Additionally, the local trunk watermain on Golding Road and Station Road are

³ Included in Appendix R to the application.

subject to further investigation, in order to provide sufficient capacity for other future developments in the area.

The Applicants will be responsible for designing, constructing, and funding all local water supply network to service the Plan Change Area. This infrastructure must be designed in accordance with the Watercare Code of Practice.

Fire hydrants must be provided within the proposed internal water supply network to comply with the Firefighting Water Supplies Code of Practice Services minimum distances. These are also to be paid for by the Applicants.

2.3.2 Wastewater

There is currently no reticulated wastewater infrastructure for the Plan Change Area, with the nearest line running underneath Pukekohe Park. A gravity line to connect the Plan Change Area to the 900mm line Pukekohe Park is proposed. Extension of the gravity line is proposed to be funded by the Applicants.

Although the Applicants' proposed servicing for the Plan Change Area differs from that planned in the Pukekohe Paerata Servicing Strategy, Watercare considers the Applicant's proposal an acceptable alternative provided that surrounding development areas can connect to the pump station and network is sized to cater for other development within the wastewater catchment.

The size of the gravity pipe will need to be determined based on the peak wet weather flows not only from the Plan Change Area, but also any future flows from upstream catchments that may connect to this asset.

Wastewater flows are proposed to be sent to the existing Pukekohe Pump Station on Buckland Road ("**Pump Station**"). Current capacity of the Pump Station has been determined on the basis of the Future Urban zoned land and does not take into consideration development of the Special Purpose zoned land included in the Plan Change Area. Development of the Special Purpose Zone will require additional funding from the Applicants to upgrade the Pump Station.

The Applicants will be responsible for designing, constructing and funding all local wastewater network to service the Plan Change Area. The location of this network will be subject to

detailed design at the resource consent phase and must be designed in accordance with the Watercare's Code of Practice.

3. DECISION SOUGHT

Watercare seeks a decision that ensures that the water and wastewater servicing requirements of the Plan Change will be adequately met and the above matters are addressed such that water and wastewater related effects are appropriately managed. Based on the information above, Watercare considers that there are no water or wastewater servicing reasons to decline the Plan Change.

4. HEARING

Watercare wishes to be heard in support of its submission.

26 April 2022

Mark Iszard
Head of Major Developments
Watercare Services Limited

Address for Service:
Mark Iszard
Head of Major Developments
Watercare Services Limited
Private Bag 92 521
Wellesley Street
Auckland 1141
Phone: 021 831 470
Email: Mark.Iszard@water.co.nz

26th April 2022

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

RE: Proposed Private Plan Change 74: Golding Meadows and Auckland Trotting Club Inc - Pukekohe Golding Precinct

Please find attached Auckland Transport's submission on Proposed Private Plan Change 74 to the Auckland Unitary Plan (Operative in Part).

Should you have any queries in relation to this submission, please contact me on (09) 447 4200 or email me at teresa.george@at.govt.nz.

Yours sincerely



Teresa George
Senior Planner, Land Use Policy and Planning Central

cc:
Birch Surveyors Limited
Via email - applications@BSLnz.com

Encl: Auckland Transport's submission on Proposed Private Plan Change 74 – Golding Meadow and Auckland Trotting Club Inc

FORM 5 – SUBMISSION ON PRIVATE PLAN CHANGE 74 UNDER CLAUSE 6 OF SCHEDULE 1, RESOURCE MANAGEMENT ACT 1991

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 74 from Golding Meadow Developments Ltd and Auckland Trotting Club Inc to rezone 82.66ha (approximately) from Future Urban Zone (FUZ) to a combination of Residential - Mixed Housing Urban Zone (MHUZ), Business – Neighbourhood Centre Zone (NCZ) and Business-Light Industry Zone (LIZ) and facilitate the removal of Franklin Trotting Club (FTC) Precinct which covers the entirety of the land owned by the Auckland Trotting Club and the insertion of the new Pukekohe Golding Precinct across the site.

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 Golding Meadow Developments Ltd and Auckland Trotting Club Inc (**the applicant**) have lodged a Private Plan Change (**PPC 74 or the plan change**) to the Auckland Unitary Plan: Operative in Part (**AUP(OP)**). The plan change seeks to re-zone 82.66ha (approximately) from Future Urban Zone (**FUZ**) to a combination of Residential - Mixed Housing Urban Zone (**MHUZ**), Business – Neighbourhood Centre Zone (**NCZ**) and Business- Light Industry Zone (**LIZ**) and facilitate the removal of Franklin Trotting Club (**FTC**) Precinct which covers the entirety of the land owned by the Auckland Trotting Club and the insertion of the new Pukekohe Golding Precinct across the site.
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an *“effective, efficient and safe Auckland land transport system in the public interest”*. Auckland Transport is responsible for the planning and funding of most public transport; promoting alternative modes of transport (i.e. alternatives to the private motor vehicle); operating the local roading network; and developing and enhancing the local road, public transport, walking and cycling network for the Auckland Region.
- 1.3 Auckland Transport is available and willing to work through the matters raised in this submission with the Applicant.
- 1.4 Urban development on greenfield land not previously developed for urban purposes generates transport effects and the need for investment in transport infrastructure

and services to support construction, land use activities and the communities that will live and work in these areas. Auckland Transport's submission seeks that PPC 74 be declined on the basis that the proposal, as it stands, does not appropriately consider and address transport related matters and therefore does not create a well-functioning urban environment.

- 1.5 Auckland Transport is part of the Supporting Growth Programme (Te Tupu Ngātahi Supporting Growth) (**SG**) which is a partnership between Auckland Transport and Waka Kotahi NZ Transport Agency (**Waka Kotahi**), to plan and route protect the preferred strategic transport network in future growth areas such as Pukekohe.
- 1.6 The Pukekohe-Paerata Structure Plan was prepared by the Council and went through a robust process, including four stages of consultation, before being adopted by the Council's Planning Committee. The AUP(OP) has zoned 1,262 hectares (gross) of land as FUZ around Pukekohe-Paerata. The structure plan set out the pattern of land uses and the supporting infrastructure network.
- 1.7 In reviewing this plan change, Auckland Transport has had regard to the Integrated Transport Assessments (**ITA**) completed by SG on behalf of Auckland Transport and Auckland Council in 2019 to complement both the Drury-Opāheke and Pukekohe-Paerata Structure Plans as well as subsequent work by SG on preparing a detailed business case (**DBC**). The ITA has outlined the required transport network for the Drury-Opāheke and Pukekohe-Paerata Structure Plan areas, how the transport network integrates with proposed land uses, and assesses the performance and effects of the transport network.
- 1.8 The ITA completed for the Drury-Opāheke and Pukekohe-Paerata Structure Plans (**the structure plans**) identified a new and upgraded arterial and collector road network. They identify a number of transport projects adjacent to or through the plan change site that are required to support the urbanisation of the area. These are:
- Pukekohe 'Arterial Ring Route' providing an important link between the southern end of the Pukekohe Expressway linking to the north and east and identifying an arterial connection between Golding Road and Manukau Road on the west side of the North Island Main trunk rail line. This was depicted indicatively as an extension of Royal Doulton Drive
 - Upgrade of Youngs Grove and extension to Yates Road to an urban standard collector road
 - Upgrade of existing Station Road to an urban standard collector road
 - Upgrade of existing Yates Road to an urban standard collector road
 - Upgrade of Golding Road to an urban arterial standard road.
- 1.9 The ITA for the structure plans also identified a number of wider network improvements which are required to support planned growth in the area. These include:
- A new north-south arterial from Mill Road to connect to a new Expressway between Pukekohe and Drury
 - Improvements to Mill Road (south) arterial.
- 1.10 Since the ITA was prepared for the structure plans, SG has been working on developing a DBC for the future arterial (and passenger transport) components of the

ITA network. This will form part of the route protection exercises by way of notices of requirement to designate the land required to accommodate and construct the components that are confirmed by the DBC work.

- 1.11 This work is underway but is not yet concluded. This work will affect PPC 74 as follows:
- There has been an early conclusion that Golding Road south of the East-West connection only needs to be constructed to a collector road standard as opposed to the arterial standard identified within the ITA for the structure plans. It is unlikely that more than two lanes of traffic will be required on the East-West connection
 - The alignment of the East-West arterial connection, including the intersection with Golding Road. The DBC work will confirm the form of this intersection
 - There may also be some noise impact from the East-West arterial connection on any activities sensitive to noise located along the northern boundary of PPC 74
- 1.12 Auckland Transport's position is that collector and local roads, both new and where upgrading existing rural standard roads, are the responsibility of developers to provide. They are also responsible for providing intersection works which are required to access and service their development. Developers are expected to contribute to the frontage works associated with arterial roads such as footpaths, kerbs, cycle paths, berms and the required collector carriageway width. Auckland Transport is then generally responsible for progressing any additional costs and elements over and above those for wider arterial standard roads.
- 1.13 It is important that PPC 74 addresses the effects from the proposed development. This includes any interim effects arising from development occurring ahead of the ultimate network requirements, including those to be provided by future developers of the adjoining FUZ land being in place.
- 1.14 A related issue is that PPC 74 is proceeding ahead of SG's DBC work necessary to identify the routes, form and land required to construct and accommodate some of the arterial works to enable Auckland Transport to then route protect them by way of designation, as has occurred within areas affected by the Drury East and West plan changes. This creates the risk that PPC 74 enabled development may affect the ability to provide these improvements that will be of benefit to this development in an optimal network location.
- 1.15 The above overarching considerations have informed the specific submission points addressed in Auckland Transport's submission.
- 1.16 Auckland Transport is not a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

2. Strategic context

- 2.1 The key overarching considerations and concerns for Auckland Transport are described below.

Auckland Plan 2050

- 2.2 The Auckland Plan 2050 ('Auckland Plan') is a 30-year plan for the Auckland region outlining the long-term strategy for Auckland's growth and development, including

social, economic, environmental and cultural goals. The Auckland Plan is a statutory spatial plan required under section 79 of the Local Government (Auckland Council) Act 2009. The Auckland Plan provides for between 60 and 70 per cent of total new dwellings to be built within the existing urban footprint. Consequently, between 30 and 40 per cent of new dwellings will be in new greenfield developments, satellite towns, and rural and coastal towns. The Auckland Plan also recognises that the demand for business land and floorspace is an important consideration in planning for growth.

- 2.3 The transport outcomes identified in the Auckland Plan to enable this growth includes providing better connections, increasing travel choices and maximising safety. To achieve these outcomes, focus areas outlined in the Auckland Plan include targeting new transport investment to the most significant challenges; making walking, cycling and public transport preferred choices for many more Aucklanders; and better integrating land use and transport. The high-level direction contained in the Auckland Plan informs the strategic transport priorities to support growth and manage the effects associated with this plan change.

Managing Auckland-wide growth and rezoning

- 2.4 The high-level spatial pattern of future development is represented at a regional level in the Auckland Plan and by the FUZ in the AUP(OP). It is further defined through sub-regional level planning including the Pukekohe-Paerata Structure Plan, to then be enabled through appropriate plan change processes. Development in the greenfield areas contributes to the overall growth in transport demands in parallel with the on-going smaller scale incremental growth that is enabled through the AUP(OP).
- 2.5 Wide scale growth across the region places greater pressure on the available and limited transport resources that are required to support the movement of additional people, goods and services. In order to align the growth enabled by the AUP(OP) and plan changes with the provision of transport infrastructure and services, there needs to be a high level of certainty about the funding, financing, and delivery of the required infrastructure and services. Without this certainty, there will continue to be a significant deficiency in the transport network in terms of providing and co-ordinating transport responses to dispersed growth across the region. There is also a need to avoid development proceeding ahead of growth funding mechanisms being put in place to capture some of the costs from the development that relies on the required infrastructure.

Sequencing growth and aligning with the provision of transport infrastructure and services

- 2.6 The Future Urban Land Supply Strategy 2017 (**FULSS**) provides guidance on the sequencing and timing of future urban land identified in the Auckland Plan (i.e. 'unzoned' greenfield areas of development). This guidance was incorporated into the updated Auckland Plan in 2018. The FULSS sets out the anticipated timeframes for 'development ready' areas over a 30-year period. The FULSS helps to inform infrastructure asset planning and funding priorities, and to support development capacity to ideally be provided in a co-ordinated and cost-efficient way via the release of 'development ready' land.
- 2.7 The plan change site is identified in the FULSS to be 'development ready' between 2023 and 2027. Land is considered 'development ready' once the following steps are complete:
- Future urban zoned land identified in the Unitary Plan

- Structure planning completed
- Land rezoned for urban uses and bulk infrastructure provided.

2.8 Plan changes which propose to allow future urban zoned land to be urbanised before the wider staging and delivery of planned transport infrastructure and services has occurred needs to be carefully considered. Any misalignment between the timing for providing infrastructure and services and the urbanisation of greenfield areas brings into question whether the proposed development area is 'development ready'. The matters that need to be carefully considered include:

- Whether the plan change requires applicants to mitigate the transport effects associated with their development and to provide the transport infrastructure needed to service their development
- Whether the development means that the strategic transport infrastructure needed to service the wider growth area identified in the FULSS must be provided earlier
- Whether the development impacts the ability to provide the strategic transport infrastructure identified to service the wider growth area, for example, will it foreclose route options or hinder future upgrades of existing infrastructure.

2.9 The above considerations need to be resolved regardless of the FULSS timeframe indications as to development readiness.

2.10 Adverse effects which arise when development occurs before the required transport network improvements and services have been provided cannot be addressed without addressing funding, financing, and implementation of the required network. Funding is required to support the planning, design, consenting and construction of the transport infrastructure and services including improvements. There is a need to assess and clearly define the responsibilities for the required infrastructure and the potential range of funding and delivery mechanisms. This includes considering the role of applicants / developers and taking into account the financially constrained environment that the Council and Auckland Transport operate within.

2.11 The need to co-ordinate urban development with infrastructure planning and funding decisions is highlighted in the objectives of the National Policy Statement on Urban Development 2020 (**NPS-UD**). Those objectives are quoted below (with emphasis in bold):

'Objective 3: Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:

- (a) the area is in or near a centre zone or other area with many employment opportunities
- (b) **the area is well-serviced by existing or planned public transport**
- (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.'

'Objective 6: Local authority decisions on urban development that affect urban environments are:

- (a) **integrated with infrastructure planning and funding decisions;** and
- (b) strategic over the medium term and long term; and
- (c) responsive, particularly in relation to proposals that would supply significant development capacity.'

2.12 The Regional Policy Statement (**RPS**) objectives and policies in the AUP(OP) place similar clear emphasis on the efficient provision of infrastructure and on the

integration of land use and development with infrastructure, including transport infrastructure. Refer, for instance, to Objectives B2.2.1(1)(c) and (5) and B3.3.1(1)(b), and Policies B2.2.2(7)(c) and B3.3.2(5)(a). For example, Policy B3.3.2(5)(a) is to: *'Improve the integration of land use and transport by... ensuring transport infrastructure is planned, funded and staged to integrate with urban growth'*).

Funding and financing

- 2.13 As well as considering the transport infrastructure needed to service the proposal and address its immediate effects, Auckland Transport needs to consider the implications of PPC 74 on the funding, financing, and delivery of the wider strategic transport network that will be required to service the Southern growth area. The development to be enabled by PPC 74 will benefit from that network and will also contribute traffic and other transport demand to it. Council and Auckland Transport do not yet have enough information to accurately assign a fair proportion of future transport infrastructure costs to the applicant. The infrastructure costs associated with the strategic transport network are not included in the Council's Long-Term Plan (LTP) and are unlikely to be determined until the end of 2023.
- 2.14 SG is currently preparing a DBC for the arterial/strategic works identified within the structure plans. It is planned to present the DBC to the boards of Waka Kotahi and Auckland Transport for approval in late 2022 where the projects will then be considered for progression to route protection. This will provide updated cost estimates, but further design and refinement will be needed to produce sufficiently accurate estimates for the purposes of collecting development contributions. However, achieving more accurate estimates will not resolve the wider issue that there is no mechanism currently available for Council to collect contributions so that out of sequence developments pay their fair share towards growth costs. Every development should pay a proportionate share of the total transport network cost, otherwise 'someone else' has to pay for the share that should be paid by the beneficiaries of the infrastructure. An inability to capture these costs of growth in turn can affect the viability of such projects.
- 2.15 The Regional Land Transport Plan (**RLTP**) sets out the 10-year programme of transport infrastructure investment required to support planned and enabled growth in the Auckland region. The RLTP is aligned with the Council's priority areas and spend proposed within the Council's 10 Year Budget 2021-2031. In the RLTP 2021-2031 there is no current identified funding for any of the Pukekohe related transport elements which PPC 74 benefits from.
- 2.16 Auckland Transport does not support this plan change to rezone land in advance of an infrastructure funding and financing solution being developed for the Southern strategic transport network. Any new development should make a proportionate contribution to the future Council funded infrastructure it benefits from.

Mitigation of adverse transport effects

- 2.17 A critical issue is whether the plan change includes appropriate provisions to require development proposals to mitigate adverse transport effects and to provide the transport infrastructure and services needed to serve it. This is addressed further in **Attachment 1**.
- 2.18 As mentioned above, adverse transport effects that arise when development occurs without required transport infrastructure and services being provided at an appropriate time cannot be addressed without funding to support the planning, design, consenting and construction of necessary transport infrastructure and

services. There is a need to assess and clearly define responsibilities relating to the required infrastructure and the potential range of funding and delivery mechanisms. This includes a consideration of what infrastructure is required at various stages of development.

3. **Specific parts of the Plan Change that this submission relates to:**

3.1 The specific parts of the plan change that this submission relates to are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport, and include:

- Insufficient assessment of the transport effects;
- Lack of consideration of potentially higher yields that may be enabled by the Medium Density Residential Standards ('MDRS');
- Deficiencies in the transport information provided to support the plan change;
- Deficiencies in the Precinct Plan provisions relating to transport matters;
- Inadequate provision for future identified network improvements;
- Inclusion of enhanced provisions to ensure that the transport infrastructure required to support the rezoning will be provided at the right time;
- Design elements for new and upgraded roads;
- Issues with the proposed precinct networks;
- Inclusion of traffic effects mitigation measures within the precinct provisions.

4. **The decisions sought from the Council are:**

4.1 Auckland Transport **opposes** PPC 74 and seeks that it be declined, unless the matters raised within this submission can be adequately addressed. The decisions which Auckland Transport seeks from the Council are set out in Attachment 1.

4.2 In the event that the plan change is accepted, the matters / concerns raised in this submission (including the main body and Attachment 1) should be appropriately addressed by amendments to the plan change, and any adverse effects of the proposal on the transport network adequately avoided or mitigated.

4.3 In all cases where amendments to the plan change are proposed, Auckland Transport would consider alternative wording or amendments which address the reasons for Auckland Transport's submission. Auckland Transport also seeks any consequential amendments required to give effect to the decisions requested.

5. Appearance at the hearing:

- 5.1 Auckland Transport wishes to be heard in support of this submission at a hearing.
- 5.2 If others make a similar submission, Auckland Transport will consider presenting a joint case with them at the hearing.

Name: Auckland Transport

Signature:



Christina Robertson
Group Manager, Growth and Urban Planning Integration

Date: 26 April 2022

Contact person: Teresa George
Senior Planner, Land Use Policy and Planning Central

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: (09) 447 4200

Email: teresa.george@at.govt.nz

Attachment 1

The following table sets out where amendments are sought to PPC 74 Golding Meadows provisions and AUP(OP) maps and also identifies those provisions which Auckland Transport opposes (in whole or in part).

Issue	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
<p>Plan change has not provided a sufficient transport assessment nor has it addressed adverse transport effects or mitigation requirements</p>	<p>Entire plan change</p>	<p>Oppose</p>	<p>Auckland Transport is concerned that PPC 74 does not provide sufficient expert assessment of the potential adverse transport effects and mitigation required to support the proposed development.</p> <p>The potential adverse transport effects have not been adequately assessed in the integration of land use and transportation. This includes understanding how the proposed enablement of residential and business development will affect the corresponding transport patterns and movements, and whether the transport network will be able to support the proposed intensity of development.</p> <p>Auckland Transport cannot be certain that the adverse transport effects will be adequately mitigated to enable the proposed development, or that the proposed provisions adequately address the transport effects. These matters need to be addressed before Auckland Transport can be satisfied that appropriate provision has been made to ensure that the transport needs of the precinct can be met, and that future strategic transport infrastructure and upgrades are provided for and enabled. This is to ensure the future community is part of a well-functioning urban environment.</p> <p>Auckland Transport is concerned that the transport assessment does not adequately assess how the proposed zoning will affect the corresponding transport patterns and movements. In particular, the assessments have not appropriately identified the effects associated with the number of trips generated by the development, the direction of these, and the impact of this on the transport network.</p> <p>Traffic modelling has been undertaken in the Applicant's Integrated Transport Assessment (ITA) on the basis of a 0.5 trip rate for both peak hours. Auckland Transport does not consider this to be a realistic assumption based on the information provided and the development proposed and therefore does not have a clear understanding of the actual adverse effects on the transport network. The assessment of the trips associated with the development on the network should be based on a 0.85 trip rate with reductions.</p>	<p>Decline PPC 74 as the actual and potential adverse effects on the transport network have not been appropriately assessed and addressed nor has any assessment been undertaken on 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.</p> <p>Auckland Transport seeks that the Applicant model and assess the transport effects of the plan change's proposed rezoning and intensification based on a more realistic trip rate and the impact on yields, potential network effects or network mitigations arising from application of the medium density residential standards enabled by recent legislative amendments.</p> <p>This must include an assessment of any transport mitigation measures required and the 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..</p>

15.1

Issue	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>Traffic modelling is required to understand the impacts on the Station Road / East Street intersection and Golding Road / East Street roundabout.</p> <p>The Applicant's ITA does not provide a clear assessment of the likely trip movements south of the PPC 74 development and implications on the network prior to the construction of the ultimate future network including the impact of increased trips on the current rural network south and north of the plan change area.</p> <p>As noted above, the trip generation rates used in the Applicant's traffic modelling are not appropriate for this development proposal and therefore Auckland Transport does not have a true understanding of the impacts of the development on the wider transport network, including staging, responsibility, timeframes for required upgrades, and triggers. For example, the plan change proposes an information requirement that the operation of the Station Road / Pukekohe East Road intersection be assessed but does not have any supporting policies or provisions which could allow any issues to be addressed as part of a consent process.</p> <p>PPC 74 does not consider the effects of the new Medium Density Residential Standards ('MDRS') enabled by recent legislative amendments. The Council is required to publicly notify the new policies and rules enabling medium density and intensification in the AUP(OP) by 20 August 2022. How the MDRS will apply in the Auckland context has not yet been confirmed.</p> <p>Auckland Transport is interested in the plan-enabled capacity. The ITA considers a certain level of development, but it is likely that a higher yield may be enabled by the MDRS. The plan change does not consider the implications of the MDRS nor how it would impact on the transport assumptions in the ITA.</p> <p>Auckland Transport is concerned about the rezoning proposed in this plan change going ahead before certainty on the MDRS and how it will apply to the Mixed Housing Urban Zone. This could result in potential adverse effects on the safety and efficiency of the transport network.</p>	
Cumulative effects / wider transport network /	Entire plan change	Oppose	Auckland Transport does not support this plan change to rezone land in advance of an infrastructure funding and financing solution being developed for the Southern strategic transport network as it relates to Pukekohe-Paerata structure plan area. The plan change will enable development to proceed before planning has been	Decline the plan change, unless funding and financing concerns raised are resolved so as to ensure that PPC 74 enabled growth makes a proportionate contribution towards the future transport infrastructure it will benefit from.

Issue	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
funding and financing			<p>completed for the strategic transport network. The cost, and funding and financing approach for that network has not yet been determined.</p> <p>The development enabled by this plan change will contribute traffic and other transport demand to the wider strategic transport network identified as needed to support growth in the South. Any development proceeding ahead of the appropriate growth funding mechanism being established will benefit in the future from that network without contributing a fair and equitable portion of the costs of providing it.</p>	
<p>Misalignment of out of sequence release of development land and the provision of transport infrastructure upgrades / Integration of the plan change road layout with the anticipated future transport network</p>	<p>Parts of plan change area potentially affected by future transport upgrades</p>	<p>Oppose in part</p>	<p>Auckland Transport and Auckland Council, with support of SG, prepared an ITA in 2019 to support the Drury-Opāheke and Pukekohe- Paerata Structure Plans. The ITA identifies the requirement for a Pukekohe 'Arterial Ring Route' providing an important link between the southern end of the Pukekohe Expressway linking to the north and east. The formation of this route will impact PPC 74 as it could require Royal Doulton Drive to be upgraded to an arterial standard and a new intersection between Royal Doulton Drive and Golding Road to be constructed. Investigations have commenced but not concluded to confirm the alignment, form and area required to construct this element.</p> <p>PPC 74 is being undertaken prior to the ability to fund or undertake detailed confirmation of what is needed in this part of the arterial corridor, or the nature of the intersection required to connect them. Auckland Transport seeks to ensure that development does not adversely affect the ability to undertake any necessary upgrades to enable a future arterial network in the future.</p> <p>There are no provisions in PPC 74 that set aside land to provide for Royal Doulton Drive as a future arterial route (as has been undertaken for Golding Road) nor has there been any provision to provide for the future intersection of Royal Doulton Drive and Golding Road (new South-East arterial).</p> <p>There are no provisions in PPC 74 that address potential noise impacts from the future East-West Arterial Connection on adjoining future activities that are sensitive to noise which are enabled by PPC 74.</p> <p>PPC 74 could lead to development on Royal Doulton Drive, Golding Road or at the Royal Doulton Drive/ Golding Road intersection without associated frontage improvements or land available to form these.</p>	<p>Decline PPC 74 on the basis that the provisions in the plan change have not correctly or adequately provided for identified future network upgrades.</p> <p>If PPC 74 is not declined, that robust provisions are incorporated and / or appropriate mechanisms identified to provide for any network upgrades required on Royal Doulton Drive and Golding Road, including the intersection between them to ensure development does not adversely affect the ability to undertake necessary upgrades for the future required transport network.</p> <p>That PPC 74 include appropriate provisions or mechanisms that address the points raised in this submission including the following:</p> <ul style="list-style-type: none"> Integration of precinct networks and improvements with the identified but as yet undefined future supporting networks comprising an East-West route from Golding Road over the rail line to Manukau Road and the intersection of this route with Golding Road. This includes addressing the treatment of Royal Doulton Drive and its intersection with Golding Road in the event it is not part of the above route. Inclusion, as required, of precinct provisions to address the potential impact of road noise from

Issue	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<p>PPC 74 is proposing one local road connection to Royal Doulton Drive which may end up being a future arterial. This local road should not access on to the future arterial.</p> <p>The developers are proposing to set aside 6m on the frontage of Golding for future Auckland Transport widening to an arterial (Rule 14xx.6.1.1(T5)). Current work indicates this section of Golding Road is not proposed as a future arterial corridor. If this is the case the proposed 6m setback for widening to a future arterial standard or the proposed vehicle access restriction is not required.</p> <p>The proposed precinct plan shows a North-South collector road that stops at the precinct boundary, with a small area of Future Urban Zone land remaining between it and the future Arterial Ring Route. This also has to be capable of intersecting at a point that can be connected northward to Birch Road. There is a need to confirm the feasibility of the proposed alignment and to ensure it is in an optimal location.</p>	<p>the future East-West Arterial Connection on activities sensitive to noise.</p> <ul style="list-style-type: none"> • Application of vehicle access restrictions as required on Golding Road and Royal Doulton Drive. • Remove the requirement to vest 6m strip (Rule 14xx.6.1.1(T5) on Golding Road and replace with any appropriate provisions which provide for the future transport improvements outlined above. • Addition of Golding Road and Royal Doulton Road to a road construction standards table with the required detail. • The 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.
Staging requirements	Entire plan change	Oppose in part	<p>Whilst PPC 74 does include some staging requirements, it does not include general provisions which would enable the consideration of staging to be applied to subdivision and development proposed in line with the delivery of required infrastructure to mitigate adverse effects and service the development.</p> <p>Where network connections / links cross several properties, staging can affect the level of interim connectivity leading to adverse effects. This is particularly important where the collector road network or pedestrian / cycling connections traverse the stream and multiple sites are in fragmented ownership. There is a risk these proposed connections are not feasible.</p> <p>Without staging provisions, or the construction of the future Arterial Ring Route, Auckland Transport is concerned with the safety and efficiency of heavy vehicle movements through the PPC 74 residential area to Golding Road and the North.</p> <p>The precinct provisions need to clearly identify each of the interventions required to support the proposal and when/at what stage of development these will be</p>	<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 transport needs of the precinct, connect with the surrounding network and avoid, remedy or mitigate adverse effects.</p> <p>Amend PPC 74 to incorporate provisions that address cross boundary transport network mitigation requirements and delivery certainty mechanisms to ensure interim adverse effects on the transport network are mitigated.</p> <p>Provisions may include thresholds or triggers, or clear assessment and consenting processes, aligned to related objectives and policies.</p>

Issue	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			implemented. Appropriate thresholds are needed to ensure development does not go ahead until the required infrastructure is in place.	
Business - Light Industry zoning	Entire plan change	Support	Auckland Transport supports the application of a Business - Light Industry zoning to the area, rather than an alternative zoning such as Residential or Mixed Use. The proposed industrial zoning provides employment opportunities for people living in the southern part of Auckland. Local employment opportunities can reduce the need for people to travel for work.	Retain the proposed zoning of Business - Light Industry in the plan change. 15.5
Proposed Road network	Precinct Plan	Oppose in part	<p>The precinct plan depicts a number of proposed collector roads. Auckland Transport is concerned that:</p> <ul style="list-style-type: none"> • The extent of collector standard roads may be greater than that typically required, and some might be better built to a local road standard • The feasibility of key connections where they cross multiple landowners and streams has not been demonstrated • The North-South collector is indirect and does not give effect to the structure plan requirement for such a collector to be provided through the plan change area to Yates Road. • There is no indication as to the required intersection treatment of collector to collector or any collector to arterial and at what stage of development this may be required. • The network may lead to inappropriate amounts of business traffic travelling through the proposed residential areas to access the proposed light business area. This issue needs to be assessed against interim and ultimate networks (e.g. when an east route is in place). <p>There are also inconsistencies in the plan change material relating to proposed roads, including:</p> <ul style="list-style-type: none"> • The ITA states the eastern-most road in the plan change also be a collector road (linking to Yates Road) – this has not been shown on the proposed precinct plan map 	<p>That the precinct provisions and precinct plan be amended as required or mechanisms put in place to address the following issues:</p> <ul style="list-style-type: none"> • That the extent of collector standard roads may be greater than that typically required, and some might be better built to a local road standard • That the feasibility of key connections where they cross multiple landowners and streams has not been demonstrated • That the North-South collector is indirect and does not give effect to the structure plan requirement for such a collector to be provided through the plan change area to Yates Road • That there is no indication as to the required intersection treatment of collector to collector or any collector to arterial intersections and at what stage of development this may be required. • That the network may lead to inappropriate amounts of business traffic travelling through the proposed residential areas to access the proposed light business area. This issue needs to be assessed against interim and ultimate networks

Issue	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			<ul style="list-style-type: none"> A new local road (interface of light industry zone and residential) shown on the proposed master plan does not align with that shown on the Proposed Precinct Plan. 	<ul style="list-style-type: none"> Any inconsistencies in the plan change material.
Roading requirements	Road construction standards	Oppose in part	<p>Auckland Transport seeks provisions within the Precinct Plan which indicate overall minimum road reserve widths as well as the functional requirements and key design elements for street design. These should be supported by appropriate activity status, matters for discretion and assessment criteria to provide for instances where these provisions are not met.</p> <p>PPC 74 includes limited material on future road design parameters and Auckland Transport seeks that these be introduced in accordance with the above point.</p> <p>Golding Road would not be suitable for the safe and efficient movement of buses prior to the formation of the ultimate future network, including the upgrade of this road to a collector standard. Therefore, all proposed collector roads within PPC 74 area should be capable of accommodating buses.</p> <p>Collector roads will generally be required using Auckland Transport's Transport Design Manual specifications to be at least 22m in width if there is a proposed separated cycle paths to be accommodated on both sides of them.</p>	<p>Amend PPC 74 to include provisions relating to the minimum road reserve widths and key design elements and functional requirements of new roads and existing roads which need to be upgraded to applicable urban standards including but not limited to:</p> <ul style="list-style-type: none"> Carriageway Role and Function of Road Pedestrian provision Cycleways Public Transport (dedicated lanes, geometry etc) Ancillary Zone (Parking, Public Transport stops, street trees) Berm Frontage Building Setback Design Speed with 30km/h provided for on all new local roads. <p>An example of the table is outlined in Appendix 1 of this submission.</p> <p>The provisions should also address:</p> <ul style="list-style-type: none"> Any interim provisions where roads adjoin as yet undeveloped FUZ land The current rural nature of land on the east side of Golding Road.
Frontage upgrade requirements	Precinct provisions	Oppose in part	The existing roads adjoining the PPC 74 area are only built to a rural standard and there is a need for them to be upgraded to an appropriate urban standard at the time of subdivision or development of the adjoining land.	That PPC 74 include appropriate provisions applying to development or subdivision of adjoining land that address the following:

Issue	Relevant Precinct Provisions	Position (Support / Oppose)	Reasons for submission	Decision / relief sought
			Required upgrades could include, without limitation, provision of footpath, cycle paths, kerbs and channels, earthworks to integrate with development levels, traffic calming, street lights, berm and street trees, and stormwater treatment and conveyance.	<ul style="list-style-type: none"> Formation of frontage upgrades on Royal Doulton Drive to the extent at least equivalent to that required for a collector road including walking and cycling facilities. Formation of frontage upgrades on Golding Road, Station Road and Yates Roads to the extent at least equivalent to that required for a collector road including walking and cycling facilities. 15.8
Pedestrian and cycle connections	Table I4XX.6.1.1 Transport Infrastructure Requirements (T1), (T2)	Oppose in part	<p>Auckland Transport seeks appropriate connectivity for active modes from the proposed Mixed Housing Urban zone to Station Road. Local roads and active mode routes need to be developed so that they efficiently and effectively connect the new urban areas to this road. This will help maximise the active mode catchments around public transport routes and key local destinations.</p> <p>The proposed precinct provisions are not robust enough to ensure all the infrastructure improvements needed to support the development will be delivered. This is particularly important for the active mode connections required between the PPC 74 development area and Station Road which are not as direct as they could be. Station Road will be the most direct route to the Pukekohe Rail Station.</p> <p>Provisions should not only provide for initial pedestrian connections, but also cycling facilities.</p> <p>The precinct provisions need to clearly identify the interventions required to support the proposal, the form, when these will be implemented, and who is responsible. Appropriate thresholds are needed to ensure development does not go ahead until the required infrastructure is in place. The location of these links should be shown on the Precinct Plan.</p>	<p>Amend PPC 74 to incorporate provisions and mechanisms to provide certainty around the delivery and timing of walking and cycling improvements required to mitigate the effects from development enabled under the plan change, including safe cycle access to the Pukekohe station.</p> <p>Amend the precinct plan to show the proposed walking and cycling connections to Station Road.</p> <p>Amend the precinct plan to show walking and cycling facilities on Station Road, Yates Road and Golding Road.</p> 15.9
Stormwater management	Matters for discretion and assessment criteria	Oppose in part	Auckland Transport seeks stormwater provisions which require consideration of whole of life costs and effectiveness over time and use of communal devices to treat road runoff.	Amend plan change provisions to Include whole of life costs and effectiveness of treatment over time associated with publicly vested stormwater assets as a matter for discretion and policy 15.10
Wetlands	Entire plan change	Oppose in part	Auckland Transport seeks that a wetlands assessment to be done to demonstrate the degree to which wetlands may affect the feasibility of the proposed road network and land use zoning and the identification of mechanisms or plans to address this.	Auckland Transport seeks confirmation of any protected wetlands within the PPC 74 area and any consequent changes to proposed precinct network or land use zoning arising from these. 15.11

Example of Road standards Table.**Content as it relates to PPC 74 network to be confirmed****Appendix 1**

Include table as follows - Table 1 below sets out the total required widths and functional elements for the roads within, and adjoining, the PPC 74 Precinct

Table 1 Minimum Road width, function and required Design Elements

Road name	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve 1	Total number of lanes	Design Speed	Median ³	Cycle provision ²	Pedestrian provision	Freight or Heavy Vehicle route	Access Restrictions	Bus Provision
Golding Road	Collector	TBC	2	50km/h	TBC	Yes	Both Sides	Yes	No	Yes
Royal Doulton Drive	Arterial	TBC	TBC	TBC	TBC	Yes	Both Sides	Yes	Yes ⁴	Yes
Station Road	Collector	TBC	2	50km/h	No	Yes	Both Sides	Yes	No	Yes
Yates Road	Collector	TBC	2	50km/h	No	Yes	Both Sides	Yes	No	Yes
Internal Collector Roads	Collector	22m	2	50km/h	No	Yes	Both Sides	Yes	No	Yes
Local Interface Road	Local	TBC	2	30km/	No	No	Both Sides	Yes	No	No
Local Internal Roads	Local	16m	2	30km/	No	No	Both Sides	No	No	No

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

Note 2: Cycle provision generally not required where design speeds are 30 km/h or less traffic volumes less than 3000 vehicles per day.

Note 3: Median not functionally required but could be provided to accommodate swale/dedicated overland flow path.

Note 4: Refer to Assessment Criteria I4XX.7.2



**SUBMISSION ON PLAN CHANGE 74 (PRIVATE): GOLDING MEADOWS AND
AUCKLAND TROTTHING CLUB INC**

To: Auckland Council

Name of Submitter: John Harris (**Mr Harris** or **the Submitter**)

INTRODUCTION

1. This is a submission on Proposed Private Plan Change 74: Golding Meadows and Auckland Trotting Club Inc (**PPC74** or the **Plan Change Request**) to the Auckland Unitary Plan (Operative in Part) (**AUP**).
2. Mr Harris could not gain an advantage in trade competition through this submission
3. This submission relates to the entire Plan Change Request.
4. Mr Harris opposes PPC74 for the reasons outlined in this submission.
5. Mr Harris could potentially support PPC74 if the provisions were amended to:
 - (a) ensure that the northern boundary of the PPC74 is in the most appropriate location;
 - (b) provide for a more comprehensive approach to planning and infrastructure provision that takes account of and gives consideration to the surrounding FUZ land, rather than the current piecemeal approach that has been taken to date;
 - (c) more appropriately address the adverse effects of the future development that would be enabled by PPC74 on the other FUZ land in the vicinity and the surrounding roading network.

BACKGROUND

6. The Submitter has owned a 5 hectare block of land at 26 Royal Doulton Drive, immediately adjacent to the PPC74 area, for approximately 26 years. The Submitter's land is:
 - (a) zoned Future Urban Zone (**FUZ**) in the AUP:
 - (b) within the Pukekohe-Paerata Structure Plan 2019 area;
 - (c) identified in the Auckland Future Urban Land Supply Strategy 2017 (FULSS) to be "development ready" for 2023-2027.
7. The Structure Plan proposes that the Submitter's land be zoned Residential – Mixed Housing Urban.

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REASONS FOR SUBMISSION

General

- 8. The Submitter does not, in principle, oppose development of the PPC74 area at some point. The future development of this land (with the exception of the Trotting Club site) has been signalled in the Structure Plan.
- 9. However, the Submitter has concerns with the approach that has been taken to the preparation of the Plan Change Request, and is concerned that the provisions that have been proposed:
 - (a) do not adequately align with the Structure Plan;
 - (b) do not appropriately address the required transport (or other infrastructure) upgrades required to avoid, remedy or mitigate the adverse effects resulting from the urbanisation of land within the PPC74 area;
 - (c) are not the most appropriate to give effect to the purpose of the RMA; and
 - (d) will not be the most efficient or effective, particularly in relation to how the adverse effects will be avoided, remedied or mitigated.
- 10. Without limiting the generality of the reasons above, the more specific reasons for the Submitter's opposition are set out below.

Inadequate consideration given to the wider context

- 11. The Submitter was surprised not to have been consulted by the Applicants prior to lodgement of the PPC74. The Submitter's land at 26 Royal Doulton Drive is immediately adjacent to the PPC74 area. While the Submitter was generally aware that the Trotting Club may seek to rezone its site at some point in the future, he was not aware of the Plan Change Request until public notification.
- 12. In fact, the Applicants have acknowledged in their response to the Council's request for further information that they have not undertaken any consultation with any of the landowners adjoining or in the vicinity of the PPC74 area. As a result, the Plan Change Request does not adequately consider or address the effects on the adjoining properties, and particularly those FUZ properties which lie between the existing urban area of Pukekohe and the PPC74 area (such as the Submitter's land).
- 13. Before the PPC74 is rezoned, it needs to be considered and assessed in the context of all the FUZ land in this location, with consideration given to matters including:
 - (a) Whether the PPC74 area as currently defined is a defensible boundary; | 16.1
 - (b) Whether the zoning/activities proposed on the PPC74 land are most appropriately located there or whether they would be more appropriately located in other FUZ land in the vicinity; | 16.2
 - (c) Whether any of the activities that would be enabled by the proposed live zoning are likely to have adverse effects on other FUZ land in the vicinity; | 16.3
 - (d) Whether the location and capacity of the proposed roading network, proposed roading upgrades and trigger rules are the most appropriate, and will also best serve the other FUZ land in the vicinity. It is important | 16.4

that the transport infrastructure provision is considered holistically, rather than taking a piecemeal approach. It is also important that future road connections (as envisaged in the Structure Plan and/or that are required as a result of this Plan Change Request) are a requirement of PPC74; and

- (e) Whether the provision of infrastructure including power, water supply and waste water infrastructure is designed to be of an appropriate capacity and in an appropriate location to service future connections that will be required across the wider FUZ land. Again, a comprehensive approach is required given that the PPC74 area is only one part of a wider area of FUZ south of the existing Pukekohe urban area.

16.5

14. Without giving consideration to these matters, the Council can have no confidence that the Plan Change request is the most appropriate way to achieve the purposes of the Act and/or the objectives and policies of the AUP.

Defensible boundary

15. As noted above, inadequate consideration has been given as to whether the boundary of the PPC74 area is in the most appropriate location. It is the Submitter's position that it should have included additional FUZ land to the north, including the Submitter's land, so that a more comprehensive and integrated approach to planning and infrastructure provision can be achieved. The topography, with its ridgeline to the north of the PPC74 area, would create a strong natural boundary.
16. Contrary to assertions made in the Plan Change Request, the land to the north of the PPC74 area is no more fragmented than the PPC74 area.

Traffic effects

17. The Submitter is also concerned that PPC74 would result in adverse traffic effects on the broader Pukekohe roading network. The Submitter seeks greater clarification as to how the adverse traffic effects external to the PPC74 site will be appropriately avoided, remedied or mitigated.
18. The Submitter is not confident from the information that has been provided so far that the provisions (including the proposed trigger rules) will appropriately address the effects on the transport network arising from the development that will be enabled by PPC74.
19. It is particularly concerned in relation to effects on traffic movements and intersection capacity on Golding Road. There appears to be a high level of reliance on the Council or other landowners identifying and implementing the network improvements that will be required. This is not the most appropriate method and will potentially create traffic effects on the wider network.
20. In addition, there is very little substantive discussion in the supporting documents that form part of the Plan Change Request regarding the future east-west arterial road that is proposed by the Structure Plan along the current alignment of Royal Doulton Drive. The Precinct Plan and proposed provisions do not provide for this future arterial road, other than to impose a vehicle access restriction along part of the northern boundary of the PPC74 area. While the proposed trigger rule in *Table 14XX.6.1.1 Transport Infrastructure Requirements* requires a 6m strip to be set aside for future widening/vesting for AT works to upgrade Golding Road to an arterial road, the same is not required for the future east-west arterial road. A similar setback from Royal Doulton Drive (at a width deemed appropriate by transport

experts or Auckland Transport) should also be required, to provide for this future arterial road.

21. The Applicants appear to consider that this infrastructure is not relevant to the Plan Change request and does not need to be addressed further. However, this is not an appropriate or reasonable approach given the strategic importance of this future roading connection. The new arterial is critical to addressing the traffic effects on Golding Road that are likely to arise from the development of the PPC74 area, including the substantial area of new light industrial zoning. Provisions that ignore a key piece of infrastructure that has been proposed in the vicinity, and leave it to be entirely funded by others and provided for on neighbouring properties at an unknown time in the future, are not the most effective or efficient. It needs to be addressed now, so that the benefit and burden of this roading improvement can be appropriately shared.

Inconsistency with the Structure Plan

22. As acknowledged in the Plan Change Request, the Trotting Club site is not zoned FUZ, is not identified in the Structure Plan for future urbanisation and is not included in the FULSS.
23. Further consideration and assessment is required regarding the effects of urbanising this substantial area of land, given that this was not undertaken as part of the structure planning exercise. The nature and extent of adverse effects of light industrial and residential zoning will be substantively different from those generated by the Trotting Club operations, and these effects were not envisaged by the Structure Plan and its supporting assessments.
24. There is also uncertainty as to when the Trotting Club land will be ready to be developed, given the proposed lease arrangements, and whether the continuation of the Trotting Club operations will delay the delivery of the infrastructure required for the PPC74 area and surrounding FUZ land within the timeframes set out in the Structure Plan.

DECISIONS SOUGHT

25. Mr Harris seeks the following decision from Auckland Council: *Decline PPC74, unless the matters addressed in this submission are adequately resolved, including but not limited to:*
- (a) The extension of the boundary of the PPC74 area;
 - (b) More appropriate provisions to address the infrastructure requirements (including transport, water and wastewater), that take into account the surrounding FUZ land. These provisions need to ensure the necessary infrastructure is provided for, is adequately sized and appropriately located and is provided within the required timeframes;
 - (c) More appropriate provisions to ensure that the adverse effects that will be generated by the urbanisation of the PPC74 land are adequately avoided, remedied or mitigated.
26. Mr Harris wishes to be heard in support of his submission.

27. Mr Harris would consider presenting a joint case if others make similar submissions.

26 April 2022



W S Loutit / S J Mitchell
Counsel for Mr John Harris

Address for service of submitter:
Simpson Grierson
Level 27, 88 Shortland Street
Private Bag 92518
Auckland 1141
New Zealand
Attention: Bill Loutit / Sarah Mitchell
Telephone: (09) 977 5256
Email: sarah.mitchell@simpsongrierson.com
Contact person: Sarah Mitchell

SUBMISSION ON PRIVATE PLAN CHANGE 74

To: Planning Technician
Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Golding Meadows and Auckland Trotting Club Inc

1.1 INTRODUCTION

1. This is a submission on Private Plan Change 74 (**PC 74**).
2. The submitter could not gain an advantage in trade competition through this submission.
3. The submitter has interests in a number of properties that are subject to the Plan Change. These properties are identified in the PC request and in the Schedule of Properties (Appendix A).

1.2 SPECIFIC INTERESTS

1. With respect to PC 74, the submitter (comprised of two separate entities) are the applicants and are the majority landholders within the extent of PC 74.

1.3 RELIEF SOUGHT

1. The specific relief sought and the reasons for said relief are outlined in the table enclosed within **Table 1**.

1.4 REASONS FOR RELIEF SOUGHT

1. In general terms, the relief sought by the submitter:
 - a. Will meet the purpose and principles in Part 2 of the RMA;
 - b. Will enable people to provide for their social and economic wellbeing by enabling further development opportunities;
 - c. Will use natural and physical resources (primarily the underlying land) efficiently; and
 - d. Will give effect to higher order statutory planning instruments as required by the RMA (s75(3)).

1.5 OTHER

1. The submitter wishes to be heard in support of its submission.
2. If others make a similar submission, the submitter will consider presenting a joint case with them at any hearing.

Table 1 – Relief Sought

#	Part of Plan Change	Support/Oppose	Relief Sought	Reasons
1	Precinct Provisions (Appendix D1)	Support in Part	<p>Amend the notified Pukekohe Golding Precinct provisions with the version (V4 February 2022) enclosed within Attachment A. The amendments proposed by this submission and version 4 are:</p> <p>i. Delete the following paragraph from I4XX.1</p> <p>The Precinct gives effect to the Medium Density Residential Standards ('MDRS') introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment [Act 2021].</p> <p>ii. Insert Objectives 9 and 10 to address the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 as follows:</p> <p><u>Objectives required by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021</u></p> <p><u>(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.</u></p> <p><u>(10) A relevant residential zone provides for a variety of housing types</u></p>	<p><u>DENSITY STANDARDS</u></p> <p>The PC was accepted for notification and processing by the Planning Committee at the meeting held on 30 November 2021. At this time, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill 2021 (the Bill) was yet to be enacted.</p> <p>Notwithstanding this, the PC recognised the implications of the Bill and proposed to incorporate the Medium Density Residential Standards (Density Standards) in the bespoke precinct provisions. It was considered that the Density Standards could be applied to the site via the PC as there are no known qualifying matters that preclude the application of the standards.</p> <p>The Bill received Royal assent on the 20 December 2021 and the RMA has since been amended. The Density Standards of the Act differ to those in the Bill thus it is appropriate that the PC be amended. The Council have indicated a preference for the Density Standards to be addressed on a region-wide basis and therefore it is appropriate to delete bespoke provisions from the plan change.</p> <p>Ultimately, the relief sought will ensure that the PC is consistent with the RMA in this regard. It will also not disrupt the future Intensification Planning Instrument to be notified by Auckland Council prior to 20 August 2022.</p>

17.1

#	Part of Plan Change	Support/Oppose	Relief Sought	Reasons
			<p><u>and sizes that respond to:</u></p> <p>(a) <u>housing needs and demand;</u> <u>and</u></p> <p>(b) <u>the neighbourhood's planned urban built character, including 3-storey buildings.</u></p> <p>iii. Amend Policy 1 to read as follows:</p> <p>Enable an intensive urban form and character through a range of dwelling options by applying, <u>including incorporation of</u> 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.</p> <p>iv. Delete rules (A2) to (A3) from Table I4XX.4.2 and the exception below the table header.</p> <p>v. Delete clauses (3) to (4) of rule I4.XX.5.</p> <p>vi. Delete rules I4XX.6.6.1 to I4XX.6.6.7 relating to the density standards.</p> <p>vii. Delete the matters of discretion I4XX.7.1(3) and (4) and assessment criteria I4XX.7.2(3).</p>	

#	Part of Plan Change	Support/Oppose	Relief Sought	Reasons
			Any other consequential amendments as necessary are also sought.	
	Schedule 10 of the AUP	Support in Part	List the proposed tree/groups of trees X1 to X3 in Schedule 10 Notable Tree Schedule to the AUP as enclosed within Attachment A .	<p><u>SCHEDULED TREES</u></p> <p>A Notable Tree Assessment was completed in November 2021 by Peers Brown Miller and identified three groups of trees that meet the nomination criteria. The revised provisions include a table with proposed amendments to the Notable Tree Schedule.</p>

17.2



Sir William Birch

FNZIS LCS Registered Professional Surveyor
For and on behalf of the submitter

Address for service:

Birch Surveyors Limited

PO Box 475

Auckland

Pukekohe 2340

Phone: 027 294 8321

Email: sirwilliambirch@bslnz.com

Contact person: Sir William Birch

Date: 26 April 2022

Proposed Private Plan Change X (Pukekohe Golding Precinct) to the Auckland Unitary Plan (Operative in Part)
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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 M. 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 M.
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 M.
5. Insert new Vehicle Access Restriction as illustrated on drawing by Birch Surveyors Project Number 4294 Overlay Plan Revision M.

Style Definition: AUP Nmbr 1: Indent: Left: 0.75 cm, Hanging: 0.75 cm

Style Definition: AUP Nmbr 2: Indent: Left: 1.5 cm, Hanging: 0.75 cm

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

AMENDMENTS TO SCHEDULE 10 NOTABLE TREE SCHEDULE

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

Proposed Private Plan Change X (Pukekohe Golding Precinct) to the Auckland Unitary Plan (Operative in Part)
~~V2 November 2021~~ V4 February 2022

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. It 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.

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 (approximately 0.44 ha) associated with a group of kahikatea trees adjoining Yates Road.

A vehicle access restriction control applies to the southern side of Royal Daulton Road and the western side of Golding Road to restrict direct vehicle access to these roads, therefore preserving the future arterial road opportunity of these roads from multiple vehicle crossings or from vehicles reverse manoeuvring on to the roads.

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 LAeq 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.

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

- Residential - Mixed Housing Urban
- Business – Neighborhood Centre

Proposed Private Plan Change X (Pukekohe Golding Precinct) to the Auckland Unitary Plan (Operative in Part)
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- Business – Light Industry Zone

~~The Precinct gives effect to the Medium Density Residential Standards ('MDRS') introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.~~

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

14XX.2. Objectives

- (1) 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) 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.
- (3) 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.
- (4) 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.
- (5) Subdivision and development is coordinated with the delivery of water, wastewater and stormwater infrastructure.
- (6) Reverse sensitivity effects on the adjacent Special Purpose – Major Recreation Facility Zone (Pukekohe Park) are mitigated.
- (7) The ecological values of streams, wetlands and the significant ecological area are protected and enhanced.
- (8) Stormwater management measures mitigate adverse effects of development and enhance the receiving environment.

Objectives required by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

- (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.

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

14XX.3. Policies

Development

- (1) Enable an intensive urban form and character through a range of dwelling options ~~by applying, 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 to provide an interconnected urban road network which includes necessary upgrades to existing infrastructure adjoining 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.
- (5) Require vehicle access restrictions for sites adjoining Golding Road and Royal Daulton Road in recognition that they will become future arterials.

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.

Stormwater Management and Ecology

- (7) Require subdivision and development to protect and enhance wetlands, streams and the significant ecological area.
- (8) Require subdivision and development to plant the riparian margin of streams and wetlands and to provide at source hydrological mitigation, attenuation and quality treatment to prevent stream bank erosion and to enhance in-stream morphology, and stream and wetland water quality.

Reverse Sensitivity

- (9) 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;

Proposed Private Plan Change X (Pukekohe Golding Precinct) to the Auckland Unitary Plan (Operative in Part)
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- b. support local employment; and
 - c. avoid activities sensitive to noise on land exposed to noise levels greater than 57 dB L_{Aeq} on Category C days.
- (10) 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 an buffer between noise from motorsport activities occurring on the Special Purpose – Major Recreational Facility Zone and the Precinct’s residential zones.
- (11) 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.

I4XX.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Tables I4XX.4.1-4 below.

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

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity unless that activity is specifically listed in Tables I4XX.4.1-4.

Table I4XX.4.1 - Activity table all Zones

Activity		Activity status
Use and Development		
(A1)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 in the Residential – Mixed Housing Urban Zone	
(A2)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H12.4.1 in the Business – Neighbourhood Centre Zone	
(A3)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H17.4.1 in the Business – Light Industry Zone	
(A4)	Activities that do not comply with any of the standards listed in I4.XX6.1 to I4XX.6.5	D

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Subdivision		
(A5)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A6)	Subdivision in accordance with the Precinct Plan	RD
(A7)	Subdivision not in accordance with the Precinct Plan	D
(A8)	Subdivision that does not comply with any of the standards listed in I4XX.6.1 to I4XX.6.5	D

Table I4XX.4.2 – Residential – Mixed Housing Urban Zone

The rules in activity table H5.4.1 (A3) and (A4) do not apply to the Precinct.

Activity	Activity status	Standards to be complied with	
Use and Development			
(A1)	Show home	P	Standards in I4XX.6.6
(A2)	Up to three dwellings per site	P	Standards in I4XX.6.6
(A3)	Four or more dwellings per site	RD	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.4.4 – Business – Neighbourhood Centre Zone

Activity	Activity status
Use and Development	

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(A1)	Activities that do not comply with the standard listed in I4XX.6.5	D
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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).

~~(3) Any application for resource consent for the following activities will be considered without public notification:~~

~~up to three dwellings per site in the Residential—Mixed Housing Urban Zone that does not comply with any of I4XX.6 Standards~~

~~(a) Except where the following standards:~~

- ~~(i) Standard I4XX.6.6.1 Building height~~
- ~~(ii) Standard I4XX.6.6.2 Height in relation to boundary;~~
- ~~(iii) Standard I4XX.6.6.3 Setbacks;~~
- ~~(iv) Standard I4XX.6.6.4 Building coverage;~~
- ~~(v) Standard I4XX.6.6.5 Impervious area;~~
- ~~(vi) Standard I4XX.6.6.6 Outdoor living space (per unit); and~~
- ~~(vii) Standard I4XX.6.6.7 Outlook space (per unit)~~

~~(4) Any application for resource consent for the following activities will be considered without public or limited notification or the need to obtain the written approval from affected parties:~~

~~(a) four or more dwellings per site in a residential—apply, the zone that comply with all of the following standards:~~

- ~~(i) Standard I4XX.6.6.1 Building height~~
- ~~(ii) Standard I4XX.6.6.2 Height in relation to boundary;~~
- ~~(iii) Standard I4XX.6.6.3 Setbacks;~~

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- ~~(iv) Standard I4XX.6.6.4 Building coverage;~~
- ~~(v) Standard I4XX.6.6.5 Impervious area;~~
- ~~(vi) Standard I4XX.6.6.6 Outdoor living space (per unit); and~~
- ~~(vii) Standard I4XX.6.6.7 Outlook space (per unit)~~

~~I4XX.6 Standards~~

The overlay and Auckland-wide standards apply in this precinct in addition to the following standards.

I4XX.6.1 Transport Infrastructure Requirements

- (1) Subdivision and development (including construction of any new road) must be undertaken concurrently with the following planned and funded infrastructure OR must not precede the upgrades outlined in Table I4XX.6.1.1.

Table I4XX.6.1.1 Transport Infrastructure Requirements

Transport Upgrade		Trigger
(T1)	Pedestrian connection to Station Road	The first site/dwelling.
(T2)	Footpath connection from the precinct boundary to the nearest existing pedestrian footpath on the eastern side of Station Road	The first site/dwelling.
(T3)	Station Road upgraded as an urban Collector Road (development side only)	Prior to or in conjunction with any development or subdivision requiring direct or indirect access to Station Road
(T4)	Yates Road upgraded as an urban Collector Road (development side only)	Any development with frontage to Yates Road.
(T5)	Golding Road – 6m strip to set aside for future widening/vesting for AT works to upgrade Golding Road to an arterial road.	Any development with frontage to Golding Road.

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

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 or, where the stream edge cannot be identified by survey, from the centre line of the stream. This standard does not apply to that part of a riparian margin where a road or public walkway crosses over the stream and/or passes through or along the riparian margin.
- (2) The riparian margins 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. This standard does not apply to that part of a riparian margin where a road or public walkway crosses over the wetland and/or passes through or along the riparian margin.
- (3) The margin of the Significant Ecological Area must be planted at the time of any subdivision or land development adjacent to the feature to a minimum width of 5m measured from the edge of the canopy.
- (4) The planting required by clauses (1)-(3) above must:
- use eco-sourced native vegetation where available;
 - be consistent with local biodiversity;
 - be planted at a density of 10,000 plants per hectare, unless a different density has been approved on the basis of plant requirements.

I4XX.6.3 Site Access

Purpose:

- Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings
- (1) Where subdivision and development adjoins a road with a 3m 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 3m shared footpath or the road frontage.

I4XX.6.4 Stormwater Management

IXX.6.4.1 Hydrological Mitigation

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- (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 5 mm 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.

IXX.6.4.2 Water Quality

- (1) Any new roofing for any building must comprise inert materials.
- (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)';

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- (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.

IXX.6.4.3 Water Quantity

- (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 IXX6.4.1, detention 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.

IXX.6.4.4 Operation and Maintenance of devices

- (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

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levels greater than 57 dB LAeq 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)(i) 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:
 - Be mechanically ventilated and/or cooled to achieve an internal temperature no greater than 25°C based on external design conditions of dry bulb 25.1 °C and wet bulb 20.1 °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
 - 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.

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- Must be provided with relief for equivalent volumes of spill air.
 - 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 must not apply in the event that the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) is rezoned.

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~~14XX.6.6~~ **Development Controls – Show Home**

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

A show home in the Residential - Mixed Housing Urban ~~Zone – Medium Density Residential Standards~~

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~~The following development controls apply to activities listed in Activity Table 14XX.4.2 of this precinct and Activity zone must comply with standards as listed for activity (A3) Up to Three Dwellings per site in Table H5.4.1 of Activity table in the Residential – Mixed Housing Urban Zone instead of the development standards listed in Standard H5.6.3 to H5.6.16.~~

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~~For the purposes of the following standards:~~

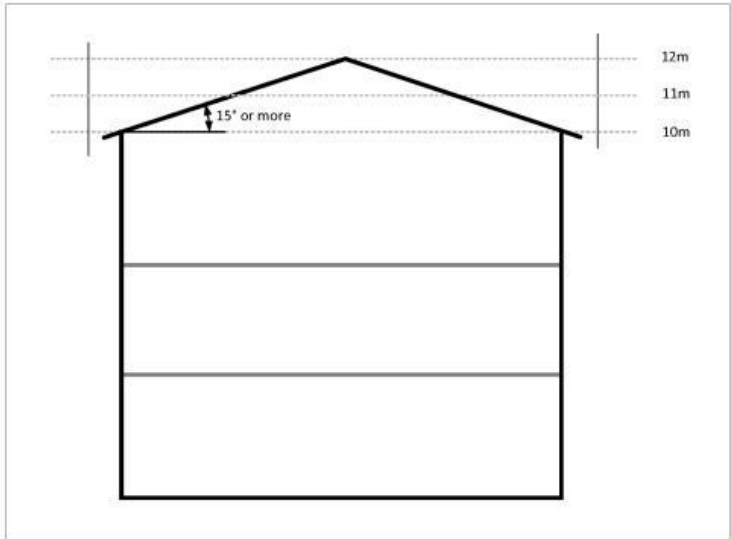
- ~~(a) Any definitions listed in Schedule 3A of the Resource Management (Enabling Housing Supply and Other Matters) Amendment [Act 2021] non-compliance shall apply instead of those listed in Chapter J.1~~
- ~~(b) Any definitions listed in section 77E of the Resource Management (Enabling Housing Supply and Other Matters) Amendment [Act 2021] shall apply instead of those listed in Chapter J.1~~
- ~~(c) Any definitions listed the national planning standards shall apply instead of those listed in Chapter J.1~~

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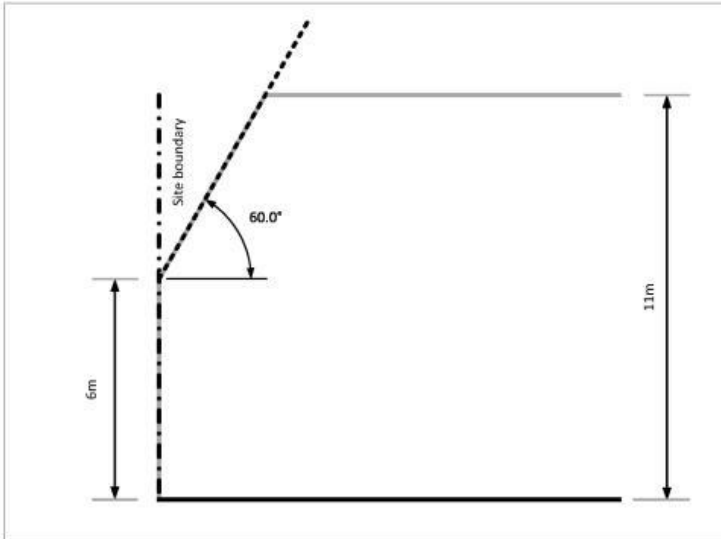
14XX.6.6.1. Building Height

~~(2) Buildings must not exceed 11 metres in height, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more, as shown on the following diagram.~~



14XX.6.6.2. Height in relation to boundary

(3) Buildings must not project beyond a 60° recession plane measured from a point 6 metres vertically above ground level along all boundaries, as shown on the following diagram. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.



~~(4) This standard does not apply to:~~

- ~~(a) a boundary with a road;~~
- ~~(b) existing or proposed internal boundaries within a site;~~
- ~~(c) site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.~~

14XX.6.6.3. Setbacks

~~(5) Buildings must be set back from assessed against the relevant boundary by the minimum depth listed provisions in the yards table below:~~

Yard	Minimum depth
Front	2.5 metres
Side	1 metre
Rear	1 metre (excluded on corner sites)

~~(2) This standard does not apply to site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.~~

~~I4XX.6.6.4. Building coverage~~

~~(6) The maximum building coverage must not exceed 50% of the net site area.~~

~~I4XX.6.6.5. Impervious area~~

~~(7) The maximum impervious area must not exceed 60% of the site area.~~

~~I4XX.6.6.6. Outdoor living space (per unit)~~

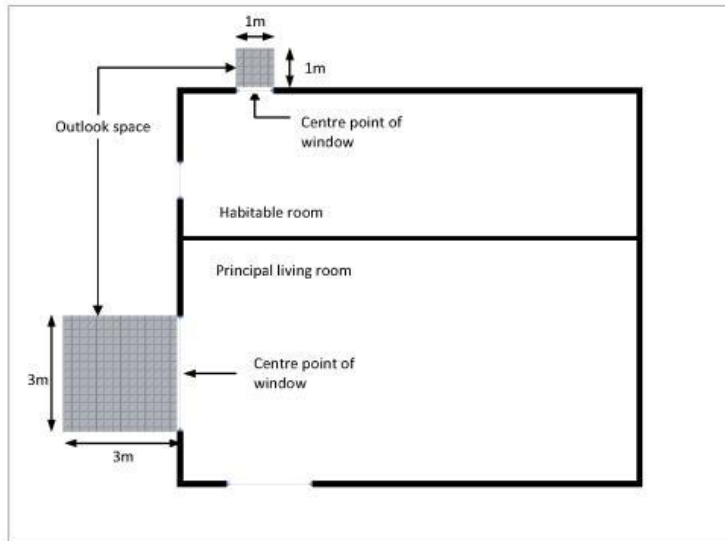
~~(8) A residential unit at ground floor level must have an outdoor living space that is at least 15 square metres^{H5} and that comprises ground floor or balcony or roof terrace space that:~~

- ~~(a) where located at ground level, has no dimension less than 3 metres; and~~
- ~~(b) where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; and~~
- ~~(c) is accessible from the residential unit; and~~
- ~~(d) is free of buildings, parking spaces, and servicing and manoeuvring areas.~~

~~I4XX.6.6.7. Outlook space (per unit)~~

~~(9) An outlook space must be provided from habitable room windows as shown in the diagram below. Where the room has 2 or more windows, the outlook space must be provided from the largest area of glazing.~~

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- (10) The minimum dimensions for a required outlook space are as follows:
- (a) a principal living room must have an outlook space with a minimum dimension of 3 metres in depth and 3 metres in width; and
 - (b) all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (11) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (12) Outlook spaces may be within the site or over a public street or other public open space.
- (13) Outlook spaces required from different rooms within the same building may overlap.
- (14) Outlook spaces must:
- (a) be clear and unobstructed by buildings; and
 - (b) not extend over an outlook space or outdoor living space required by another dwelling.

14XX.6.7 Vacant Sites Subdivision – Residential – Mixed Housing Urban Zone

~~(15)(a) Compliance with the E38 standards for lot size and/or shape factor is not required for any allotment where it is practicable to construct one dwelling in accordance with the applicable permitted activity standards listed in Rule I4XX.6.6C1.9.~~

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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):
 - (a) Consistency with the objectives and policies of the precinct.
 - (b) Consistency with the precinct plan.
- (2) Subdivision
 - (a) Transport including development of road, access, walking and cycling infrastructure, and traffic generation
 - (b) Naturalising of the stream morphology and integration with stormwater management

~~(3) Residential – Mixed Housing Urban Zone – Medium Density Residential Standards~~

- ~~(a) For development standard infringements the council will restrict its discretion to the following matters (and the matters listed in C1.9 do not apply):~~
- ~~(i) any policy which is relevant to the standard;~~
 - ~~(ii) the effects of the infringement of the standard;~~
 - ~~(iii) the effects on the urban built character of the zone;~~
 - ~~(iv) the effects on the amenity of neighbouring sites;~~
 - ~~(v) the effects of any special or unusual characteristic of the site which is relevant to the standard;~~
 - ~~(vi) the characteristics of the development;~~
 - ~~(vii) any other matters specifically listed for the standard; and~~

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~~(viii) where more than one standard will be infringed, the effects of all infringements.~~

~~(4) For four or more dwellings per site the council will restrict its discretion to the following matters (and the matters listed in C1.9 do not apply):~~

~~(a) the effects on the neighbourhood character, residential amenity, safety, and the surrounding residential area from all of the following:~~

~~(i) building intensity, scale, location, form and appearance;~~

~~(ii) traffic; and~~

~~(iii) location and design of parking and access.~~

~~(b) Infrastructure and servicing~~

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14XX.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.
- (2) Subdivision:
 - (a) Whether the collector roads are provided generally in the locations on the precinct plan.
 - (b) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility 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 (which includes opportunities to vest the stream network).
 - (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,

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connections, and walking and cycling infrastructure.

- (f) The design to restore natural banks, meanders and patterns of the stream
- (g) Design and integration of stormwater management requirements with the open space network.

~~(3) Residential – Mixed Housing Urban Zone, Medium-Density Residential Standards~~

~~(a) For development control infringements the council will consider the criteria listed in H5.8.2.~~

~~(b) for four or more dwellings on a site the council will consider the criteria listed in H5.8.2.(2) (b), (c), (d), (e)(f), (g) and (h).~~

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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 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) Confirm detail on the eco-sourcing proposed for the planting
 - (c) Take into consideration the local biodiversity and ecosystem extent.

I4XX.8.2 Acoustic Report

- (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 I4XX6.5 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.

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I4XX.8.2 Traffic Assessment

- (1) For every 100 dwellings/lots (based on a cumulative total within the Precinct) a Traffic Assessment must be provided which assesses the need for:
 - (a) Any upgrade of the Station Road / East Street intersection
 - (b) Any upgrade of the Golding Road / East Street existing roundabout

As triggered by the traffic related effects of development within the Precinct.

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I4XX.9 Precinct plan

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Level 5, AON Building
 Customs Street West
 Private Bag 106602
 Auckland 1143
 New Zealand
 T 64 9 969 9800
 F 64 9 969 9813
www.nzta.govt.nz

FORM 5

Submission on a notified proposal for Private Plan Change 74 – Golding Meadows and Auckland Trotting Club Inc under Clause 6 of Schedule 1 Resource Management Act 1991

26 April 2022

Auckland Council
 Plans and Places
 Private Bag 92300
 Auckland 1142
 Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

CC: applications@bslnz.com

Name of submitter: The New Zealand Transport Agency

This is a submission on Private Plan Change 74 – Golding Meadows and Auckland Trotting Club Inc (**Plan Change**) to the Auckland Unitary Plan (Operative in Part).

The New Zealand Transport Agency (**Waka Kotahi**) could not gain an advantage in trade competition through this submission.

Waka Kotahi role and responsibilities

Waka Kotahi is a Crown Entity established by Section 93 of the Land Transport Management Act 2003 (LTMA). The objective of Waka Kotahi is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest. Waka Kotahi roles and responsibilities include:

- Managing the State Highway system, including planning, funding, designing, supervising, constructing, maintaining and operating the system.
- Managing funding of the land transport system, including auditing the performance of organisations receiving land transport funding.
- Managing regulatory requirements for transport on land and incidents involving transport on land.
- Issuing guidelines for and monitoring the development of regional land transport plans.

Waka Kotahi interest in this proposed Plan Change stems from its role as:

- A transport investor to maximise effective, efficient and strategic returns for New Zealand.
- A planner of the land transport network to integrate one effective and resilient network for customers.

- Provider of access to and use of the land transport system to shape smart efficient, safe and responsible transport choices.
- The manager of the State Highway system and its responsibility to deliver efficient, safe and responsible highway solutions for customers.

Waka Kotahi supports planned development in appropriate area and considers that this should occur in a manner which does not compromise the effectiveness, efficiency, resilience and safety of the transport network. Therefore, Waka Kotahi seeks to participate in these proceedings to ensure that the nature of the development does not adversely affect the transport network.

In this case the land is located in land identified for future urban growth, and is closely aligned with the Future Urban Land Supply Strategy (FULSS), which identifies the land subject to this Plan Change as being 'Development Ready' between 2023–2028. The Plan Change is also largely consistent with the Pukekohe–Paerata Structure Plan.

Government Policy Statement on Land Transport.

Waka Kotahi also has a role in giving effect to the Government Policy Statement on Land Transport (GPS). The GPS is required under the LTMA and outlines the Government's strategy to guide land transport investment over the next 10 years. The four strategic priorities of the GPS 2021 are safety, better travel options, climate change and improving freight connections. A key theme of the GPS is integrating land use, transport planning and delivery. Land use planning has a significant impact on transport policy, infrastructure and services provision, and vice versa. Once development has happened, it has a long-term impact on transport. Changes in land use can affect the demand for travel, creating both pressures and opportunities for investment in transport infrastructure and services, or for demand management.

Waka Kotahi gives effect to the GPS through a number of strategic plans including:

- Arataki – our ten-year view of the step changes and actions needed to deliver on the government's current priorities and long-term outcomes for the land transport system;
- Toitu Te Taiao – Our sustainability action plan. This notes two big challenges around reducing greenhouse gases and improving public health;
- Keeping Cities Moving – our national mode shift plan based around shaping urban form, making shared and active modes more attractive and influencing travel demand and transport choices.

In this instance, the existing transport network is heavily constrained, however considerable planning has been and is being undertaken to upgrade and future-proof the strategic transport network, by both providing additional road capacity and improving public transport. Some projects (namely Papakura to Pukekohe rail electrification) have funding allocated, however there is still a wider lack of funding in the area. Any new development that is primarily car-centric and does not provide adequate alternatives (for example walking and cycling connectivity beyond the site and to key public transport nodes), will add additional strain to the existing roading network.

Carbon emissions

New Zealand has a target to achieve a net zero carbon target as mandated by the Climate Change Response Act by 2050. The Transport sector is a significant contributor to greenhouse gas emissions through carbon emissions from vehicle use. This is responsible for 47% of total domestic carbon emissions.

The Emissions Reduction Plan will be released shortly and will set out how New Zealand will meet its first emissions budget (2022–2025) and set the path towards meeting our long-term climate targets. While the text of the plan is not yet available, it is apparent private vehicle use will be a core focus.

As such, it is vital that any new development maximises any opportunities to maximise multi-modal connectivity beyond the site, to contribute to a broader mode shift, and to reduce the strain on the existing roading network. Further, with investment committed to the electrification of the rail line from Pukekohe to Papakura, there is an opportunity for the Plan Change to provide ample connectivity (in particular walking and cycling) to the Pukekohe station and thereby reduce carbon emissions.

Decision sought

Waka Kotahi is neutral with regards to this Plan Change, however wishes to signal the need for the Plan Change to ensure appropriate multi-modal connectivity beyond the site and provides other measures to ensure that the reliance on private car-based travel is reduced.

18.1

Hearings

Waka Kotahi does not wish to be heard in support of its submission.

Signature of person authorised to sign on behalf of Submitter:



Brendan Clarke

Senior Planner, Waka Kotahi

Address for Service of person making submission:

NZ Transport Agency

Contact Person: Brendan Clarke

Email: Brendan.clarke@nzta.govt.nz

**SUBMISSION ON PLAN CHANGE 74 (PRIVATE): GOLDING MEADOWS AND
AUCKLAND TROTTERING CLUB INC**

To: Auckland Council

Name of Submitter: Heather Isabel Clark

1. This is a submission on Proposed Private Plan Change 74: Golding Meadows and Auckland Trotting Club Inc (**PPC74** or the **Plan Change Request**) to the Auckland Unitary Plan (Operative in Part) (**AUP**).
2. I could not gain an advantage in trade competition through this submission.
3. My submission relates to the entire Plan Change Request.
4. I am neutral on the Plan Change request. I have owned my property at 110 Golding Road, immediately opposite the PPC74 area, for approximately 38 years. My property is also zoned Future Urban Zone in the AUP and is within the Pukekohe-Paerata Structure Plan 2019 area.
5. While I neither support nor oppose the Plan Change request, I am concerned about the adverse environmental effects of the future development, including in relation to traffic effects on Golding Road and the surrounding road network. If roading upgrades or new roading connections are needed this should be a requirement of the plan change provisions. I am also concerned whether the infrastructure, including power, water supply and waste water infrastructure, will be designed and appropriately located to take into account the requirements of the surrounding Future Urban zoned land. I also question whether the northern boundary of the PPC74 area is in the most appropriate location or whether it should include the properties on the northern side of Royal Doulton Drive.

19.1
 19.2
 19.3
6. The decision I seek from Auckland Council is that, if it decides to approve the Plan Change Request, that the decision addresses the matters raised in this submission, including:
 - (a) the extension of the boundary of the PPC74 area;
 - (b) more appropriate provisions to ensure that the necessary infrastructure (including transport, water and wastewater) is provided within the required timeframes and is adequately sized and appropriately located; and
 - (c) more appropriate provisions to ensure that the adverse effects that will be generated by the urbanisation of the PPC74 land are adequately avoided, remedied or mitigated.
7. I wish to be heard in support of my submission.
8. I would consider presenting a joint case if others make similar submissions.

26 April 2022

Heather Isabel Clark

Address for service of the Submitter:

Heather Clark
110 Golding Road
RD 2
Pukekohe 2677
Mobile: 021 268 2791
Email: heatherisabelclark@yahoo.co.nz



FORM 5

Submission on a publicly notified proposal for policy statement or plan, change or variation under Clause 6 of Schedule 1, Resource Management Act 1991.

To: Auckland Council

Name of submitter: Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd
PO Box 6345
Wellesley
Auckland 1141

Attention: Vicky Hu

Phone: 09 301 3772

Email: vicky.hu@beca.com

This is a submission on the Proposed Plan Change 74 (Private) Golding Meadows and Auckland Trotting Club Inc.

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Auckland region.

The Ministry of Education's submission is:

Future school network impacts

The Proposed Plan Change 74 (PPC) is seeking to rezone approximately 82.7ha of land (the PCA) from Future Urban Zone and Special Purpose – Major Recreation Facility Zone to a combination of:

- Residential – Mixed Housing Urban Zone (62.36ha);
- Business – Light Industry Zone (19.97ha); and
- Business – Neighbourhood Centre Zone (0.34ha).

The PPC also seeks to remove the Franklin Trotting Club Precinct and apply a new Precinct - Pukekohe Golding Precinct across the PCA. Although the rezoning of this land was anticipated as it is Future Urban Zone, the PPC would enable urban growth at densities that are greater than currently enabled, thereby increasing the demand on the local school network in Pukekohe.



In 2019, the Ministry developed the National Education Growth Plan 2030 (NEGP)¹, which provides a co-ordinated approach for addressing school-aged population growth across New Zealand. The NEGP identifies a number of catchments across the country and considers the anticipated demand and growth patterns so that the Ministry can ensure the school network is delivered in the right place at the right time.

The NEGP acknowledges that the development of this land was always anticipated, given the Future Urban Zoning and sequencing plans for Pukekohe in the Future Urban Land Supply Strategy (FULSS)². According to the FULSS, the land was scheduled to be released between 2023 – 2027, and an additional 7,200 dwellings is anticipated over the next decade.

The Ministry anticipate additional capacity within its network will likely be required to service the growth of this plan change and the wider growth of Pukekohe. The Ministry will endeavour to liaise with the Applicant to discuss opportunities for educational facilities within the PCA. In addition, through this submission the Ministry is seeking that educational facilities be provided for within the precinct provisions to accommodate future educational facilities to enable the Ministry to service the growth and urban expansion of Pukekohe.

Walking and cycling provisions

The Ministry supports the proposed walking and cycling provisions through the PPC area, as it provides safe, efficient links in and throughout the area. Quality pedestrian and cycle connections to schools and through neighbourhoods have health and safety benefits for children and reduce traffic generation at pick up and drop off times. All future schools should be well serviced by safe and accessible pedestrian and cycling links and it is considered that the proposed provisions would require adequate consideration of walking and cycling provisions.

The Ministry's position on the Proposed Plan Change

The Ministry is neutral on the Proposed Plan Change if the provisions outlined below are accepted.

The Ministry acknowledges that the proposed plan change will contribute to providing additional housing within the wider Auckland Region. This will, however, require additional capacity in the local school network to cater for this growth as the area develops and potentially drive the need for a new school in the community.

The Ministry understands that the Council must meet the requirements under the National Policy Statement on Urban Development 2020 (NPS-UD) to provide development capacity for housing and business. The Ministry wishes to highlight that Policy 10 of the NPS-UD states that local authorities should engage with providers of development infrastructure and additional infrastructure (schools are considered additional infrastructure) to achieve integrated land use and infrastructure planning. In addition to this, subpart 3.5 of the NPS-UD states that local authorities must be satisfied that the additional infrastructure to service the development capacity is likely to be available.

Growth as a result of the PPC and wider urban growth will require careful planning and communication between the Applicant, Auckland Council and the Ministry to meet community demand for educational facilities.

The Ministry therefore has an interest in:

- How development is planned and sequenced, particularly in terms of infrastructure provision such as roading as this will impact where and when schools can be established.

¹ National Education Growth Plan 2030, Auckland and Tai Tokerau, Ministry of Education, 2019. Available at: <https://www.education.govt.nz/our-work/publications/budget-2019/negp/#Auckland>

² Auckland Future Urban Land Supply Strategy, Auckland Council, 2018. Available at: <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-by-laws/our-plans-strategies/topic-based-plans-strategies/housing-plans/Documents/future-urban-land-supply-strategy.pdf>



- Ensuring the Precinct provisions specifically acknowledge and provide for schools. This is critical given schools are an essential piece of social and community infrastructure. An absence of supportive provisions can place obstacles in the way of the establishment of education facilities in future years.
- How safe walking and cycling infrastructure will be planned.
- The urban form and amenity provided through connectivity and usable areas of public open space.

The Ministry broadly supports provisions in the plan change that seek to put in place a framework that will deliver integrated communities with a street and block pattern that supports the concepts of liveable, walkable and connected neighbourhoods. This includes a transport network that is easy and safe to use for pedestrians and cyclists and is well connected to public transport, shops, schools, employment, open spaces and other amenities.

Decision sought

Overall, the Ministry is neutral on the PPC in its current form if the following relief and consequential amendments can be accepted.

20.1

Additions are shown as underlined and deletions as ~~strikeouts~~.

- *Objectives:*
 - (3) *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 and safe connections to educational facilities.*
 - (9) *Development within the Precinct is supported by educational facilities.*
- *Policies*
 - (4) *Require subdivision and development to provide safe walking and cycling networks and connections to existing and future networks outside the Precinct and to educational facilities.*
 - (5) *Enable educational facilities to establish within the Precinct*
- *Matters of Discretion*
 - (2) *Subdivision*
 - (a) *Transport including development of road, access, walking and cycling infrastructure, and traffic generation including to educational facilities.*
- *Assessment Criteria*
 - (2) *Subdivision and Transport:*
 - (b) *Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility and supports a walkable road network including to existing or planned educational facilities.*



(e) *The design and layout of the roading network including urban blocks, connections, and walking and cycling infrastructure including to existing or planned educational facilities.*

Given the level of increase in housing provision in Pukekohe as a result of this PPC, the Ministry requests regularly engagement with Auckland Council and the Applicant to keep up to date with the housing typologies being proposed, staging and timing of this development so that the potential impact of the plan change on the local school network can be planned for. The key Ministry contact email is Resource.Management@education.govt.nz

The Ministry wishes to be heard in support of its submission.



Vicky Hu

Planner – Beca Ltd

(Consultant to the Ministry of Education)

Date: 26 April 2022

26 April 2022

Auckland Council
Plans and Places
Private Bag 92300
Auckland 1142
Attn: John Duguid

By email to: unitaryplan@aucklandcouncil.govt.nz

SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR PLAN, CHANGE OR VARIATION (FORM 5)

Plan Change 74: Pukekohe Golding Precinct

NAME OF SUBMITTER:

KiwiRail Holdings Limited (KiwiRail)

ADDRESS FOR SERVICE:

Level 1
Wellington Railway Station
Bunny Street
PO Box 593
WELLINGTON 6140
Attention: Jodie Mitchell

Ph: 027 202 3822

Fax: 04 473 1460

Email: jodie.mitchell@kiwirail.co.nz

KiwiRail Submission on Auckland Unitary Plan Operative in Part Plan Change 74

KiwiRail Holdings Limited (KiwiRail) is the State-Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as rail freight and passenger services within New Zealand. KiwiRail is also the requiring authority for land designated "Railway Purposes" (or similar) in district plans throughout New Zealand.

KiwiRail is interested in Plan Change 74 (**PC74**) for several reasons:

1. The PC74 area lies adjacent to one of New Zealand's key main railway lines, the North Island Main Trunk line (**NIMT**). The NIMT carries both rail freight traffic and Metro passenger services, and forms part of the golden triangle network for rail freight between Auckland, Tauranga and Hamilton. The soon to be upgraded Pukekohe Station is located approximately 1.1km to the north of PC74. KiwiRail seeks to protect the railway corridor to enable its ongoing use for operational purposes.
2. KiwiRail has obtained planning approval and commenced design work for the Papakura to Pukekohe electrification (P2P) project. The investment will extend the electrified rail network from Papakura to Pukekohe, and includes a range of supporting network upgrades:
 - Electrification of 19km of track, including installation of overhead equipment (OLE), new traction power feed and signalling upgrades;



- provision of two additional platform faces and stabling for twelve 3-car Electric Multiple Units at Pukekohe;
- passive provision for future construction of three new Drury stations and additional tracks; and
- safety enhancements at level crossings.

KiwiRail supports the Plan Change, subject to the matters raised in this submission being appropriately addressed to ensure that any adverse effects of the proposal on the transport network can be adequately avoided or mitigated.

KiwiRail could not gain an advantage in trade competition through this submission.

KiwiRail wishes to speak to our submission and will consider presenting a joint case at the hearing with other parties who have a similar submission.

If you have any queries, please don't hesitate to contact me.

Yours faithfully,



Jodie Mitchell
Senior RMA Advisor
KiwiRail

26 April 2022





Sub #	Provision number	Support/Oppose/ Seek Amendment	Submission/Comments/Reasons Plan Change 74	Relief Sought (as stated or similar to achieve the requested relief)
Plan Change 74				
1	I4XX.1. Precinct Description	Support	KiwiRail supports the proposed precinct description, as this acknowledges the Residential - Mixed Urban Zone as the predominant residential zone because of the Precincts opportunities for new greenfield development in close proximity to the town centre, rail station, and employment activities.	Support Development anticipated by national strategic and local policy anticipate growth and higher density residential living options should be located in close proximity to public transport.
2	I4XX.1 Precinct Description	Support	<p>KiwiRail supports the recognition in the precinct description of the need to construct an acoustic barrier to attenuate noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) and the residential land between the Business -Light Industry Zone and a noise contour illustrated on the Precinct Plan. Houses in Area A of the proposed precinct plan are also required to have additional noise attenuation measures (building and design) to ensure an appropriate acoustic environment.</p> <p>KiwiRail supports the recognition of the need to address reverse sensitivity effects and to protect the health and amenity of residents.</p> <p>KiwiRail supports forward thinking locating activities sensitive to noise so as to reduce adverse effects for noise sensitive receivers.</p>	Support
3	I4XX.2. Objectives (3) and (4)	Support	<p>KiwiRail supports the recognition of the need to provide a well-connected and safe urban road network that supports a range of travel modes and that transport infrastructure is integrated and coordinated with subdivision and development and provides connections to the wider transport network.</p> <p>The proposed Precinct Objectives seek to ensure that connections provided with the surrounding transport network operate safely and efficiently.</p> <p>Currently there is no signalised active mode crossing from the eastern side of Station Road to Pukekohe Station. Provision of a public crossing to provide pedestrian/micro-mobility connection to Pukekohe Station is required to address wider transport network accessibility. Alternative active modes such as cycling and pedestrian movement should also be catered for at the crossing.</p> <p>Auckland Council is responsible for public crossings, including safety and maintenance. Developer contributions towards road improvements at the crossing may be required so that it operates safely as a result of traffic generated from the development area.</p>	Retain I4XX.2. Objectives (3) and (4) as notified
4	I4XX.3. Policies (4)	Support	KiwiRail supports the requirement for subdivision and development to providing walking and cycling networks and connections to existing and future networks outside the Precinct.	Retain as notified

21.1





Sub #	Provision number	Support/Oppose/ Seek Amendment	Submission/Comments/Reasons Plan Change 74	Relief Sought (as stated or similar to achieve the requested relief)
4	Table I4XX.4.3 Activity table	Support	<p>KiwiRail supports the activities status as set out in the Table which provides for activities sensitive to noise, including workers accommodation as a Non-complying activity. The provision provides an appropriate level of assessment for activities sensitive to noise in the Business – Light Industry Zone given the proximity of Pukekohe Park, specifically the Motorsport activity on the western side of Station Road. This forward thinking is consistent with KiwiRail’s policy and initiatives to support future beneficial outcomes for noise sensitive receivers.</p>	<p><u>Retain</u> as notified</p>



SUBMISSION ON PRIVATE PLAN CHANGE 74

To: Planning Technician
Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Station Road Residents Group

1.1 INTRODUCTION

1. This is a submission on Private Plan Change 74 (**PC 74**).
2. The submitter could not gain an advantage in trade competition through this submission.
3. The submitter has an interest in PC 74 as they own a number of properties that adjoin the Plan Change area. These properties are some 18.43ha in total and comprise those listed below (hereafter referred to as the **sites**):
 - a. 120 Station Road (Lot 1 DP 101010) (2.6534ha);
 - b. 124 Station Road (Lot 2 DP 110158) (4.2570ha);
 - c. 150/152 Station Road (Lot 4 DP 91559) (2.4039ha);
 - d. 170 Station Road (Lot 1 DP 110158) (4.6089ha); and
 - e. 194 Station Road (Lot 2 DP 91559) (4.5100ha).

1.2 SPECIFIC INTERESTS

1. With respect to PC 74, the submitter (comprised of a number of separate parties) are landowners on the northern fringe of the extent of PC 74. The sites (see **Figure 1**) owned by the submitter adjoin Station Road and are currently zoned Future Urban (**FUZ**) under the Auckland Unitary Plan (**AUP**).

1.3 SITE BACKGROUND

1. The sites are generally flat and comparable in use to those comprising PC 74. Rural lifestyle activities are present throughout with dwellings and ancillary buildings spread across open paddocks with shelterbelts and yard areas in the surrounds.
2. With reference to the technical reports prepared for the Pukekohe Paerata Structure Plan (**PPSP**), the sites:
 - a. are classified as production land with a few pre-1980 buildings identified;
 - b. do not contain any ecological (terrestrial or freshwater) features of any significance;
 - c. are located within a landscape character area with a low sensitivity to modification;
 - d. can be serviced by the three-waters network in the locality with the arrangement proposed for PC 74 extended to incorporate the sites;

- e. do not contain any cultural or heritage items identified in the AUP, Cultural Heritage Inventory or ArchSite database.
3. Based on the above, it is considered that there are no constraints to the rezoning of the sites.

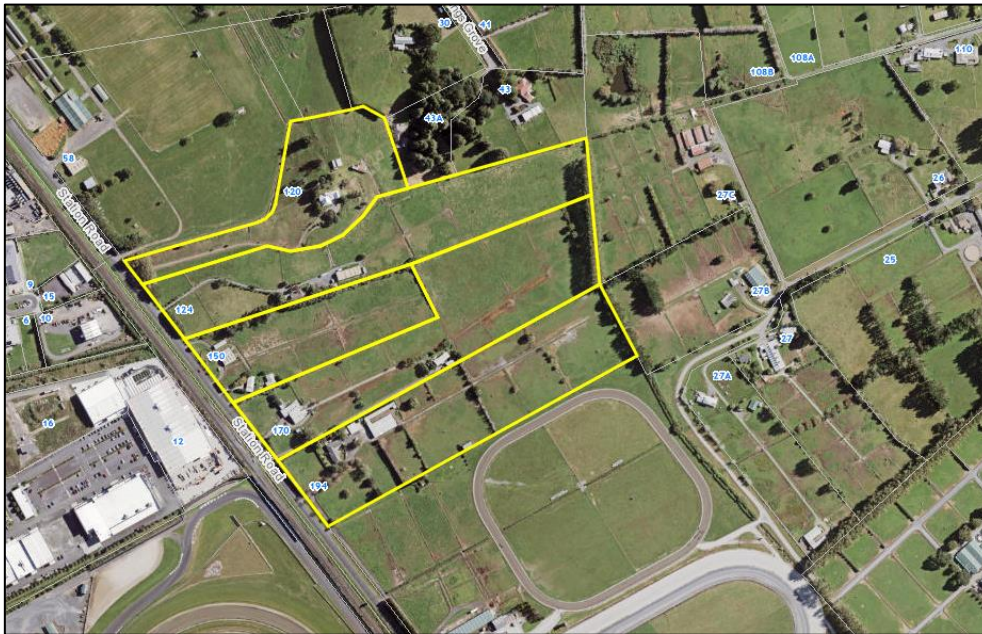


Figure 1: The submitters sites edged in yellow.
 (Source: GeoMaps)

1.4 RELIEF SOUGHT

1. The relief sought is the inclusion of the sites within PC 74 as an extension to the land being rezoned.
2. Without limiting the generality of the statement above, the specific relief sought and the reasons for said relief are outlined below and in **Table 1**.

1.5 REASONS FOR RELIEF SOUGHT

1. In general terms, the relief sought by the submitter:
 - a. Will meet the purpose and principles in Part 2 of the RMA;
 - b. Will enable people to provide for their social and economic wellbeing by enabling further development opportunities in advantageous location in close proximity to services and amenities in Pukekohe;
 - c. Will use natural and physical resources (primarily the underlying land) efficiently; and
 - d. Will give effect to higher order statutory planning instruments as required by the RMA (s75(3)).

1.6 OTHER

1. The submitter wishes to be heard in support of its submission.
2. If others make a similar submission, the submitter will consider presenting a joint case with them at any hearing.

Table 1 – Relief Sought

#	Part of Plan Change	Support/ Oppose	Relief Sought	Reasons
1	Zoning	Support in Part	<p>The inclusion of the submitter’s sites into the PC for rezoning. The specific zoning sought is identified in Figure 2. For the avoidance of doubt, the zoning sought is a combination of Residential – Mixed Housing Urban (MHUZ) (approximately 16.93ha) and Business – Light Industry (LIZ) (approximately 1.5ha).</p> <p>Such other relief is sought, whether it be alternative, additional or consequential, as may be required to address the matters identified in this submission and/or appendices.</p>	<p>Reasons for the relief sought include (but are not limited to) the following:</p> <ul style="list-style-type: none"> • Pukekohe is growing rapidly and is identified as a “satellite town” in the Auckland Plan 2050 (AP). Areas for residential and business activities need to be unlocked to cater for the growth that will occur over the coming decades (the AP identifies the PPSP land as having the potential to accommodate up to 14,000 additional dwellings to support growth. Currently there is a great demand for residential development in Pukekohe and there is a shortage of live-zoned land to meet this demand. • The site is advantageously located in close proximity to various schools, the Pukekohe Town Centre and the railway station (refer to Figure 4). Furthermore, it is noted that the line between Pukekohe and Papakura will be electrified improving travel across the network. Inclusion of the sites will promote patronage on the network when the upgrades are complete. • The policy direction from Central Government (as evidenced by the National Policy Statement on Urban Development 2020 (NPS-UD) and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act has triggered the need to enable more development opportunities. As a Tier 1 Territorial Authority is required to adhere to these requirements. The inclusion of the sites into the processing of PC 74 aligns with the intent of these documents to provide for more growth in appropriate areas. • The sites have already been earmarked for future urbanisation and structure planned. The rezoning also aligns with the timeframes identified in the Future Urban Land Supply Strategy (FULSS) (2023-2027). Whilst the exact zoning sought is slightly different to the PPSP, the plan does not have pre-emptive status and the level of divergence is considered minimal. • Regarding scope, the sites adjoin the geographical extent of PC 74 and as previously noted are in the same tranche in the FULSS. Potential submitters will not be denied natural justice and still have fair and adequate notice to participate in the process by way of further submissions and hearings. The submission also seeks zoning changes consistent with PC 74 meaning no substantial technical analysis or evaluation under s32 is considered necessary. Notwithstanding this, s32 analysis of the costs/benefits is provided in Appendix A.

22.1

#	Part of Plan Change	Support/ Oppose	Relief Sought	Reasons
				<ul style="list-style-type: none">The applicants for PC 74 have been made aware of the submitters intentions and they generally support growth in the district provided that any live zoning aligns with the statutory framework set by the RMA and is capable of being serviced by the necessary infrastructure.

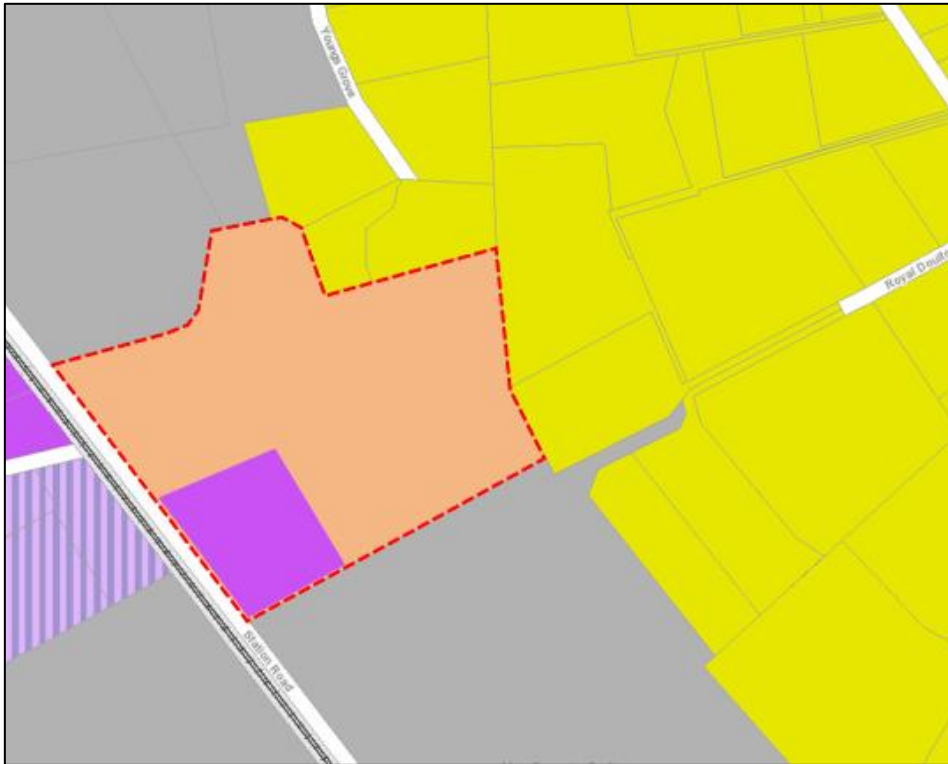


Figure 2: The rezoning sought for the submitter's sites (edged in red dashed line).
(Note: Indicative only and not to scale)

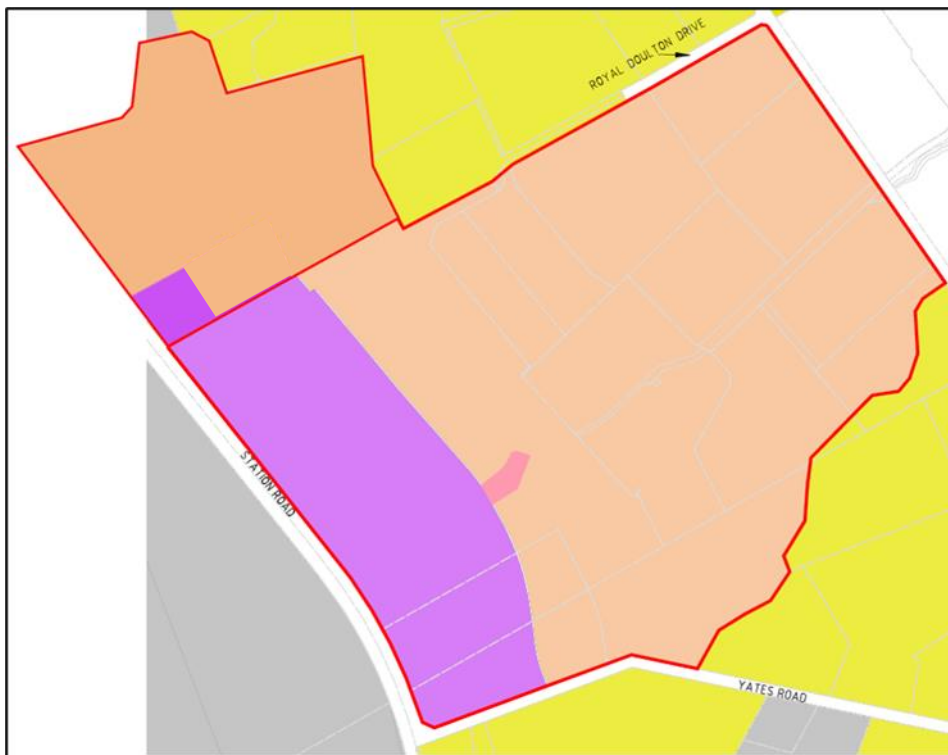


Figure 3: Preliminary view of how the relief sought fits with the proposed PC 74 zoning pattern.
(Note: Indicative only and not to scale)

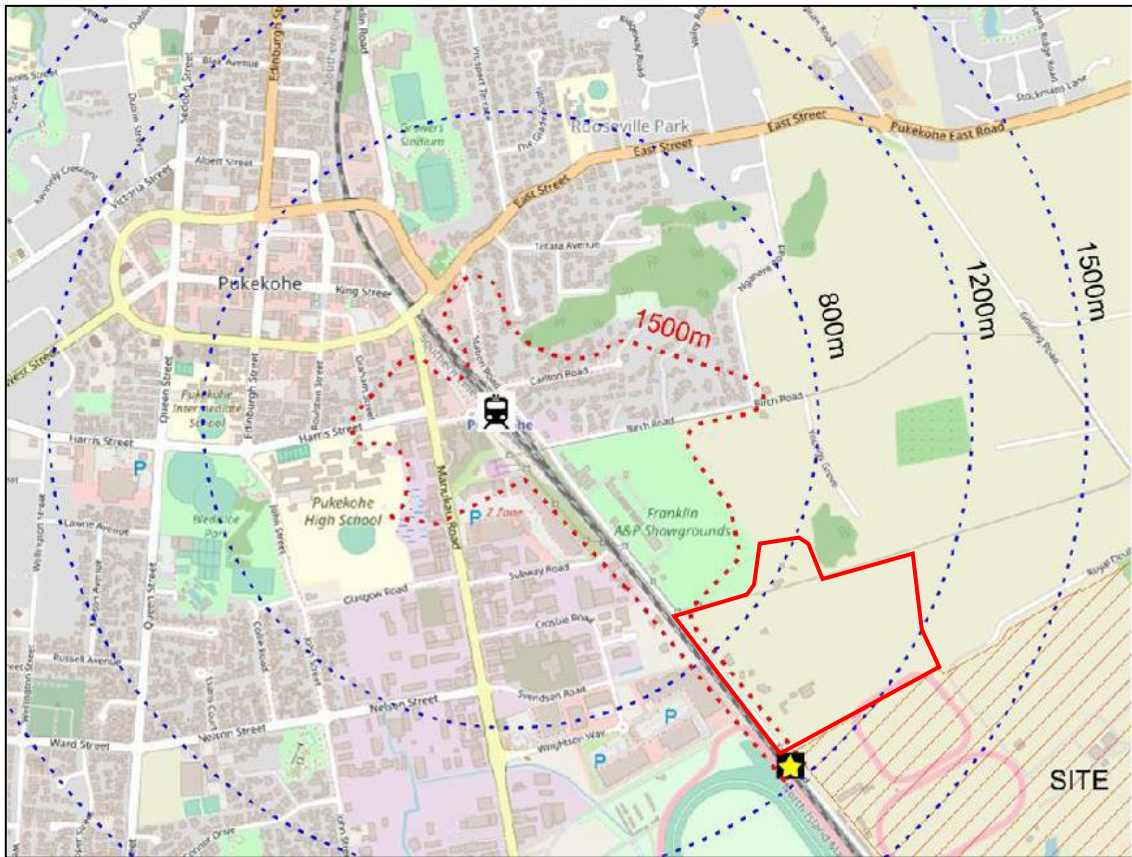


Figure 4: View of the sites (edged in red) and the walking catchment in relation to wider Pukekohe.
(Source: Commute)

Sir William Birch
FNZIS LCS Registered Professional Surveyor
For and on behalf of the submitter

Address for service:
Birch Surveyors Limited
PO Box 475
Auckland
Pukekohe 2340

Phone: 027 294 8321
Email: sirwilliambirch@bslnz.com
Contact person: Sir William Birch

Date: 26 April 2022

APPENDIX A: S32 COST-BENEFIT ANALYSIS

TABLE 1: Option A – Excluding the sites from PC 74 to remain as Future Urban Zone		
	Benefits	Costs
General	There are no identifiable general benefits.	There are no identifiable general costs.
Environmental	There are no identifiable environmental benefits.	There are no identifiable environmental costs.
Social	There are no identifiable social benefits.	There are no identifiable social costs.
Economic – General	The exclusion of the sites from PC 74 could avoid additional time/costs for the processing of the Plan Change.	If not included now, the opportunity cost is that the land will not be rezoned until another Plan Change is initiated the time of which is uncertain. As such, not including the sites now means it is highly likely to remain as FUZ and not able to be utilised for urban use. This will mean no economic benefits (job creation, contribution to the local economy etc.) are generated until such time that rezoning occurs. There is also no guarantee as to the amount of land that will actually be developed once live zoned. In this vein, it is considered that Council should err on the side of providing more. It is noted in the case of the NPS-UD that the provision of housing is <u>not</u> a target but a bottom line.
Economic Growth	There are no identifiable economic growth benefits.	
Employment	There are no identifiable employment benefits.	
Cultural	There are no identifiable cultural benefits.	There are no identifiable cultural costs.

TABLE 2: Option B – Including the sites within PC 74 as per the relief sought		
	Benefits	Costs
General	There are no identifiable general benefits.	There are no identifiable general costs.
Environmental	Any ecological features on-site are likely to be in a degraded state due to current land uses. These can be formally protected through physical protection and enhancement that generally accompanies residential development.	There are no identifiable environmental costs.
Social	Besides providing additional residential/business opportunities it is noted that the sites are in close proximity to the Pukekohe Railway Station (some 1.1km away at the furthest point along Station Road) and the Pukekohe Town Centre. Rezoning of the land will enable	There are no identifiable social costs.

TABLE 2: Option B – Including the sites within PC 74 as per the relief sought

	the compact urban development of this area and increase patronage on the network and likely increase sustainable means of transport being utilised (walking/cycling).	
Economic – General	<p>The sites being included in PC 74 is more efficient than keeping the land as FUZ as this will require a Plan Change to rezone. It is also noted that remaining as FUZ only enables rural production type activities to occur. The economic benefits of changing the zoning would greatly outweigh leaving it as FUZ. The inclusion of the sites also does not require significant changes to any of the underlying technical reports for PC 74.</p> <p>The inclusion of the sites is supported by the technical reporting done for the PPSP which can be provided upon request.</p>	There are no identifiable general economic costs.
Economic Growth	Rezoning will provide for further economic growth in Pukekohe. The largest area for development in this area is identified a Paerata Rise which is not strictly in Pukekohe and is its own separate area. The sites are advantageously located close to the centre of Pukekohe.	There are no identifiable economic growth costs.
Employment	Inclusion of the sites will provide temporary employment opportunities for construction/development and ongoing employment opportunities for the LIZ land.	There are no identifiable employment costs.
Cultural	There are no formally recognized cultural features/items on-site. However, future development of the site could incorporate input from Mana Whenua.	There are no identifiable cultural costs.

1.7 EVALUATION

Balancing the costs and benefits of the two options, rezoning of the sites by way of inclusion in PC 74 (Option B) provides superior outcomes that can occur more efficiently and in a timelier manner given the process is currently underway. Inclusion of the sites will unlock additional land in Pukekohe to accommodate growth that is occurring and will occur in the future and thus is the most appropriate way to achieve the purpose of the RMA.

Whilst the submission is not supported by its own suite of bespoke technical reports, it is considered that the technical reports for the PPSP provide a sufficient knowledge base about the subject matter. These reports cover a breadth and depth such that inclusion of the sites in PC 74 should not be precluded.

SUBMISSION ON PRIVATE PLAN CHANGE 74

To: Planning Technician
Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Station Road Residents Group

1.1 INTRODUCTION

1. This is a submission on Private Plan Change 74 (**PC 74**).
2. The submitter could not gain an advantage in trade competition through this submission.
3. The submitter has an interest in PC 74 as they own a number of properties that adjoin the Plan Change area. These properties are some 18.43ha in total and comprise those listed below (hereafter referred to as the **sites**):
 - a. 120 Station Road (Lot 1 DP 101010) (2.6534ha);
 - b. 124 Station Road (Lot 2 DP 110158) (4.2570ha);
 - c. 150/152 Station Road (Lot 4 DP 91559) (2.4039ha);
 - d. 170 Station Road (Lot 1 DP 110158) (4.6089ha); and
 - e. 194 Station Road (Lot 2 DP 91559) (4.5100ha).

1.2 SPECIFIC INTERESTS

1. With respect to PC 74, the submitter (comprised of a number of separate parties) are landowners on the northern fringe of the extent of PC 74. The sites (see **Figure 1**) owned by the submitter adjoin Station Road and are currently zoned Future Urban (**FUZ**) under the Auckland Unitary Plan (**AUP**).

1.3 SITE BACKGROUND

1. The sites are generally flat and comparable in use to those comprising PC 74. Rural lifestyle activities are present throughout with dwellings and ancillary buildings spread across open paddocks with shelterbelts and yard areas in the surrounds.
2. With reference to the technical reports prepared for the Pukekohe Paerata Structure Plan (**PPSP**), the sites:
 - a. are classified as production land with a few pre-1980 buildings identified;
 - b. do not contain any ecological (terrestrial or freshwater) features of any significance;
 - c. are located within a landscape character area with a low sensitivity to modification;
 - d. can be serviced by the three-waters network in the locality with the arrangement proposed for PC 74 extended to incorporate the sites;

- e. do not contain any cultural or heritage items identified in the AUP, Cultural Heritage Inventory or ArchSite database.
3. Based on the above, it is considered that there are no constraints to the rezoning of the sites.

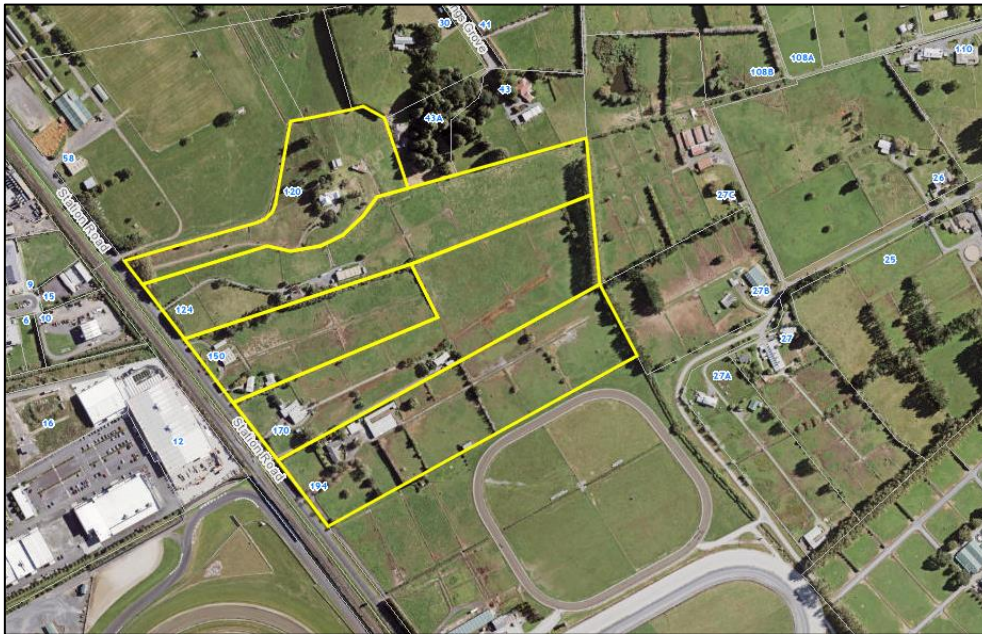


Figure 1: The submitters sites edged in yellow.
 (Source: GeoMaps)

1.4 RELIEF SOUGHT

1. The relief sought is the inclusion of the sites within PC 74 as an extension to the land being rezoned.
2. Without limiting the generality of the statement above, the specific relief sought and the reasons for said relief are outlined below and in **Table 1**.

1.5 REASONS FOR RELIEF SOUGHT

1. In general terms, the relief sought by the submitter:
 - a. Will meet the purpose and principles in Part 2 of the RMA;
 - b. Will enable people to provide for their social and economic wellbeing by enabling further development opportunities in advantageous location in close proximity to services and amenities in Pukekohe;
 - c. Will use natural and physical resources (primarily the underlying land) efficiently; and
 - d. Will give effect to higher order statutory planning instruments as required by the RMA (s75(3)).

1.6 OTHER

1. The submitter wishes to be heard in support of its submission.
2. If others make a similar submission, the submitter will consider presenting a joint case with them at any hearing.

Table 1 – Relief Sought

#	Part of Plan Change	Support/ Oppose	Relief Sought	Reasons
1	Zoning	Support in Part	<p>The inclusion of the submitter’s sites into the PC for rezoning. The specific zoning sought is identified in Figure 2. For the avoidance of doubt, the zoning sought is a combination of Residential – Mixed Housing Urban (MHUZ) (approximately 16.93ha) and Business – Light Industry (LIZ) (approximately 1.5ha).</p> <p>Such other relief is sought, whether it be alternative, additional or consequential, as may be required to address the matters identified in this submission and/or appendices.</p>	<p>Reasons for the relief sought include (but are not limited to) the following:</p> <ul style="list-style-type: none"> • Pukekohe is growing rapidly and is identified as a “satellite town” in the Auckland Plan 2050 (AP). Areas for residential and business activities need to be unlocked to cater for the growth that will occur over the coming decades (the AP identifies the PPSP land as having the potential to accommodate up to 14,000 additional dwellings to support growth. Currently there is a great demand for residential development in Pukekohe and there is a shortage of live-zoned land to meet this demand. • The site is advantageously located in close proximity to various schools, the Pukekohe Town Centre and the railway station (refer to Figure 4). Furthermore, it is noted that the line between Pukekohe and Papakura will be electrified improving travel across the network. Inclusion of the sites will promote patronage on the network when the upgrades are complete. • The policy direction from Central Government (as evidenced by the National Policy Statement on Urban Development 2020 (NPS-UD) and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act has triggered the need to enable more development opportunities. As a Tier 1 Territorial Authority is required to adhere to these requirements. The inclusion of the sites into the processing of PC 74 aligns with the intent of these documents to provide for more growth in appropriate areas. • The sites have already been earmarked for future urbanisation and structure planned. The rezoning also aligns with the timeframes identified in the Future Urban Land Supply Strategy (FULSS) (2023-2027). Whilst the exact zoning sought is slightly different to the PPSP, the plan does not have pre-emptive status and the level of divergence is considered minimal. • Regarding scope, the sites adjoin the geographical extent of PC 74 and as previously noted are in the same tranche in the FULSS. Potential submitters will not be denied natural justice and still have fair and adequate notice to participate in the process by way of further submissions and hearings. The submission also seeks zoning changes consistent with PC 74 meaning no substantial technical analysis or evaluation under s32 is considered necessary. Notwithstanding this, s32 analysis of the costs/benefits is provided in Appendix A.

#	Part of Plan Change	Support/ Oppose	Relief Sought	Reasons
				<ul style="list-style-type: none"> The applicants for PC 74 have been made aware of the submitters intentions and they generally support growth in the district provided that any live zoning aligns with the statutory framework set by the RMA and is capable of being serviced by the necessary infrastructure.

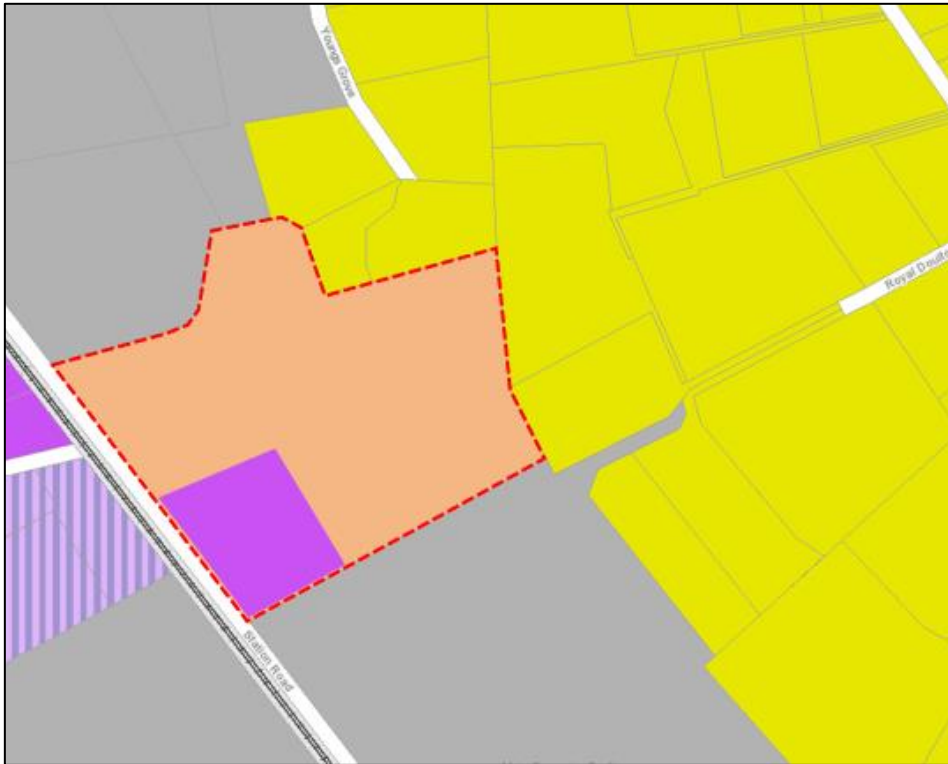


Figure 2: The rezoning sought for the submitter's sites (edged in red dashed line).
(Note: Indicative only and not to scale)

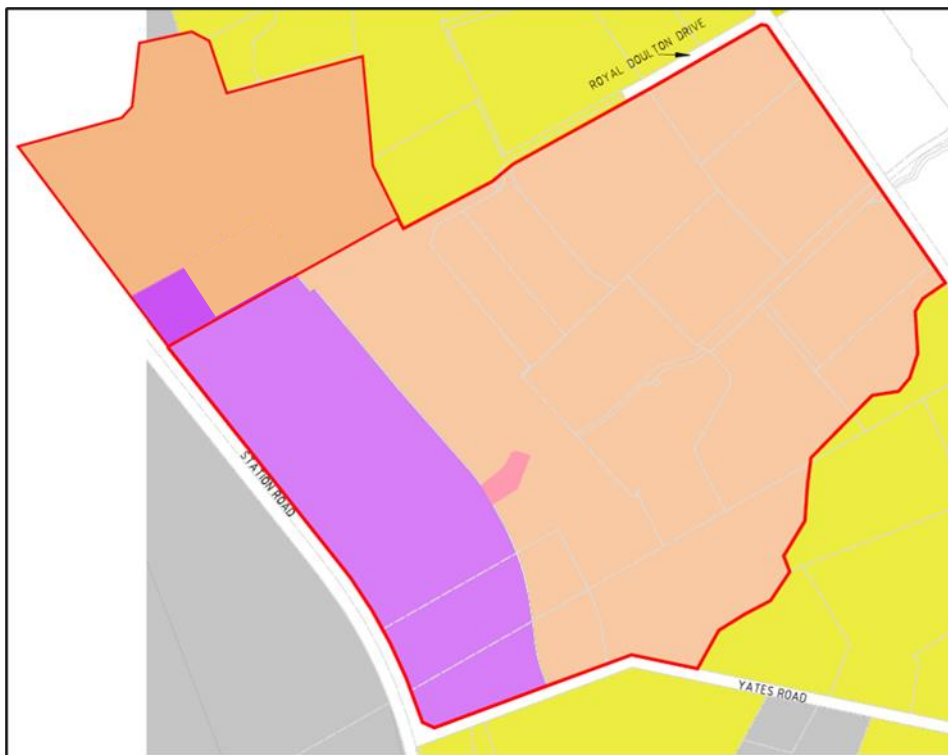


Figure 3: Preliminary view of how the relief sought fits with the proposed PC 74 zoning pattern.
(Note: Indicative only and not to scale)

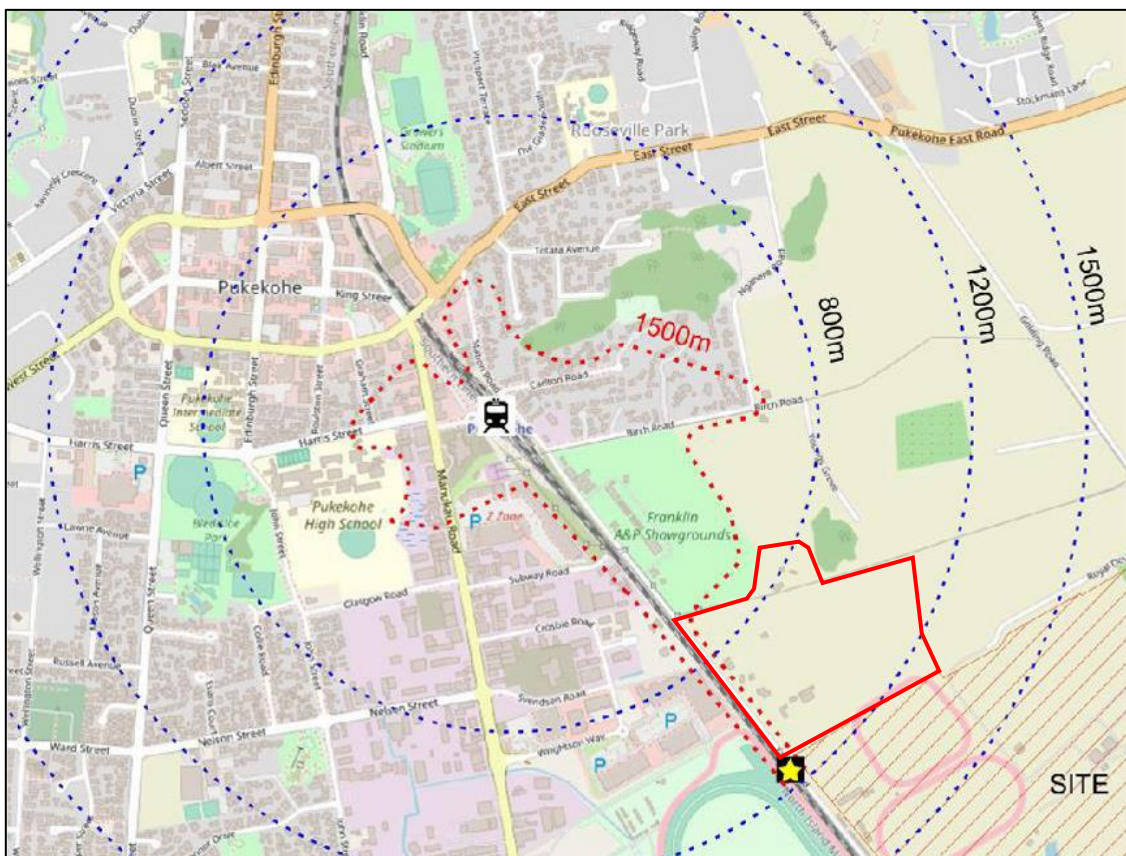


Figure 4: View of the sites (edged in red) and the walking catchment in relation to wider Pukekohe.
(Source: Commute)

Birch

Sir William Birch

FNZIS LCS Registered Professional Surveyor
For and on behalf of the submitter

Address for service:
Birch Surveyors Limited
PO Box 475
Auckland
Pukekohe 2340

Phone: 027 294 8321

Email: sirwilliambirch@bslnz.com

Contact person: Sir William Birch

Date: 26 April 2022

APPENDIX A: S32 COST-BENEFIT ANALYSIS

TABLE 1: Option A – Excluding the sites from PC 74 to remain as Future Urban Zone		
	Benefits	Costs
General	There are no identifiable general benefits.	There are no identifiable general costs.
Environmental	There are no identifiable environmental benefits.	There are no identifiable environmental costs.
Social	There are no identifiable social benefits.	There are no identifiable social costs.
Economic – General	The exclusion of the sites from PC 74 could avoid additional time/costs for the processing of the Plan Change.	<p>If not included now, the opportunity cost is that the land will not be rezoned until another Plan Change is initiated the time of which is uncertain. As such, not including the sites now means it is highly likely to remain as FUZ and not able to be utilised for urban use. This will mean no economic benefits (job creation, contribution to the local economy etc.) are generated until such time that rezoning occurs.</p> <p>There is also no guarantee as to the amount of land that will actually be developed once live zoned. In this vein, it is considered that Council should err on the side of providing more. It is noted in the case of the NPS-UD that the provision of housing is <u>not</u> a target but a bottom line.</p>
Economic Growth	There are no identifiable economic growth benefits.	
Employment	There are no identifiable employment benefits.	
Cultural	There are no identifiable cultural benefits.	There are no identifiable cultural costs.

TABLE 2: Option B – Including the sites within PC 74 as per the relief sought		
	Benefits	Costs
General	There are no identifiable general benefits.	There are no identifiable general costs.
Environmental	Any ecological features on-site are likely to be in a degraded state due to current land uses. These can be formally protected through physical protection and enhancement that generally accompanies residential development.	There are no identifiable environmental costs.
Social	Besides providing additional residential/business opportunities it is noted that the sites are in close proximity to the Pukekohe Railway Station (some 1.1km away at the furthest point along Station Road) and the Pukekohe Town Centre. Rezoning of the land will enable	There are no identifiable social costs.

TABLE 2: Option B – Including the sites within PC 74 as per the relief sought

	the compact urban development of this area and increase patronage on the network and likely increase sustainable means of transport being utilised (walking/cycling).	
Economic – General	<p>The sites being included in PC 74 is more efficient than keeping the land as FUZ as this will require a Plan Change to rezone. It is also noted that remaining as FUZ only enables rural production type activities to occur. The economic benefits of changing the zoning would greatly outweigh leaving it as FUZ. The inclusion of the sites also does not require significant changes to any of the underlying technical reports for PC 74.</p> <p>The inclusion of the sites is supported by the technical reporting done for the PPSP which can be provided upon request.</p>	There are no identifiable general economic costs.
Economic Growth	Rezoning will provide for further economic growth in Pukekohe. The largest area for development in this area is identified a Paerata Rise which is not strictly in Pukekohe and is its own separate area. The sites are advantageously located close to the centre of Pukekohe.	There are no identifiable economic growth costs.
Employment	Inclusion of the sites will provide temporary employment opportunities for construction/development and ongoing employment opportunities for the LIZ land.	There are no identifiable employment costs.
Cultural	There are no formally recognized cultural features/items on-site. However, future development of the site could incorporate input from Mana Whenua.	There are no identifiable cultural costs.

1.7 EVALUATION

Balancing the costs and benefits of the two options, rezoning of the sites by way of inclusion in PC 74 (Option B) provides superior outcomes that can occur more efficiently and in a timelier manner given the process is currently underway. Inclusion of the sites will unlock additional land in Pukekohe to accommodate growth that is occurring and will occur in the future and thus is the most appropriate way to achieve the purpose of the RMA.

Whilst the submission is not supported by its own suite of bespoke technical reports, it is considered that the technical reports for the PPSP provide a sufficient knowledge base about the subject matter. These reports cover a breadth and depth such that inclusion of the sites in PC 74 should not be precluded.

BEFORE THE AUCKLAND COUNCIL

UNDER the Resource Management Act 1991

AND
IN THE MATTER OF A submission on **Plan Change 74 (Private): Golding Meadows and Auckland Trotting Club Inc** to the Auckland Unitary Plan – Operative in Part, under Schedule 1 to the Act

SUBMISSION FOR WOBINDA FARMS LIMITED

26 April 2022 – Version 2

Counsel Instructed:

Mr Peter Fuller
Barrister
Quay Chambers
Level 7, 2 Commerce Street
PO Box 106215
Auckland 1143
021 635 682
Email: peter.fuller@quaychambers.co.nz

May it please the Council:

1. This submission on PC74 (Private): Golding Meadows and Auckland Trotting Club Inc (“**PC74**”) is provided on behalf of Wobinda Farms Limited (**Wobinda**). Wobinda owns the property at 157c Golding Road that is upstream of PC74 and in the Waikato District Council (**WDC**).

Conditional Support

2. Wobinda is generally supportive of PC74. There is demand for more housing and business development in the area and the PC74 land has been subject to planning exercises for the Proposed Auckland Unitary Plan, that zoned part of the land Future Urban Zone (**FUZ**), that was not already live zoned. More recently the area has been structure planned so it is appropriate that the land is now live zoned.
3. Wobinda also supports the zonings identified for PC74;
 - (a) Business – Light Industry Zone (**LIZ**)
 - (b) Business – Neighbourhood Centre Zone (**NCZ**)
 - (c) Residential - Mixed Housing Urban Zone (**MHUZ**)
4. As noted in the PC74 documentation (pp 22 – 23 of the Application), the land on the other side of Golding Rd is currently subject to an appeal (by the Buckland Group) regarding it becoming a rural residential/countryside living area. If approved, this landuse would be more compatible with the zonings in PC74 than the current zoning.
5. A zone change on the WDC side of Golding Road would reduce the risks of agricultural reverse sensitivity, for the future residents of the PC74 area. While not the subject of this proceeding, and in another territorial authority, it is appropriate to consider the landuse activities on neighbouring land.

Parks – green corridors

6. The proposed parks and green corridor connections are fully supported in principle, and the comments about their exact location are noted.

- 7. It is important that PC74 is future proofed in terms of ensuring that the amenity and recreational needs of the future residents are met. It is understood that there are maintenance requirements/costs associated with parks, but if adequate areas are not secured at the time of subdivision and development, the area will not be able to be easily retrofitted with open space later.
- 8. This is especially important considering that the residential areas are likely to have to meet the NPS-UD - Medium Density Residential Standards (**MDRS**). MDRS provisions provide for lower amenity value outcomes on-site, so it is even more important that more generous “public” amenity spaces are provided than a conventional lower density residential development.
- 9. Parks and green corridors also can play an important role in providing for other functions including stormwater treatment and flow attenuation mitigation infrastructure, and cycle and pedestrian pathways.

Riparian margins

- 10. Adequate riparian stream setbacks are supported to ensure that there is enough width each side of stream riparian margins, and if roads are alongside, that footpaths/cycle ways could be located within the riparian margin, as an alternative to being along-side roads.
- 11. These areas would have to conform to design safety requirements in terms of not being fenced off with high fences and being able to be passively observed by residences etc.

23.1

Cycling and walking

- 12. Wobinda fully supports pedestrian and cycling linkages but there should also be more consideration of how the proposed pathways link to the eastern side of Golding Road.
- 13. The proposed connection along the south-eastern stream, that forms the boundary of PC74, is fully supported (blue hatched line on the Precinct Plan).
- 14. Because this link is provided for in the Pukekohe-Paerata Paths Plan (2018), Wobinda supports this new walking and cycling connection being recognised in PC74, and the precinct plan, and constructed as part of this development. This connection is an important feature of the future patterns of movement and should

23.2

be secured now rather than relying on any future process that is uncertain as to timing and outcome.

Golding Road

- 15. Wobinda support adding 6 m to the width of the future arterial road that Golding Rd is planned to become.
- 16. However, there seems to be a lack of logic in only providing curb and channel on one side of the road. Wobinda would like to see curb on both sides to manage stormwater, and foot paths on both sides to ensure pedestrian safety.
- 17. It is noted that there are 3 planned new road connections to Golding Rd, and this does appear to be at odds with this becoming an arterial road. Wobinda considers that there could be more internal roading to reduce the number of connections to Golding Rd.
- 18. Furthermore, the development entrance proposed opposite the ROW to the Wobinda land should be designed to not conflict with increased future use of this ROW (as pre relief being sought on the WDC Plan Change).
- 19. If Golding Rd is to become a busy arterial, then a roundabout may also be required.
- 20. Wobinda currently opposes the proposed changes to Golding Rd and connections with the PC74 land.
- 21. No doubt the applicants will supply further information on this design detail for the Hearing.

23.2

Stormwater

- 22. While Wobinda is upstream of PC74, it is concerned about the quantity and quality of water flowing from the site, including stormwater. This whole area of course drains into the Waikato River and there should be no backing up of stormwater to the other side of Golding Rd.
- 23. It is essential that PC74 meets all the relevant regulatory requirements and implements BPO methodologies. For example, there should be enough detention capacity to be “hydrologically neutral” to not cause any additional downstream flooding. This needs to factor in climate change risks.

23.3

Consultation

24. It is noted that consultation has not been undertaken with owners to the east of Golding Rd. It is understood that this is not a requirement, but as neighbouring landowners, sharing a common road, there are matters regarding PC74 that are of interest to Wobinda and other Buckland Group landowners.
25. As discussed above, it is also of some importance that the WDC zoning, and landuse activities on the eastern side of Golding Rd, do not cause reverse sensitivity effects on the new residential areas, for example from dust and spray drift associated with primary production.

23.4

Relief sought

26. For the reasons set out above, it is requested that;
- (a) PC74 be approved but subject to the concerns raised above.
 - (b) Any other relief that gives effect to the points raised in this submission.

DATED at AUCKLAND this 26th day of April 2022

Wobinda Farms Limited
by its barrister and duly authorised agent

Peter Fuller



Peter Fuller
LLB, MPlan, DipEnvMgt, BHortSc
Barrister
Quay Chambers

IN THE MATTER of the Resource Management Act 1991 (RMA)

AND

IN THE MATTER of a submission under clause 6 of the First Schedule to the RMA on Plan Change 74 - Golding Meadows Developments Ltd and Auckland Trotting Club Inc to rezone land between Station Rd and Golding Rd, Pukekohe

SUBMISSION ON NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 74 – GOLDING MEADOWS AND AUCKLAND TROTTHING CLUB INC (PC 74)

To: Auckland Council
Name of Submitter: Auckland Council
Address: 35 Albert Street
Private Bag 92300
Auckland 1142

INTRODUCTION

1. This is a submission on the following proposed private plan change by Golding Meadow Developments Limited & Auckland Trotting Inc (**'The Applicant'**):

Plan Change 74 – Golding Meadows and Auckland Trotting Club Inc (**'PC 74'**)

2. Auckland Council could not gain an advantage in trade competition through this submission.

GENERAL REASONS FOR THE SUBMISSION

3. Future urban areas, such as the PC 74 land, play a critical role in Auckland's future growth.
4. However, at this point in time, Auckland Council has concerns with PC 74 in its entirety as it:
 - a. Does not promote sustainable management of resources, will not achieve the purpose of the RMA, and is therefore inconsistent with Part 2 of the RMA;

- b. Does not manage or enable the efficient and integrated use, development and protection of natural and physical resources;
- c. Does not avoid, remedy or mitigate adverse effects;
- d. Is inconsistent with, or fails to give effect to, provisions of relevant planning instruments;
- e. Does not meet the requirements of section 32 of the RMA; and
- f. Does not meet the requirements of section 75 of the RMA.

SPECIFIC REASONS FOR THE SUBMISSION AND RELIEF SOUGHT

5. In particular, but without limiting the generality of the above, Auckland Council has significant concerns with PC 74 in its entirety for the reasons stated below.

PC74 FAILS TO INTERGRATE INFRASTRUCTURE FUNDING

6. Auckland Council's primary concern with PC 74 is that it does not provide for the strategic infrastructure and the planning and funding of that infrastructure, in conjunction with land use. In particular, the Council is concerned that PC 74 will contribute to cumulative effects on the existing transport network in the Pukekohe - Paerata area, without making a fair contribution to the cost of strategic infrastructure required to mitigate these effects.
7. PC 74 proposes to rezone approximately 82.66 hectares of land at Pukekohe from Future Urban Zone and Special Purpose - Major Recreation Facility Zone (Franklin Trotting Club Precinct) to a combination of Business – Light Industry Zone, Residential – Mixed Housing Urban Zone and Neighbourhood Centre Zone in the Auckland Unitary Plan Operative in Part.
8. The council acknowledges that PC 74 has identified infrastructure necessary to mitigate its direct effects on the adjacent transport network, and that PC 74 proposes precinct provisions requiring these pieces of infrastructure to be implemented prior to approval of subdivisions. Auckland Council understands that the applicant proposes to fully fund this local transport infrastructure.
9. However, although the council considers the applicant has proposed provisions for assessing effects of development enabled by the plan change on local infrastructure (particularly transport), there remain uncertainties about how infrastructure upgrading would be funded. Capital works in this area are not included in the recently amended Long Term Plan.
10. Currently, the majority of the strategic transport network projects for Pukekohe - Paerata area are not identified in the relevant funding documents, being the Auckland Council Long-Term Plan 2021 – 2031, Auckland Council Regional Land Transport Plan 2021 – 2031, and the Auckland Transport Alignment Project 2021 – 2031.
11. In addition, this does not resolve the wider issue of how transport infrastructure costs will be funded or financed. There are currently no other mechanisms in place to resolve this funding shortfall.

12. Without a funding mechanism or alternative solution to this issue in place, the wider infrastructure in Pukekohe - Paerata area will not be sufficient to accommodate the cumulative effects of growth enabled by PC 74 and other development proposals in this Future Urban area. This is likely to result in adverse effects on the safe and efficient operation to the transport network, by adding to existing levels of congestion on the transport network, delaying travel times and by exacerbating existing road safety issues.
13. The wider implication of this financing shortfall is that if growth is approved in the Pukekohe - Paerata area, the cumulative effects created by that growth will mean that Auckland Council will have to divert committed funding from other locations. This is likely to require budgeted funding to be diverted from transport projects in existing urban areas.

INCONSISTENCY WITH STRATEGIC PLANNING DOCUMENTS

14. As a result of PC 74 not addressing the funding shortfall for the transport network, it is considered to be inconsistent with the strategic planning documents that seek integration between decision-making on land use and infrastructure:
 - a. the Auckland Plan 2050 ('**Auckland Plan**')
 - b. Regional Policy Statement ('**RPS**') provisions of the Auckland Unitary Plan ('**AUP**')
 - c. the Long-Term Plan 2021 – 2031 ('**LTP**'); and
 - d. the Regional Land Transport Plan 2021 – 2031 ('**RLTP**')
 - e. the Pukekohe- Paerata Structure Plan Structure Plan ('**PPSP**').
15. The Auckland Plan 2050 is Auckland's long-term spatial plan and is required under the Local Government (Auckland Council) Act 2009. The Auckland Plan Development Strategy sets out the council's strategy for accommodating growth over the next 30 years. The Development Strategy identifies Pukekohe- Paerata as a future urban area, and sets out the sequencing for the land being development-ready.
16. PC 74 is inconsistent with relevant provisions of the Auckland Plan, such as Our Development Strategy - Auckland's Infrastructure, coordinating investment and planning to enable growth:¹

"Ensuring that infrastructure networks have sufficient capacity to service growth is critical. The sequencing of future urban and development areas influences the timing of investment in the strategic networks needed to service these areas. Further investment in local infrastructure will be needed as these areas grow. This will require alignment between the expansion of strategic water and transport networks, and investment in local infrastructure, particularly to service development areas and future urban areas."

17. The Auckland Plan 2050: Development Strategy details the sequencing and timing of future urban land for development readiness. This recognises that sound resource management practice requires planning and sequencing to ensure co-ordination between

¹ Auckland Plan, Our Development Strategy - Auckland's Infrastructure, Coordinating investment and planning to enable growth, at page 238.

infrastructure providers and land release. It is therefore critical that a comprehensive infrastructure funding and financing solution is found before the PC 74 land is rezoned.

18. The National Policy Statement on Urban Development 2020 (“NPSUD”) seeks that local authority decisions on urban development that affect urban environments are “*Integrated with infrastructure planning and funding decisions*”. Auckland Council does not consider that PC 74 is sufficiently integrated with infrastructure funding decisions. Council recognises Objective 4 of the proposed precinct plan, which states:

“(4) 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.”

19. The RPS provisions of the AUP seek to ensure integration between land use and infrastructure delivery:
- a. Objective B2.2.1(1) seeks to achieve a quality compact urban form that, amongst other things, enables better use of existing infrastructure and efficient provisions of new infrastructure;
 - b. Policy B2.2.2(7) seeks to enable rezoning of land within the Rural Urban Boundary or other land zoned future urban to accommodate urban growth, in ways that support a quality compact urban form and integrate with the provisions of infrastructure, amongst other matters.
 - c. Policy B3.3.2(5) seeks to improve the integration of land use and transport through a number of measures including by ensure transport infrastructure is planned, funded and staged to integrate with urban growth
20. Auckland Council does not consider that PC 74 achieves the integration of land use and transport, as the wider transport infrastructure required to manage the cumulative effects of growth is not funded, nor is it planned at a level of detail sufficient to determine what contribution PC 74 development should make to the cost of this infrastructure.
21. The development of PC 74 will require existing funding commitments within the LTP, RLTP and ATAP to be reprioritised to pay for new infrastructure in the Pukekohe-Paerata area. This would compromise the council’s compact urban form approach to growth as specified in the Auckland Plan by drawing investment away from existing urban areas to future urban areas.
22. The LTP sets out the Council’s budget for the next 10 years through to 2031. The strategic infrastructure required to mitigate the effects of development proposed by PC 74 is not budgeted for in the LTP, and therefore PC 74 is inconsistent with the LTP.
23. The RLTP sets out a 10-year investment programme for transport in Auckland for Auckland Transport, Waka Kotahi New Zealand Transport Agency and KiwiRail. The strategic infrastructure required to mitigate the effects of development proposed by PC 74 is not included in the RLTP, and therefore PC 74 is inconsistent with the RLTP.

RELIEF SOUGHT

24. Auckland Council seeks the following relief:
- a. Decline PC 74 unless the council's concerns around infrastructure funding, financing and delivery are addressed, and any other relevant matter; or
 - b. Approve PC 74 with modifications in the event that the council's concerns around infrastructure funding, financing and delivery, and any other relevant matter can be addressed,
 - c. Such further, other, or consequential relief, including in relation to PC 74's objectives, policies, rules, methods, and maps, that reflects or responds to the reasons for this submission.

24.1

CONCLUSION

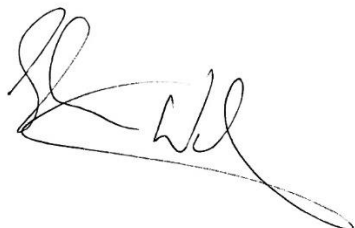
25. Auckland Council wishes to be heard in support of its submission.
26. If others make a similar submission Auckland Council would be prepared to consider presenting a joint case with them at any hearing.

DATED 26th April 2022

On behalf of Auckland Council:



Councillor Chris Darby, Chairperson of the Planning Committee



Glenn Wilcox, Independent Māori Statutory Board Member

SCHEDULE – FURTHER SPECIFIC REASONS FOR THE SUBMISSION AND ALTERNATIVE RELIEF

Infrastructure funding and financing

Item	Specific Reasons for the Submission	Relief Sought
1.	<p>PC 74 is reliant on major transport infrastructure projects to ensure the wider Southern or Pukekohe - Paerata can be developed. However, there is no clear indication of how the infrastructure would be financed and funded.</p> <p>There is a substantive amount of unfunded infrastructure required to service the anticipated development in the Pukekohe Future Urban Zone land. A lack of council funding for infrastructure means that it is unlikely that the infrastructure (except for New Zealand Upgrade Program funded projects) required to support the development will be available when required. In the short term there is not adequate infrastructure to support the development and in the medium term the necessary infrastructure to support the development is not funded through the LTP or RLTP. Council is reviewing the Long-Term Plan which includes the 10-year budget. It is too early to predict any change to infrastructure funding.</p> <p>Sections of the existing transport network are heavily congested and cannot convey more traffic until upgraded, without causing high travel time delay, costs and safety risks.</p> <p>The location of some key transport infrastructure is still to be determined and is subject to notice of requirement processes that are still to be initiated. This affects the ability to determine appropriate land uses and zoning.</p> <p>The proposed infrastructure thresholds and staging rules are not sufficiently robust to address the funding and financing issue.</p>	<p>Decline the plan change, unless the concerns about infrastructure funding and financing are resolved by the following or other means:</p> <ol style="list-style-type: none"> a. Evidence is presented at the hearing that a mechanism has been identified with the agreement of the council that unfunded infrastructure (as of April 2022) will be funded; b. Evidence is presented at the hearing that parts of the plan change area are not constrained by infrastructure funding, timing or location uncertainty and can proceed without significant adverse effects c. Infrastructure development threshold or staging rules can be devised that are enforceable and effective, and supported by robust objective and policy provisions.

	<p>As such and as outlined earlier in this submission, if the funding and financing shortfall for strategic transport infrastructure is not resolved, PC 74 will not be consistent with the relevant strategic planning documents, including the NPSUD, the AUP RPS, and the Auckland Plan 2050.</p>	
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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Nola Smart on behalf of Fire and Emergency New Zealand
Date: Tuesday, 26 April 2022 5:31:00 pm
Attachments: [Submission - Auckland Council - PC 74 Golding Meadows and Auckland Trotting Club.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Nola Smart on behalf of Fire and Emergency New Zealand

Organisation name: Fire and Emergency New Zealand

Agent's full name:

Email address: nola.smart@beca.com

Contact phone number:

Postal address:
21 Pitt Street

Auckland 1010

Submission details

This is a submission to:

Plan change number: Plan Change 74

Plan change name: PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc

My submission relates to

Rule or rules:
Please refer to attached letter

Property address:

Map or maps:

Other provisions:
Please refer to attached letter

Do you support or oppose the provisions you have specified? I or we support the specific provisions identified

25.1

Do you wish to have the provisions you have identified above amended? No

The reason for my or our views are:
Please refer to attached letter

I or we seek the following decision by council: Approve the plan change without any amendments

Details of amendments:

Submission date: 26 April 2022

Supporting documents
Submission - Auckland Council - PC 74 Golding Meadows and Auckland Trotting Club.pdf

Attend a hearing

Do you wish to be heard in support of your submission? No

Declaration

Could you gain an advantage in trade competition through this submission? No

Are you directly affected by an effect of the subject matter of this submission that:

- Adversely affects the environment; and
- Does not relate to trade competition or the effects of trade competition.

No

I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

[Find out more about Auckland Council's Election](#)



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Form 5

Submission on private plan change to Auckland Unitary Plan

Clause 6 of Schedule 1, Resource Management Act 1991

To: Auckland Council

Submission on: Proposed Private Plan Change 74: Golding Meadows and Auckland Trotting Club Inc.

Name of Submitter: Fire and Emergency New Zealand

This is a submission on the following proposed plan change (the **proposal**): Proposed Private Plan Change 74: Golding Meadows and Auckland Trotting Club Inc. The applicant requests to change the zoning of the Plan Change area (approximately 83 hectares) from Future Urban and Special Purpose – Major Recreation Facility to Business – Light Industry, Residential – Mixed Housing Urban and Neighbourhood Centre Zones. This submission is written on behalf of Fire and Emergency New Zealand (Fire and Emergency).

Fire and Emergency could not gain an advantage in trade competition through this submission.

The specific provisions of the proposal that Fire and Emergency's submission relates to is:

- Whether the water supply infrastructure for firefighting will be in accordance with the requirements of the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 (Water Supplies Code of practice) to service the Plan Change area.

25.1

Fire and Emergency's submission is:

In achieving the sustainable management of natural and physical resources under the Resource Management Act 1991 (RMA), decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment. The risk of fire represents a potential adverse effect of low probability but high potential impact. Fire and Emergency has a responsibility under the Fire and Emergency New Zealand Act 2017 to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in the land use provisions of the District Plan to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements.

In order for Fire and Emergency to achieve their principle objective which includes reducing the incidence of unwanted fire and the associated risk to life and property, protecting and preserving life, and preventing or limiting injury, damage to property, land, and the environment, Fire and Emergency requires adequate water supply be available for firefighting activities; and adequate access for new developments and subdivisions to ensure that Fire and Emergency can respond to emergencies.

The provision for adequate water supply is therefore critical. It is important to Fire and Emergency that any new subdivision or land use has access to adequate water supply (whether reticulated or non-reticulated). This essential emergency supply will provide for the health, safety and wellbeing of people and the wider community, and therefore contributes to achieving the purpose of the RMA.

The existing water supply in the Plan Change area does not provide sufficient pressure for fire-fighting purposes. The proposal provides a 'best option' of extending the existing reticulation down Golding Road from Pukekohe East Road to supply the area from the west.

Fire and Emergency supports the proposal to construct a reticulated network through the Plan Change area.

To complement the rezoning, the Applicant has proposed a new precinct with associated provisions to coordinate development of the Plan Change area with water supply infrastructure. It is essential that water supplies, including for firefighting purposes, are developed at the same time as (or preferably in advance of) land use so that they are available in the event of an emergency. Fire and Emergency supports the current objective set out in the plan change request:

- Objective (5): *Subdivision and development is coordinated with the delivery of water, wastewater and stormwater infrastructure*

Fire and Emergency seek the following decision from the local authority:

Fire and Emergency wish to make a submission in support of the reticulation of the Plan Change area.

Fire and Emergency does not wish to be heard in support of its submission.



Signature of person authorised to sign on behalf of
Fire and Emergency

Date:	26.04.22
Electronic address for service of person making submission:	Nola.Smart@beca.com
Telephone:	09 300 3278
Postal address:	C/- Beca Limited 21 Pitt Street Auckland 1010
Contact person:	Nola Smart

Submission on a notified proposal for policy statement or plan change or variation

Clause 6 of Schedule 1, Resource Management Act 1991
FORM 5



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

MS
JENNY MAKEE WALTER

Organisation Name (if submission is made on behalf of Organisation)

N/A

Address for service of Submitter

181A GOLDING ROAD, RD2 PUKEKOHE 2677

Telephone:

021 525 171

Fax/Email:

jennywalter@outlook.com

Contact Person: (Name and designation, if applicable)

Scope of submission

This is a submission on the following proposed plan change / variation to an existing plan:

Plan Change/Variation Number

PC 74

Plan Change/Variation Name

Golding Meadows and Auckland Trotting Club Inc

The specific provisions that my submission relates to are:

(Please identify the specific parts of the proposed plan change / variation)

Plan provision(s)

Please see summary attached

Or

Property Address

Or

Map

Or

Other (specify)

Submission

My submission is: (Please indicate whether you support or oppose the specific provisions or wish to have them amended and the reasons for your views)

Oppose

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

Please see attached summary

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

Accept the proposed plan change / variation with amendments as outlined below

Decline the proposed plan change / variation

If the proposed plan change / variation is not declined, then amend it as outlined below.

Please see attached summary

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

[Handwritten Signature]

26/4/2022

Signature of Submitter
(or person authorised to sign on behalf of submitter)

Date

Notes to person making submission:

If you are making a submission to the Environmental Protection Authority, you should use Form 16B.

Please note that your address is required to be made publicly available under the Resource Management Act 1991, as any further submission supporting or opposing this submission is required to be forwarded to you as well as the Council.

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

I could / could not gain an advantage in trade competition through this submission.

If you could gain an advantage in trade competition through this submission please complete the following:

I am / am not directly affected by an effect of the subject matter of the submission that:

(a) adversely affects the environment; and

(b) does not relate to trade competition or the effects of trade competition.

Submission to Proposed Plan Change 74 Golding Meadows and Auckland Trotting Club Inc.

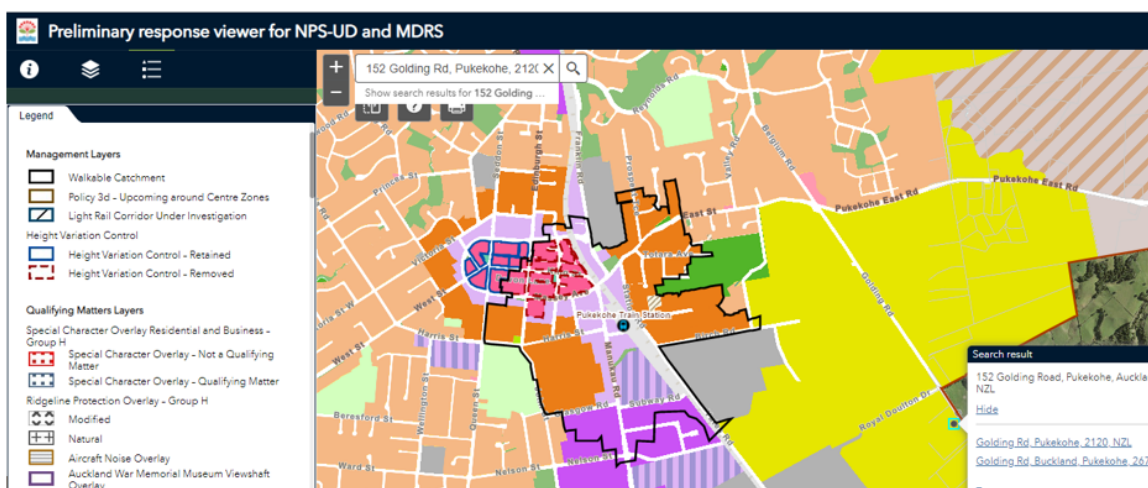
I oppose Proposed Plan Change 74 in its entirety.

The reasons for my submission are as follows:

1. The Plan Change does not include an appropriate Rural/Urban interface with Golding Road (the land opposite in Golding Road is zoned Rural under the Operative Waikato District Plan (Franklin Section) and under the Proposed Waikato District Plan (Decisions Version).
2. Golding Road is a future arterial road and therefore appropriate landscaping treatments should be considered in addition to a vehicle access restriction that has been proposed along the western side of Golding Road and the southern side of Royal Doulton Drive (note typo error in spelling of Royal Doulton Drive in the proposed Precinct provisions (these refer to Royal Daulton Drive). Consideration should be given to a landscaping strip along the Golding Road frontage to provide for long term visual screening and to minimise reverse sensitivity effects at this rural/urban interface. 26.1
3. For consistency, consideration should be given to a lower density zoning at the Rural/Urban interface, such as that at the southwestern edges of the Pukekohe township where land is zoned Residential – Single House Zone or where the Pukekohe Hill Precinct provisions apply, with a minimum site area of 800m² and maximum building coverage of 35%. 26.2
4. The Integrated Transportation Assessment Report prepared by Commute includes Figure 8: Pukekohe – Paerata Structure Plan Map (which is shown as Map 3 in the Pukekohe – Paerata Structure Plan dated August 2019 prepared by Auckland Council) which illustrates a Residential – Mixed Housing Suburban Zone in this locality rather than the proposed Residential - Mixed Housing – Urban Zone under this Proposed Plan Change.
5. The proposed 62.356ha of Residential Mixed Urban Zone extends from the proposed Business – Light Industrial Zone through to Golding Road. The Residential - Mixed Urban Zone provides for dwellings up to 11m in height, with a minimum front yard of 2.5m and a minimum side and rear yard of 1m. Up to three dwellings per site are listed as a proposed Permitted Activity. The maximum building coverage proposed is 50%. This level of intensification is considered inappropriate at a Rural/Urban zone interface and particularly as it is noted that the Residential area is well outside of

the ‘walkable catchment’ under the National Policy Statement – Urban Design (‘NPS-UD’) and Medium Density Residential Standards introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (‘MDRS’), refer plan below:

Walkable Catchment as taken from Auckland Council’s – Geomaps Viewer for Pukekohe under the NPS-UD and MDRS



6. The proposed Plan Change relies on the construction of a 7m high acoustic barrier (wall) prior to or concurrently with the residential subdivision of land between the Business – Light Industry Zone and the 55 dB LA_{eq} noise contour as illustrated on the Precinct Plan. Who will be responsible for maintaining the integrity of this structure? Is this an appropriate structure to be located within the Proposed Plan Change precinct, located on the periphery of the Pukekohe township?

7. The proposed Plan Change relies on the use of covenants on titles within the proposed Residential - Mixed Urban Zoned land to set expectations for incoming residents and create an awareness of potential noise effects from the Pukekohe Park Precinct. Is the residential activity proposed as part of the Plan Change appropriate given the long standing nature of the Pukekohe Racetrack to enable the continued operation of the motor and horse racing activities within the site (and other compatible events such as organized sports and recreation, concerts, events and festivals, functions, gatherings, conferences and meetings, markets, fairs and trade fairs as listed in Table I434.4.1 ‘Compatible Activities’ in the Auckland Unitary Plan (Operative in Part) within the Pukekohe Park Precinct.)

I seek that Auckland Council **declines** Proposed Plan Change 74 in its **entirety**.

26.3

From: [Jason Woodyard](#)
To: [Unitary Plan](#)
Cc: [Jason Woodyard](#)
Subject: SUBMISSION- PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc
Date: Friday, 29 April 2022 3:55:52 pm

Hi

I am the owner of 303 Buckland Rd, Pukekohe.

I am in support of the Plan Change as there is currently a significant shortage of residential and business zoned land in Pukekohe.

27.1

Kind Regards

Jason Woodyard
027 567 8000
jason@woodyard.co.nz

**RESOURCE MANAGEMENT ACT 1991
SUBMISSION ON PRIVATE PLAN CHANGE 74
TO THE AUCKLAND UNITARY PLAN (OPERATIVE IN PART)**

To: Auckland Council,
Attention: Planning Technician
Email: unitaryplan@aucklandcouncil.govt.nz

YLH HOLDINGS LIMITED c/- Ellis Gould, Solicitors at the address for service set out below (“YLH”) makes the following submission in relation to proposed Private Plan Change 74 (“PC74”) to the Auckland Unitary Plan (Operative in Part) (“AUP”), requested by Golding Meadow Developments Limited and Auckland Trotting Club Incorporated (together the “Applicants”).

Introduction

1. YLH owns land at 152 Golding Road, Pukekohe, legally described as Lot 6 DP 437089 (“YLH Land”). YLH ultimately wishes to develop the YLH Land for residential purposes. YLH participated in the AUP submission and hearing process, and more recently the Pukekohe South Structure Plan process which led to the land being identified as suitable for rezoning from Future Urban Zone to enable development for residential purposes.
2. YLH engaged with the Applicants prior to lodgement of PC74, and confirmed its preference that the YLH Land was identified as Residential – Mixed Housing Urban rather the Mixed Housing Suburban Zone. It also raised issues in relation to the potentially disproportionate burden that the Applicants’ concept plans could place on the YLH Land to accommodate the provision of recreational and amenity land and/or transport, stormwater and other infrastructure intended to service and/or mitigate the effects of the broader subdivision and development of the PC74 area.
3. YLH was not directly notified of the notification of PC74, despite it applying to the YLH Land and YLH having an apparent interest in RMA and other planning processes in relation to the land and broader Pukekohe South area. YLH became aware that PC74 had been notified on 30 May 2021.

Waiver of time to file submission

4. YLH requests that Auckland Council waive the requirement to lodge this submission by 26 April 2022, and accept this submission, on the basis that:
 - (a) YLH only became aware that PC74 had been notified on 30 May 2022, despite having previously been involved in RMA processes relating to the YLH Land and broader plan change area;
 - (b) YLH has made this submission as promptly as practicable after becoming aware of PC74 having been notified;
 - (c) The YLH Land is directly affected by PC74, and associated “Pukekohe Golding Precinct”, Zone Maps, Overlay Plan, Precinct Plans 1 and 2 (“**Precinct Provisions**” and “**Precinct Plans**”);
 - (d) YLH will be prejudiced by any decision not to accept this submission, and thereby to not allow it to participate in the submission and hearing process;
 - (e) YLH consents to a further period being provided to other potential interested parties to lodge further submission in support or opposition to YLH’s submission; and
 - (f) Any further delay created by accepting the YLH submission will not be unreasonable in the circumstances.

Scope

5. YLH is interested in PC74 in its entirety.
6. In particular, YLH is interested in:
 - (a) Changes to zoning of land, in particular the YLH Property;
 - (b) The content of the Precinct Provisions and Precinct Plans including in particular those provisions which:
 - (i) require the setting aside of land for infrastructure purposes, including future widening of Golding Road;
 - (ii) apply a vehicle access restriction to land fronting Golding Road; and

- (iii) require riparian planting of permanent and ephemeral streams and natural wetlands.

Reasons for submission

7. YLH:

- (c) Generally supports PC74, particularly insofar as it proposes the rezoning of the YLH Land to facilitate subdivision and redevelopment for residential purposes;
- (d) Supports the rezoning of the YLH Land from Future Urban Zone to Residential – Mixed Housing Urban Zone;
- (e) Opposes the incorporation of the MDRS into the provisions of the Precinct, as this is unnecessary, duplicative and inefficient. The MDRS will necessarily be incorporated into the underlying Residential – Mixed Housing Urban Zone through the statutory processes provided for in the RMA as amended by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021;
- (f) Opposes the Precinct Provisions and Precinct Plans insofar as these:
 - (i) require the setting aside of land for infrastructure purposes, including future widening of Golding Road;
 - (ii) apply a vehicle access restriction to land fronting Golding Road;
 - (iii) require riparian planting of permanent and ephemeral streams and natural wetlands; and
- (g) Otherwise supports PC74, including the Precinct Provisions and Precinct Plans as notified.

28.1

8. The Submitters will be directly and potentially adversely affected by PC74.

9. The Submitters are not trade competitors for the purposes of the Resource Management Act 1991 (“**RMA**”).

10. The reasons for the submission are as follows:

(a) YLH considers that an objective of PC74 should be that transport infrastructure is integrated and coordinated with subdivision and development and provides connections to the wider transport network. It also considers that PC74 should not preclude necessary upgrades to the road network adjoining the plan change area. However:

28.2

(i) The application of a vehicle access restriction along Golding Road, where there is currently no confirmed layout or plan for the future upgrading of that road to arterial status is unnecessary, inappropriate and creates an unreasonable burden on adjoining land; and

(ii) Furthermore, in that context it is not appropriate to require that a 6m strip of land is “set aside” for future widening/vesting purposes, when it is not clear whether that amount of land will actually be required in future. YLH considers a more appropriate approach is the application of a building setback from the Golding Road road reserve boundary, with any standards that are usually measured from the road reserve (ie, yard setbacks, building in relation to boundary controls (if any)) to be measured instead from the setback. That approach was adopted in I445 Gatland and Great South Road Precinct, which was inserted into the AUP by Private Plan Change 52.

(b) YLH acknowledges the “indicative” nature of the Indicative Collector Road and Indicative Key Walking/Cycling Route’s illustrated on Precinct Plan 1. However, it remains concerned that rather than showing these routes running along a cadastral boundary, Precinct Plan 1 shows these cutting awkwardly from the north western corner of the YLH land towards Golding Road, which would create a wedge of land that would be difficult to develop in future and could compromise the efficient development of the YLH Land overall. It considers that Precinct Plan 1 should be amended to show these routes following the cadastral boundary between the YLH Land and its neighbour to the north along Golding Road.

28.3

(c) YLH considers that an objective of PC74 should be that the ecological values of streams, wetlands and significant ecological areas are protected from inappropriate subdivision and development. The Precinct Provisions, however, require “protection and enhancement” of ecological values of

28.4

streams and wetlands, including through a requirement for 10m minimum riparian planting along the margins of any permanent or ephemeral stream and any natural wetland. YLH considers that this approach is inflexible, inappropriate and impractical. It considers that a more flexible approach should be taken, which reflects the actual values of the relevant stream or wetland. It considers that such matters can and should be considered in light of the existing provisions of the AUP and other relevant statutory documents such as relevant National Policy Statements and National Environmental Standards that will be mandatory considerations in any future subdivision and development processes.

- (d) As a consequence, as notified PC74:
 - (i) Would not most efficiently, effectively and appropriately enable the AUP to promote the sustainable management of natural and physical resources and otherwise give effect to Part 2 of the RMA;
 - (ii) Would not most efficiently, effectively and appropriately enable the AUP to give effect to the objectives, policies and other provisions in the relevant planning instruments; and
 - (iii) Would not warrant being upheld in terms of section 32 of the RMA.

- (e) The Submitters otherwise generally support the provisions of PC74.

Relief sought

- 11. YLH seeks the following relief:
 - (a) That PC74 is confirmed insofar as it results in the rezoning of land, including the YLH Land, from Future Urban Zone to Residential – Mixed Housing Urban Zone, Business – Light Industrial Zone and Business – Neighbourhood Centre Zone;
 - (b) Subject to the amendments sought in (c) and (f) below, that PC74, including the Precinct Provisions and associated Precinct Plans, are confirmed without amendment;

(c) At a minimum, YLH considers that the Precinct Provisions should be amended to address the concerns raised in this submission, including (without limitation) through the following amendments:

(i) Amend objective (4) as follows:

Transport infrastructure is integrated and coordinated with subdivision and development and provides connections to the wider transport network and will not preclude any future upgrades to the road network adjoining the precinct.

(ii) Amend objective (8) as follows:

The ecological values of streams, wetlands and the significant ecological area are protected from inappropriate subdivision and development and where practicable are enhanced.

(iii) Amend Policy (3) as follows:

Require subdivision and development to provide an interconnected urban road network which ensures that anticipated future includes necessary upgrades to existing infrastructure adjoining the Precinct and connections to existing and future networks outside the Precinct are not precluded.

(iv) Delete Policy (5);

(v) Amend Policy (8) as follows:

Require subdivision and development ~~to plant the riparian margin of streams and wetlands and~~ to provide at source hydrological mitigation, attenuation and quality treatment to prevent stream bank erosion and to enhance in-stream morphology, and stream and wetland water quality.

(vi) Delete (T5) from Table I4XXX.6.1.1;

(vii) Insert a new standard into I4XX.6 as follows:

I4XX.6.X. Building Setback along Golding Road

Purpose:

• To provide for the potential future widening of Golding Road.

(1) A 6m-wide building setback must be provided along the entire frontage of the land adjoining Golding Road measured from the legal road boundary that existed at 1 June 2022. No buildings, structures or parts of a building shall be constructed within this 6m wide setback.

(2) The applicable minimum front yard setback of the underlying Mixed Housing Urban zone for land adjoining Golding Road shall be measured from the 6m wide building setback required in (1) above.

(3) Subdivision or development that does not comply with Standard I445.6.2(1) is a discretionary activity.

- (viii) Delete I4XX.6.2. Riparian and Buffer Planting;
 - (ix) Delete I4XX.6.6 Development Controls – Residential – Mixed housing Urban Zone – Medium Density Residential Standards.
 - (d) That Precinct Plan 1 is:
 - (i) Deleted; or
 - (ii) In the event that the relief sought in (i) above is not considered appropriate; amend Precinct Plan 1 to remove the Indicative Collector Road and Indicative Key Walking/Cycling Route; or
 - (iii) In the event that neither the relief sought in (i) nor (ii) above are considered appropriate, amend Precinct Plan 1 to locate the Indicative Collector Road and Indicative Key Walking/Cycling Routes along the shared boundary of the YLH Land and its neighbour to the north along Golding Road;
 - (e) Delete the “Vehicle Access Restriction” illustrated on the “Overlay Plan” from PC74; and
 - (f) Such further, other or consequential relief as is considered appropriate or necessary to address the concerns expressed in this submission.
12. YLH wishes to be heard in support of this submission. If other parties make a similar submission, YLH would consider presenting a joint case with them at any hearing.

DATED 2 June 2022

YLH HOLDINGS LIMITED by its solicitors and duly authorised agents, Ellis Gould



DJ Sadlier

ADDRESS FOR SERVICE: The offices of Ellis Gould, Solicitors, Level 31, Vero Centre, 48 Shortland Street, PO Box 1509, Auckland 1140, DX CP22003, Auckland, Telephone: (09) 307-2172, Facsimile: (09) 358-5215. Attention DJ Sadlier, dsadlier@ellisgould.co.nz.

From: UnitaryPlanFurtherSubmissionForm@donotreply.aucklandcouncil.govt.nz
To: [Unitary Plan](#)
Subject: Unitary Plan further submission - Plan Change 74 - Anil Sachdeva
Date: Tuesday, 7 June 2022 4:31:16 pm

The following customer has submitted a Unitary Plan online further submission.

Contact details

Full name of person making a further submission: Anil Sachdeva

Organisation name:

Full name of your agent:

Email address: anilsachdeva2001@yahoo.com

Contact phone number:

Postal address:
5/7 Claude Road
Epsom
Auckland 1023

Submission details

This is a further submission to:

Plan change number: Plan Change 74

Plan change name: Golding Meadows and Auckland Trotting Club Inc

Original submission details

Original submitters name and address:

Anil Sachdeva
5/7 Claude Road
Epsom, Auckland 1023

Submission number: 12

Do you support or oppose the original submission? I or we support the submission

Specific parts of the original submission that your submission relates to:

Point number All

The reasons for my or our support or opposition are:

To assist with the housing shortage and residential land supply in Auckland, I support the plan change PC74 to be able to accommodate more housing and also include the 5 neighbouring properties -- 120, 124, 150, 170 and 194 Station Road, Pukekohe as well as this will be the only patch left for proposed plans change for PC74 and now PC76 as well, even though these 5 properties are the closest ones to the already developed area, three water and other services, amenities and the Pukekohe Railway Station and town. In fact, these 5 properties may contribute more and most suitable to help the ever growing residential need in and around Pukekohe town.

I or we want Auckland council to make a decision to: Allow the whole original submission

Submission date: 7 June 2022

Attend a hearing

I or we wish to be heard in support of this submission: No

Declaration

What is your interest in the proposal? I am the person representing a relevant aspect of the public interest

Specify upon which grounds you come within this category:

To assist with the housing shortage and residential land supply in Auckland, I support the plan change PC74 to be able to accommodate more housing and also include the 5 neighbouring properties -- 120, 124, 150, 170 and 194 Station Road, Pukekohe as well as this will be the only patch left for proposed plans change for PC74 and now PC76 as well, even though these 5 properties are the closest ones to the already developed area, three water and other services, amenities and the Pukekohe Railway Station and town. In fact, these 5 properties may contribute more and most suitable to help the ever growing residential need in and around Pukekohe town.

I declare that:

- I understand that I must serve a copy of my or our further submission on the original submitter within five working days after it is served on the local authority
- I accept by taking part in this public submission process that my submission (including personal details, names and addresses) will be made public.

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Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142

Submitted via email to unitaryplan@aucklandcouncil.govt.nz

8 June 2022

Submission on Proposed Plan Change 74 (PC74), *Golding Meadows and Auckland Trotting Club Inc*, to the Auckland Unitary Plan (AUP).

This further submission is in opposition to submissions on the Proposed Plan Change 74 (**PC74**), *Golding Meadows and Auckland Trotting Club Inc* to the Auckland Unitary Plan (**AUP**).

ARPHS wishes to be heard in support of this submission but is not prepared to consider presenting a joint case with other submitters.

The following submission represents the views of the Auckland Regional Public Health Service (ARPHS) and does not necessarily reflect the views of the three District Health Boards it serves. Please refer to Appendix 1 for more information on ARPHS.

The contact point for this submission is:

Kate Macpherson
Senior Policy Analyst
Auckland Regional Public Health
kmacpherso@adhb.govt.nz
021 783 383

Yours sincerely,



Jane McEntee
General Manager
Auckland Regional Public Health Service



Dr. David Sinclair
Medical Officer of Health
Auckland Regional Public Health Service

Resource Management (Forms, Fees and Procedure) Regulations 2003 Form 6

FURTHER SUBMISSION IN SUPPORT OF, OR IN OPPOSITION TO, SUBMISSION ON NOTIFIED PROPOSED POLICY STATEMENT OR PLAN, CHANGE OR VARIATION

To: Auckland Council
 Name of submitter: Auckland Regional Public Health Service (**ARPHS**)

1. This further submission is in opposition to submissions on Proposed Plan Change 74 (**PC74**), *Golding Meadows and Auckland Trotting Club Inc*, to the Auckland Unitary Plan (**AUP**).
2. ARPHS is an entity “representing a relevant aspect of the public interest” pursuant to Schedule 1 s.8(1)(a) of the Resource Management Act 1991 as it has statutory obligations for public health under various legislation within this area under Crown funding agreements between the Ministry of Health and the Counties Manukau District Health Board.
3. This further submission relates to the original submitters named in the attached schedule. The particular parts of the original submissions supported or opposed are described. The parts of the original submissions ARPHS seeks be accepted or rejected, and reasons for support or opposition are stated. The scope of this further submission is intended to cover words to the like effect in the relevant section of the proposed plan provisions in the same or any other plan section which might be consequentially added or amended because of a submission made by the other submitters on whom this further submission has been made.
4. ARPHS wishes to be heard in support of this further submission but is not prepared to consider presenting a joint case with other submitters.

Schedule of further submission points by ARPHS

Submitter	Particular part of submission ARPHS supports or opposes	Relief sought by submitter	ARPHS position and reasons	Relief sought
Jason Wu (#1)	Submission point 1.2	Include 25, 26A & 27B Royal Doulton Drive in the plan change area as Residential – Mixed Housing Urban Zone. [It is unclear if “25” and “26A” are the intended addresses because 25 is already	ARPHS opposes this submission. a) No analysis has been made of potential effects of motorsport noise on public health, within the proposed extension to the original PC74 area. The noise modelling included with the PC74 application was spatially truncated and does not fully cover this area. However, if extrapolating from that modelling it appears there is significant motorsport noise exposure	Reject submission

		<p>in the plan change area and 26A cannot be found on Auckland Council's GEOMAPS]</p>	<p>in the proposed extension area.</p> <p>b) The submission does not explicitly include any mitigation measures for motorsport noise affecting public health. The original PC74 application only proposes noise mitigation within specific spatial extents that do not automatically transfer or extend to neighbouring sites.</p> <p>c) The extension area would be exposed to motorsport noise propagating around the north end of the noise barrier proposed in the original PC74 area.</p>	
Anil Sachdeva (#12)	Submission point 12.1	<p>Include 120, 124, 150, 170 & 194 Station Road in the plan change area.</p> <p>[The submission does not state proposed zoning for the extension area]</p>	<p>ARPHS opposes this submission.</p> <p>a) No analysis has been made of potential effects of motorsport noise on public health, within the proposed extension to the original PC74 area. The noise modelling included with the PC74 application was spatially truncated and does not fully cover this area. However, if extrapolating from that modelling it appears there is significant motorsport noise exposure in the proposed extension area.</p> <p>b) The submission does not explicitly include any mitigation measures for motorsport noise affecting public health. The original PC74 application only proposes noise mitigation within specific spatial extents that do not automatically transfer or extend to neighbouring sites.</p> <p>c) The extension area would be exposed to motorsport noise propagating around the north end of the noise barrier proposed in the original PC74 area.</p> <p>d) The submission does not explicitly include a</p>	<p>Reject submission</p>

			noise buffer area as provided by the proposed Business – Light Industry Zone in the original PC74 area.	
John Harris (#16)	Submission point 16.1	Decline PC74, unless it includes additional Future Urban Zone land to the north, including 26 Royal Doulton Drive [The submission does not state proposed zoning for the extension area]	<p>ARPHS opposes the part of this submission point relating to extension of the PC74 area.</p> <p>a) No analysis has been made of potential effects of motorsport noise on public health, within the proposed extension to the original PC74 area. The noise modelling included with the PC74 application was spatially truncated and does not fully cover this area. However, if extrapolating from that modelling it appears there is significant motorsport noise exposure in parts of the proposed extension area.</p> <p>b) The submission does not explicitly include any mitigation measures for motorsport noise affecting public health. The original PC74 application only proposes noise mitigation within specific spatial extents that do not automatically transfer or extend to neighbouring sites.</p> <p>c) The extension area would be exposed to motorsport noise propagating around the north end of the noise barrier proposed in the original PC74 area.</p>	Reject submission relating to extension of the PC74 area
Station Road Residents Group (#22)	Submission point 22.1	Include 120, 124, 150/152, 170 & 194 Station Road in the plan change area, with zoning of Business – Light Industry Zone (LIZ) and Residential – Mixed Housing Urban	<p>ARPHS opposes this submission.</p> <p>a) No analysis has been made of potential effects of motorsport noise on public health, within the proposed extension to the original PC74 area. The noise modelling included with the PC74 application was spatially truncated and does not fully cover this area. However, if extrapolating from that modelling it appears</p>	Reject submission

<p>Zone as shown in Figure 2 of the submission.</p> <p>Such other alternative, additional or consequential relief as may be required to address matters raised in the submission and/or appendices.</p>	<p>there is significant motorsport noise exposure in the proposed extension area.</p> <p>b) The submission does not explicitly include any mitigation measures for motorsport noise affecting public health. The submission includes alternative, additional or consequential relief to address matters raised in the submission, but the submission does not raise the matter of motorsport noise affecting public health. The original PC74 application only addresses noise mitigation within specific spatial extents that do not automatically transfer or extend to neighbouring sites. The s32 analysis in Appendix A of the submission asserts there to be no general, environmental or social costs with including the proposed extension area; indicating that motorsport noise has been overlooked.</p> <p>c) It is unclear whether and how the noise barrier included in the original PC74 area would continue without gaps into the proposed extension area. Figure 2 of the submission shows a reduced depth and limited frontage of LIZ compared to the original PC74 area. Based on the analysis included with the PC74 application, this reduced buffer area provided by the LIZ in the extension area would be inadequate to mitigate motorsport noise effects.</p>
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5. Thank you for the opportunity to submit on Proposed Plan Change 74 (PC74), Golding Meadows and Auckland Trotting Club Inc, to the Auckland Unitary Plan (AUP).

Appendix 1 - Auckland Regional Public Health Service

Auckland Regional Public Health Service (ARPHS) provides public health services for the three district health boards (DHBs) in the Auckland region (Counties Manukau Health and Auckland and Waitemata District Health Boards).

ARPHS has a statutory obligation under the New Zealand Public Health and Disability Act 2000 to improve, promote and protect the health of people and communities in the Auckland region. The Medical Officer of Health has an enforcement and regulatory role under the Health Act 1956 and other legislative designations to protect the health of the community.

ARPHS' primary role is to improve population health. It actively seeks to influence any initiatives or proposals that may affect population health in the Auckland region to maximise their positive impact and minimise possible negative effects on population health.

The Auckland region faces a number of public health challenges through changing demographics, increasingly diverse communities, increasing incidence of lifestyle-related health conditions such as obesity and type 2 diabetes, infrastructure requirements, the balancing of transport needs, and the reconciliation of urban design and urban intensification issues.

From: [Lucie Rutherford](#)
To: [Unitary Plan](#)
Cc: [Edith Tuhimata](#)
Subject: Further Submission
Date: Wednesday, 8 June 2022 3:39:16 pm
Attachments: [Outlook-kpddmwqa.png](#)

PC74 Private Plan Change
Golding Meadows and Auckland Trotting Club

- This is a further submission supporting the submission of Ngati Te Ata
- We do not support this proposed plan change for lack of infrastructure
- This proposed plan change will not create much needed jobs
- This proposed plan change does not provide for Ngati Tamaoho CVA recommendations with certainty

Nga mihi
Lucie



NGĀTI TAMAHOHO TRUST

Lucille Rutherford

RMA Technical Officer

Ph:09 930 7823 Mob:0211708543

E: rmaofficer@tamaoho.maori.nz

128 Hingaia Road, Karaka,

PO Box 2721652, Papakura

Auckland 2244

www.tamaoho.maori.nz

Subscribe to our [e-panui](#)

Further Submission in support of, or opposition to, a notified proposed plan change or variation

Clause 8 of Schedule 1, Resource Management Act 1991
FORM 6



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only Further Submission No:
Receipt Date:

Further Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) STEPHEN HAVILL

Organisation Name (if further submission is made on behalf of Organisation)

SFH CONSULTANTS

Address for service of Further Submitter
P O BOX 86 OREWA

Telephone: 21903990 Fax/Email: stephen@sfhconsultants.co.nz

Contact Person: (Name and designation, if applicable)

Scope of Further Submission

This is a further submission in support of (or opposition to) a submission on the following proposed plan change / variation:

Plan Change/Variation Number PC 74

Plan Change/Variation Name Golding Meadows and Auckland Trotting Club Inc

I support : Oppose (tick one) the submission of:

(Original Submitters Name and Address)

(Please identify the specific parts of the original submission)

Submission Number	Point-Number
<u>22</u>	

SIR WILLIAM BIRCH
BIRCH SURVEYORS LIMITED
P O BOX 475
AUCKLAND

The reasons for my support / opposition are:

THE SUBMITTERS WHO OWN ADJOINING LAND SEEK THE INCLUSION OF THEIR SITES WITHIN PC 74 REZONING .THE REASONS WERE OUTLINED IN THEIR SUBMISSION .

I seek that:

the whole :

or part (describe precisely which part) rezoned land area

of the original submission be **allowed**

disallowed

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing

06/09/2022

Signature of Further Submitter
(or person authorised to sign on behalf of further submitter)

Date

PLEASE COMPLETE THE FOLLOWING SECTION

Please tick one

I am a person representing a relevant aspect of the public interest. (Specify upon what grounds you come within this category)
as the adjoining landowners we have a wider interest than the general public

I am a person who has an interest in the proposal that is greater than the interest that the general public has. (Specify on what grounds you come within this category)

Notes to person making submission:

A copy of your further submission must be served on the original submitter within 5 working days after it is served on the local authority

If you are making a submission to the Environmental Protection Authority, you should use Form 16C.

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

Further Submission in support of, or opposition to, a notified proposed plan change or variation

Clause 8 of Schedule 1, Resource Management Act 1991
FORM 6



Send your submission to unitaryplan@aucklandcouncil.govt.nz or post to :

Attn: Planning Technician
Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only
Further Submission No:
Receipt Date:

Further Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full Name) SHAOJIE ZHENG

Organisation Name (if further submission is made on behalf of Organisation)

N/A

Address for service of Further Submitter

108A GOLDING ROAD, PUKEKOHE

Telephone: 021 730036 Fax/Email: charlie@fruitworld.co.nz

Contact Person: (Name and designation, if applicable)

Scope of Further Submission

This is a further submission in support of (or opposition to) a submission on the following proposed plan change / variation:

Plan Change/Variation Number	PC 74
Plan Change/Variation Name	Golding Meadows and Auckland Trotting Club Inc

I support : **Oppose** (tick one) **the submission of:** *(Please identify the specific parts of the original submission)*

(Original Submitters Name and Address)

Submission Number **Point-Number**

GOLDING MEADOWS AND AUCKLAND TROTTHING CLUB INC

17	17
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The reasons for my support / opposition are:

THE RELIEF SOUGHT: WILL MEET THE PURPOSE AND PRINCIPALS OF THE RMA AND GIVE EFFECT TO THE HIGHER ORDER PLANNING DOCUMENTS.
THE RELIEF SOUGHT: WILL PROVIDE FOR THE SOCIAL, ECONOMIC AND CULTURAL WELL-BEING OF THE COMMUNITY.
THE RELIEF SOUGHT: WILL ENABLE NATURAL AND PHYSICAL RESOURCES TO BE USED EFFICIENTLY.

(continue on a separate sheet if necessary)

I seek that:

the whole :

or part (describe precisely which part) _____

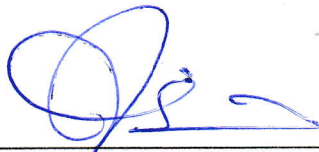
of the original submission be **allowed**

disallowed

I wish to be heard in support of my submission

I do not wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at a hearing



Signature of Further Submitter
(or person authorised to sign on behalf of further submitter)

09/06/2022

Date

PLEASE COMPLETE THE FOLLOWING SECTION

Please tick one

I am a person representing a relevant aspect of the public interest. (Specify upon what grounds you come within this category)

I am a person who has an interest in the proposal that is greater than the interest that the general public has. (Specify on what grounds you come within this category)

I AM A LOCAL LANDOWNER WITHIN THE PLAN CHANGE EXTENT AND I OWN LAND IN THE IMMEDIATE AREA NOT IN THE PLAN CHANGE.

Notes to person making submission:

A copy of your further submission must be served on the original submitter within 5 working days after it is served on the local authority

If you are making a submission to the Environmental Protection Authority, you should use Form 16C.

**FURTHER SUBMISSION ON PLAN CHANGE 74 (PRIVATE): GOLDING MEADOWS
AND AUCKLAND TROTTING CLUB INC**

To: Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Attention: Planning Technician

By email: unitaryplan@aucklandcouncil.govt.nz

Name of further submitter: John Harris

1. This is a further submission in support of submissions on private plan change 74 (**PPC74**) to the Auckland Unitary Plan Operative in Part (the **AUP**).
2. Mr Harris has an interest in PPC74 that is greater than the interest the general public has because he is the owner of 26 Royal Doulton Drive, which is immediately adjacent to the PPC74 area.
3. Mr Harris made an original submission on PPC74 (submitter number 16).
4. This further submission relates to six original submissions. Attached to this further submission is a table setting out the following details (see **Attachment A**):
 - (a) the original submissions to which this further submissions relates;
 - (b) the particular part of the original submissions to which this further submission relates;
 - (c) whether Mr Harris supports or opposes the original submission;
 - (d) the reasons for the support/opposition; and
 - (e) whether Mr Harris seeks that original submission be allowed or disallowed.
5. Mr Harris wishes to be heard in support of his further submission.

6. If others make a similar submission, Mr Harris would be prepared to consider presenting a joint case with them at any hearing.

DATED at Auckland this 9th day of June 2022



W S Loutit / S J Mitchell
Counsel for John Harris

Address for service of further submitter:

Simpson Grierson
Level 27, 88 Shortland Street
Private Bag 92518
Auckland
Attention: Bill Loutit / Sarah Mitchell
Email: bill.loutit@simpsongrierson.com / sarah.mitchell@simpsongrierson.com
Telephone: 09 977 5092

Attachment A

Name of original submitter	Address of original submitter	Original Submitter number	Original submission point number/s	Support or Oppose	Reasons for Mr Harris' support or opposition are	Mr Harris seeks that the whole (or part) of the submission be allowed or disallowed
Jason Wu	E: jasonrock83@hotmail.com 7 Skye Road East Tamaki Heights Auckland 2016	1	1.2	Support	<p>The submitter has requested that the PPC74 area be extended northwards to include properties on the northern side of Royal Doulton Drive, namely 25, 26A and 27B Royal Doulton Drive.</p> <p>Mr Harris supports this request. Mr Harris' submission also seeks that the PPC74 area be extended to include additional Future Urban Zone (FUZ) land to the north, including Mr Harris' property at 26 Royal Doulton Drive, so that a more comprehensive and integrated approach to planning and infrastructure provision can be achieved. The topography, with its ridgeline to the north of the PPC74 area, would create a strong natural boundary.</p> <p>Extending the boundary northwards is also justifiable given that the recently notified Plan Change 76 seeks to live zone an area of FUZ land further to the north (adjacent to the existing Pukekohe urban settlement). It is contrary to good resource management practice to leave a strip of FUZ land between the two plan change areas.</p> <p>It is noted that the reference in the submission to 25 Royal Doulton Drive and 26A Royal Doulton Drive appears to be an error. As far as Mr Harris is aware 26A Royal Doulton Drive is not a legal address and 25 Royal Doulton Drive is already within the PPC74 area.</p>	Allow
Anil Sachdeva	E: anilsachdeva2001@yahoo.com 5/7 Claude Road Epsom Auckland 1023	12	12.1	Support	<p>The submitter has requested that the PPC74 area be extended northwards to include 120, 124, 150, 170 and 194 Station Road, which lie between the existing residential area of Pukekohe and the PPC74 area.</p> <p>Mr Harris supports this request. Mr Harris' submission also seeks that the PPC74 area be extended to include additional FUZ land to the north, including Mr Harris' property at 26 Royal Doulton Drive, so that a more comprehensive and integrated approach to planning and infrastructure provision can be achieved.</p> <p>Extending the boundary northwards is also justifiable given that the recently notified Plan Change 76 seeks to live zone an area of FUZ land further to the north (adjacent to the existing Pukekohe urban settlement). It is contrary to good resource management practice to leave a strip of FUZ land between the two plan change areas.</p>	Allow
Watercare Services Limited	E: Mark.Iszard@water.co.nz Attn: Mark Iszard Watercare Services Limited Private Bag 92 521 Wellesley Street Auckland 1141	14	14.1	Support in part	<p>The summary of submission records that Watercare seeks acceptance of the PPC74, 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 PPC74 and are technically feasible.</p> <p>However, Watercare's support is qualified and is based on particular infrastructure upgrades being implemented to provide for future development outside of the PPC74 area, which Mr Harris agrees with. These are as follows:</p> <ul style="list-style-type: none"> - The proposed new watermain to be connected to the existing 250PE at the junction of East Street and Golding Road, with an extension of the existing infrastructure down Golding Road eventually looping up Station Road, should be sized to enable future development outside the PPC74 area; - The sizing and capacity of the second proposed watermain from Station Road should consider future development 	Allow in part

Name of original submitter	Address of original submitter	Original Submitter number	Original submission point number/s	Support or Oppose	Reasons for Mr Harris' support or opposition are	Mr Harris seeks that the whole (or part) of the submission be allowed or disallowed
					<p>- The extension of the wastewater gravity line to Pukekohe Park should be designed so that surrounding development areas can connect to the pump station and the network is sized to cater for other development within the wastewater catchment. The size of the gravity pipe will need to be determined based on the peak wet weather flows not only from the PPC74, but also any future flows from upstream catchments that may connect to this asset.</p> <p>Mr Harris agrees with these statements.</p> <p>Mr Harris' submission stated that PPC74 should not be approved unless it was amended to include more appropriate provisions to address the infrastructure requirements of the surrounding FUZ land. The water supply and waste water infrastructure should be designed to be of an appropriate capacity and in an appropriate location to service future connections that will be required across the wider FUZ land. A comprehensive approach is required given that the PPC74 area is only one part of a wider area of FUZ south of the existing Pukekohe urban area.</p>	
Auckland Transport	E: teresa.george@at.govt.nz Attn: Teresa George Auckland Transport Private Bag 92250 Auckland 1142	15	15.1	Support	<p>Mr Harris agrees that the actual and potential adverse effects on the transport network have not been appropriately assessed and addressed.</p> <p>As noted in Mr Harris' submission he is concerned that PPC74 would result in adverse traffic effects on the broader Pukekohe roading network and seeks greater clarification as to how the adverse traffic effects external to the PPC74 site will be appropriately avoided, remedied or mitigated. He is not confident from the information that has been provided so far that the provisions (including the proposed trigger rules) will appropriately address the effects on the transport network arising from the development that will be enabled by PPC74.</p> <p>Mr Harris agrees that any deficiencies in the PPC74 assessments need to be addressed to ensure that the proposed provisions address the required transport upgrades required to avoid, remedy or mitigate the adverse effects resulting from the urbanisation of land within the PPC74 area.</p>	Allow
			15.2	Support	Mr Harris agrees that the funding and financing concerns need to be resolved to ensure that enabled growth makes a proportionate contribution towards the future transport infrastructure it will benefit from in the wider planned strategic road network.	Allow
			15.3	Support	<p>Mr Harris agrees that the PPC74 provisions have not adequately provided for identified future network upgrades and in particular should include robust provisions and mechanisms to provide for the required network upgrades, including those required on Royal Doulton Drive and Golding Road, and the future East-West arterial.</p> <p>As noted in his submission Mr Harris is particularly concerned in relation to effects on traffic movements and intersection capacity on Golding Road. There appears to be a high level of reliance on the Council or other landowners identifying and implementing the network improvements that will be required. This is not the most appropriate method and will potentially create traffic effects on the wider network.</p> <p>In addition, there is very little substantive discussion in the supporting documents that form part of the plan change request regarding the future east-west arterial road that is proposed by the Structure Plan along the current alignment of Royal Doulton Drive. The Precinct Plan and</p>	Allow

Name of original submitter	Address of original submitter	Original Submitter number	Original submission point number/s	Support or Oppose	Reasons for Mr Harris' support or opposition are	Mr Harris seeks that the whole (or part) of the submission be allowed or disallowed
					<p>proposed provisions do not provide for this future arterial road, other than to impose a vehicle access restriction along part of the northern boundary of the PPC74 area.</p> <p>The PPC74 applicants appear to consider that this infrastructure is not relevant to PPC74 request and does not need to be addressed further. However, this is not an appropriate or reasonable approach given the strategic importance of this future roading connection. The new arterial is critical to addressing the traffic effects on Golding Road that are likely to arise from the development of the PPC74 area, including the substantial area of new light industrial zoning. Provisions that ignore a key piece of infrastructure that has been proposed in the vicinity, and leave it to be entirely funded by others and provided for on neighbouring properties at an unknown time in the future, are not the most effective or efficient.</p>	
			15.4	Support	<p>Mr Harris supports the submitter's request that PPC74 be amended 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 transport needs of the precinct, connect with the surrounding network and avoid, remedy or mitigate adverse effects</p> <p>The provisions (including the proposed trigger rules) will not appropriately address the effects on the transport network arising from the development that will be enabled by PPC74. In particular it is not appropriate that the provisions do not substantively address the future east-west arterial. This new arterial is critical to addressing the traffic effects on Golding Road that are likely to arise from the development of the PPC74 area, including the substantial area of new light industrial zoning. Provisions that ignore a key piece of infrastructure that has been proposed in the vicinity, and leave it to be entirely funded by others and provided for on neighbouring properties at an unknown time in the future, are not the most effective or efficient.</p>	Allow
			15.8	Support	<p>Mr Harris agrees that PPC74 should be amended to include requirements for the upgrade of the roads surrounding the PPC74 area (Royal Doulton Drive and Golding Road in particular), which are currently built to a rural standard and will not be suitable to service the area once urbanised.</p>	Allow
Heather Clark	E heatherisabelclark@yahoo.co.nz Heather Clark 110 Golding Road RD 2 Pukekohe 2677	19	19.1	Support	<p>Mr Harris agrees that the PPC74 provisions need to be refined to ensure that the adverse effects resulting from the urbanisation of land within the PPC74 area are avoided, remedied or mitigated. In particular, PPC74 may result in adverse traffic effects on the broader Pukekohe roading network and Mr Harris seeks greater clarification as to how the adverse traffic effects external to the PPC74 site will be appropriately avoided, remedied or mitigated.</p>	Allow
			19.2	Support	<p>Mr Harris agrees that more appropriate provisions should be included in PPC74 to ensure that the necessary infrastructure (including transport, water and wastewater) is provided within the required timeframes and is adequately sized and appropriately located.</p>	Allow
			19.3	Support	<p>Mr Harris supports the extension of the PPC74 area northwards to cover properties on the northern side of the Royal Doulton Drive.</p> <p>Mr Harris' submission also seeks that the PPC74 area be extended to include additional FUZ land to the north, including Mr Harris' property at 26 Royal Doulton Drive, so that a more comprehensive and integrated approach to planning and infrastructure provision can be achieved.</p>	Allow

Name of original submitter	Address of original submitter	Original Submitter number	Original submission point number/s	Support or Oppose	Reasons for Mr Harris' support or opposition are	Mr Harris seeks that the whole (or part) of the submission be allowed or disallowed
					<p>Extending the boundary northwards is also justifiable given that the recently notified Plan Change 76 seeks to live zone an area of FUZ land further to the north (adjacent to the existing Pukekohe urban settlement). It would not be good resource management practice to leave a strip of FUZ land between the two plan change areas.</p>	
Station Road Residents Group	E: sirwilliambirch@bslnz.com Attn: Sir William Birch Birch Surveyors Limited PO Box 475 Auckland Pukekohe 234	22	22.1	Support	<p>The submitter has requested that the PPC74 area be extended northwards to include 120, 124, 150, 170 and 194 Station Road, which lie between the existing residential area of Pukekohe and the PPC74 area.</p> <p>Mr Harris supports this request. Mr Harris' submission also seeks that the PPC74 area be extended to included additional FUZ land to the north, including Mr Harris' property at 26 Royal Doulton Drive, so that a more comprehensive and integrated approach to planning and infrastructure provision can be achieved.</p> <p>Extending the boundary northwards is also justifiable given that the recently notified Plan Change 76 seeks to live zone an area of FUZ land further to the north (adjacent to the existing Pukekohe urban settlement). It would be contrary to good resource management practice to leave a strip of FUZ land between the two plan change areas.</p>	Allow
Auckland Council	E: warren.maclennan@aucklandcouncil.govt.nz Attn: Warren Maclennan Auckland Council 35 Albert Street Private Bag 92300 Auckland 1142	24	24.1	Support in part	<p>This submitter requests that PPC74 be declined unless the applicant can illustrate how it will make a fair contribution to the cost of strategic infrastructure required to mitigate the cumulative effects of the growth enabled by PPC74 on the existing transport network in Pukekohe-Paerata.</p> <p>Mr Harris agrees that PPC74 may result in adverse traffic effects on the broader Pukekohe roading network and Mr Harris seeks greater clarification as to how the adverse traffic effects external to the PPC74 site will be appropriately avoided, remedied or mitigated. As noted in his submission Mr Harris is particularly concerned in relation to effects on traffic movements and intersection capacity on Golding Road. There appears to be a high level of reliance on the Council or other landowners identifying and implementing the network improvements that will be required. This is not the most appropriate method and will potentially create traffic effects on the wider network.</p> <p>Mr Harris also considers that the future east-west arterial needs to be addressed by the PPC74 provisions.</p>	Allow in part



Vulcan Building Chambers
 Level 4, Vulcan Buildings
 Cnr Vulcan Lane & Queen St, Auckland
 PO Box 1502
 Shortland St
 Auckland, New Zealand

M. 021 494 506
 E. jeremy@brabant.co.nz

9 June 2022

To: Planning Technician

Auckland Council
 Private Bag 92300
 Auckland 1142

Sent by Email:
unitaryplan@aucklandcouncil.govt.nz

Further Submission on Private Plan Change 74 – Golding Precinct to the Auckland Unitary Plan

Introduction

1. This is a further submission on Private Plan Change 74 Golding Precinct (“PPC 74”) to the Auckland Unitary Plan – Operative in Part (“AUP”) made by Golding Meadows and Auckland Trotting Club Inc (“GM & ATC”).
2. GM & ATC are the proponent of the private plan change request pursuant to clause 21 of the First Schedule to the RMA that has been notified as PPC 74.
3. The submissions which GM & ATC wishes to make a further submission on and the reasons for its further submission are outlined at paragraphs 6 -7 below.

Interest in the Submission

4. In accordance with Schedule 1, Clause 8(1)(b) of the Resource Management Act 1991 (“RMA” or “Act”) GM & ATC have an interest in PPC 74 that is greater than the interest that the general public has, in that GM & ATC has an interest in land within the area of PPC 74.

5. GM & ATC could not gain an advantage in trade competition through this further submission.

Reasons for supporting the primary submissions supported by GM & ATC

6. GM & ATC **SUPPORTS** the submissions identified in **Attachment A** for those reasons outlined in Attachment A, and on the basis that approving PPC 74, as sought by these submitters, represents the most appropriate way to achieve the purpose of the RMA and is consistent with and promotes the purpose of the RMA insofar as PPC 74 will:
- (a) Enable the social, economic and cultural well-being of the community in the Auckland region and meet the reasonably foreseeable needs of future generations;
 - (b) Appropriately give effect to higher order planning documents; and
 - (c) Ensure adequate infrastructure is provided to service the development, through key infrastructure rules and assessments, in order to appropriately mitigate its potential effects.

Reasons for opposing the primary submissions opposed by GM & ATC

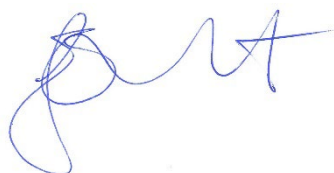
7. GM & ATC **OPPOSES** the submissions identified in **Attachment A**, for the following reasons:
- (a) GM & ATC's position is that some of the relief sought in the primary submissions that GM & ATC opposes is beyond the scope of PPC 74 and therefore cannot be granted;
 - (b) The relief sought is contrary to the primary submissions that GM & ATC supports, and GM & ATC does not support any changes being made to the PPC 74 as proposed, except where those changes are agreed to and supported by the PPC 74 applicant;
 - (c) The PPC includes key policies and rules to ensure adequate infrastructure is provided to service the development, in order to appropriately mitigate its potential effects; and
 - (d) As further set out in Attachment A.

Request to be heard in Support of Further Submission

8. GM & ATC wishes to be heard in support of its further submission.

9. GM & ATC will consider presenting a joint case at a hearing if others make a similar submission.

Golding Meadows and Auckland Trotting Club Inc by its authorised agent:



Jeremy Brabant

Date: 9 June 2022

Address for Service in respect of this further submission:

Golding Meadows and Auckland Trotting Club Inc
C/ Jeremy Brabant
Barrister
PO Box 1502
Shortland Street
Auckland

T: 021 494 506

E: jeremy@brabant.co.nz

ATTACHMENT A

Proposed Plan Change 74: Further Submissions (Golding Meadows and Auckland Trotting Club Inc)

Original Submission			Further Submission	
Sub #	Submitter name(s)	Relief/Decision sought (Summary of key points only)	Oppose / Support	Reasons
<i>Further Submissions – Those which GM & ATC Oppose</i>				
3	Christine Montagna	Submissions seek to decline the plan change on the basis of the removal of the trotting club activities and associated equine, farming and rural activities,	Oppose	<p>The application for rezoning has included as Attachment F a letter from ATC which outlines the reasons for which the land has been included in the rezoning and partnership with Golding Meadows sought.</p> <p>The submissions address rural lifestyle and activities, however the surrounds the ATC site have been zoned “future urban” under the AUP and included in the Auckland Council’s adopted Pukekohe Paerata Structure Plan document, clearly indicating that the area has been earmarked to change from rural to urban.</p> <p>The proposed Light Industry Zone will generate opportunity for local employment.</p>
4	Bronwyn Maclean			
9	Save Pukekohe Park Petition Attn: Christine Montagna/ Robert Hart			
10	Peter Francis Montagna			
11	Patrica Makene			
13	Auckland Region Public Health Service	Submission seeks to decline the plan change on the basis on noise effects on human health.	Oppose	<p>The provisions and zoning as notified have been based on technical reporting undertaken to inform the plan change, and the section 32 assessment, which have addressed the alternatives to avoid and/or mitigate effects of noise.</p> <p>No further methods or changes are considered necessary.</p>
15	Auckland Transport	Submission seeks to decline the plan change on the basis on insufficient assessment and/or mitigation of transportation effects and funding.	Oppose	<p>The plan change technical information includes a comprehensive integrated transportation assessment which includes an adequate assessment (based on appropriate modelling) of the network, the plan change and any mitigation needed.</p> <p>The Submitter suggests that an infrastructure/development funding solution should be in place for the Precinct. Funding for the wider planned strategic road network projects and associated shortfalls is not a relevant matter for this plan change and it is not appropriate for this to fall on the Plan Change applicant to be responsible for. The applicant is responsible for its share of the growth infrastructure for which the Council has available tools (such as development</p>

Original Submission			Further Submission	
Sub #	Submitter name(s)	Relief/Decision sought (Summary of key points only)	Oppose / Support	Reasons
				<p>contributions, long terms plans etc) to recover contributions (as was recognised in the recent decisions on the Drury Plan Changes).</p> <p>The provisions and Precinct Plan layout as notified have been based on technical reporting undertaken to inform the plan change and which are required to provide an level of appropriate infrastructure to service development of the plan change area and mitigate the direct effects of the plan change. No further methods are considered necessary.</p>
24	Auckland Council	Submission seeks to decline the plan change unless concerns regarding infrastructure funding, financing and delivery area addressed.	Oppose	<p>The Submitter suggests that an infrastructure/development funding solution should be in place for the Precinct. Funding for the wider planned projects and associated shortfalls is not a relevant matter for this plan change and it is not appropriate for this to fall on the Plan Change applicant to be responsible for. The PPC applicant is responsible for its share of the growth infrastructure for which the Council has available tools (such as development contributions, long terms plans etc) to recover contributions (as was recognised in the recent decisions on the Drury Plan Changes).</p> <p>The provisions and Precinct Plan layout as notified have been based on technical reporting undertaken to inform the plan change and which are required to provide an level of appropriate infrastructure to service development of the PPC area and mitigate the direct effects of the plan change. No further methods are considered necessary.</p>
26	Jenny Maree Walter	Submission seeks to decline the plan change on the basis on noise effects and rural urban interface zoning.	Oppose	<p>The provisions and zoning as notified have been based on technical reporting undertaken to inform the plan change, and the section 32 assessment, which have addressed the alternatives to avoid and/or mitigate effects of noise as well as the zoning and interface with Golding Road.</p> <p>No further methods or changes are considered necessary.</p>
23	Wobinda Farms Limited	<p>Not Supported/Concerns raised:</p> <ul style="list-style-type: none"> • Concern that the eastern side of Golding not to be upgraded. • Concern at number of connections with Golding Road 	Oppose	<p>Until such that that the WDC appeal is resolved a "rural-urban" interface is the most appropriate option (noting that the appeal has no weight, and there is some concern that the submitter is seeking that the planning provisions require upgrades outside of the Auckland justification). In any case, the appropriate interface and</p>

Original Submission			Further Submission	
Sub #	Submitter name(s)	Relief/Decision sought (Summary of key points only)	Oppose / Support	Reasons
		<ul style="list-style-type: none"> Concern at stormwater quantity and quality effects 		<p>upgrade can be addressed as part of the future subdivision resource consent applications, in consultation and liaison with WDC as required.</p> <p>The submitter indicates three however this is taken from an indicative masterplan. The precinct contains only one and the appropriateness of future connections can be addressed as part of the future subdivision resource consent applications.</p> <p>Stormwater has been proposed to be managed for quantity and quality in accordance with the Healthy Waters NDC and future detailed design will ensure the climate change has been factored into the sizing of detention devices as required by the Auckland Council technical publications for stormwater.</p>
<i>Further Submissions – Those which GM & ATC Oppose (and for which seek to extend the PPC)</i>				
1	Jason Wu	Submitters seek to extend PC74 to include various other properties	Oppose	<p>GM & ATC oppose any submission seeking to extend the scope of the Plan Change.</p> <p>In addition, such submissions have not provided any technical assessments or appropriate statutory assessment to justify their inclusion or to address adverse effects on environment and/or infrastructure.</p> <p>The provisions and Precinct Plan layout as notified have been based on technical reporting undertaken (and supported by the required statutory assessments) to inform the plan change and which are required to provide appropriate measures (including necessary infrastructure) to mitigate the direct effects of the plan change.</p> <p>No further methods or assessments are considered necessary.</p> <p>In addition, the plan change is considered to be consistent with the Pukekohe-Paerata Structure Plan and note that this document does not denote any staging or sequence to rezoning, nor does it (nor the AUP provisions) require that a “defensible boundary” be provided internally to rezoning of FUZ land (already subject to a structure plan) within the RUB.</p>
12	Anil Sachdeva			
16	John Harris			
19	Heather Isabel Clark			
22	Station Road Residents Group			

Original Submission			Further Submission	
Sub #	Submitter name(s)	Relief/Decision sought (Summary of key points only)	Oppose / Support	Reasons
				In addition, it is not appropriate to insert mechanisms into the plan change to “mitigate” effects at the boundary of the urban and future urban interfaces as these would create inefficiencies and/or perverse outcomes at this interface when the future urban land is rezoned.
<i>Further Submissions – Those which GM & ATC Support or Support in part</i>				
14	Watercare	Submission confirms that the water and wastewater capacity and servicing requirements have been adequately assessed as part of the supporting technical information.	Support	Support insofar as the submission aligns with the notified plan change and/or changes requested via the submissions of GM & ATC and the supporting technical information.
15.5	Auckland Transport	If not declined, support the proposed Business Light Industry zoning in providing for employment and reducing the need for people to travel to work	Support (in part)	Support as this aligns with the PC notified zonings.
23	Wobinda Farms Limited	Support: <ul style="list-style-type: none"> • Riparian margin setbacks • Inclusion of parks and green corridor connections • Pedestrian and cycling linkages 	Support	Support insofar as these matters reflect the plan change as notified.

FURTHER SUBMISSIONS IN SUPPORT OF, OR OPPOSITION TO, SUBMISSIONS ON PRIVATE PLAN CHANGE 74 TO THE AUCKLAND UNITARY PLAN (OPERATIVE IN PART)

1. **Name of Further Submitter:**

YLH Holdings Limited (“YLH”)

2. **Further Submission:**

2.1 This is a further submission in support and/or opposition to various original submissions (“**Original Submissions**”) on Private Plan Change 74 to the Auckland Unitary Plan (Operative in Part) (“**PC74**”).

3. **Status of Further Submitter:**

3.1 YLH has an interest in PC74 that is greater than the interest the general public has because:

- a) It owns land at 152 Golding Road, Pukekohe, legally described as Lot 6 DP 437089 (“**YLH Land**”) which is proposed to be rezoned and made subject of the “Pukekohe Golding Precinct” by PC74;
- b) It participated in the AUP submission and hearing process, and more recently the Pukekohe-Paerata Structure Plan process which led to the majority of land subject of PC74 being identified as suitable for rezoning from Future Urban Zone to enable development for residential and business purposes;
- c) It has lodged a submission in respect of PC74 with regard to which the Council has allocated submitter number #28 (“**YLH Submission**”) (submission lodged late, and s37 waiver of time granted on 7 June 2022); and
- d) Its property interests and the future planned development of the YLH Land is directly affected by relief sought in the identified Original Submissions.

4. **Reasons for this Further Submission:**

4.1 The reasons set out in YLH’s Submission.

4.2 The relief sought in the Original Submissions supported:

- a) Promotes the sustainable management of natural and physical resource and are consistent with the purpose and principles of the Resource Management Act 1991 (“**RMA**”);
- b) Is most appropriate in terms of section 32 of the RMA; and
- c) If granted, will more fully serve the statutory purposes than would rejecting that relief;

4.3 The relief sought in the Original Submissions opposed:

- a) Does not promote the sustainable management of natural and physical resources and are otherwise inconsistent with the purpose and principles of the RMA;
 - b) Is inappropriate in terms of section 32 of the RMA; and
 - c) If rejected would more fully serve the statutory purposes than would implementing that relief;
- 4.4 Such additional reasons (if any) in respect of each of the Original Submissions supported or opposed as are set out in the **Annexure B**.
5. **Original Submissions that this Further Submission relates to:**
- 5.1 **Annexure A** to this submission comprises a schedule of the names and addresses of the original submitters and the associated submission number for the original submissions that this further submission relates to.
6. **Particular parts of the Original Submissions that YLH supports or opposes:**
- 6.1 **Annexure B** to this submission comprises a schedule summarising which parts of the original submissions on PC74 that YLH opposes, including its reasons for opposition, and the decision sought in relation to each submission point.
7. **YLH could not gain an advantage in trade competition through these further submissions.**
8. **YLH wishes to be heard in support of its further submission:**
- 8.1 If others make a similar submission, YLH would be prepared to consider presenting a joint case with them at any hearing.

YLH HOLDINGS LIMITED by its solicitors and duly authorised agents, Ellis Gould

Date: 10 June 2022



Signature: **DJ Sadlier**
Address for service: c/- Ellis Gould
PO Box 1509,
Level 31, Vero Centre
48 Shortland Street
Auckland 1140

Email: dsadlier@ellisgould.co.nz

Attention: Daniel Sadlier

DS-100866-6-77-V1

ANNEXURE A – NAMES AND ADDRESSES OF SUBMITTERS

Submitter Name / No.	Contact Name	Address for Service
2 Zhi Hui Zhong	Zhi Hui Zhong	waizhong@hotmail.com
3 Christine Montagna	Christine Montagna	c.montagna@xtra.co.nz
4 Bronwyn Maclean	Bronwyn Maclean	Bronwyn.mcmurty@gmail.com
5 Ngati Te Ata	Karl Flavell	Karl_flavell@hotmail.com
6 Shaojie Zheng	Shaojie Zheng	charlie@fruitworld.co.nz
7 Vicky Maree Roose (Jamieson)	Vicky Maree Roose (Jamieson)	vmroose@gmail.com
8 Franklin A & P Society	Richard Peter Barton Holst	accounts@pukekoheshowgrounds.co.nz
9 Save Pukekohe Park Petition	Christina Montagna/Robert Hart	c.montagna@xtra.co.nz bob.hart@raywhite.com
10 Peter Francis Montagna	Peter Francis Montagna	peter@blackwoodlegal.co.nz
11 Patricia Makene	Patricia Makene	nil
13 Auckland Regional Public Health Service (ARPHS)	John Whitmore	johnwh@adhb.govt.nz
15 Auckland Transport	Teresa George	Teresa.george@at.govt.nz
16 John Harris	C/- Simpson Grierson Attn: Sarah Mitchell	Sarah.mitchell@simpsongrierson.com
17 Golding Meadows and Auckland Trotting Club Inc	Attn: Sir William Birch	sirwilliambirch@bsinz.com
19 Heather Isabel Clark	Heather Isabel Clark	heatherisabelclark@yahoo.co.nz
21 KiwiRail Holdings Limited	Jodie Mitchell	Jodie.mitchell@kiwirail.co.nz
23 Wobinda Farms Limited	Peter Fuller	Peter.fuller@quaychambers.co.nz
24 Auckland Council	Warren Maclennan	Warren.maclennan@aucklandcouncil.govt.nz
26 Jenny Maree Walter	Jenny Maree Walter	jennywalter@outlook.com

ANNEXURE B – FURTHER SUBMISSIONS AND DECISIONS SOUGHT BY YLH

Sub number	Submitter Name	Support/ Oppose	Particular Part of Submission YLH Supports/Opposes	Reason for YLH's Support/Opposition	Decision sought by YLH
2	Zhi Hui Zhong	Support in part; oppose in part	YLH opposes these submissions insofar as they seek that the plan change be approved without further amendment	YLH considers that PC74 should be approved, subject to amendments sought, and for the reasons given in the YLH Submission.	Allow the original submissions insofar as it seeks that PC74 is approved. Disallow the original submissions insofar as it would preclude the amendments sought in the YLH Submission.
6	Shaojie Zheng				
7	Vicky Maree Roose (Jamieson)				
8	Franklin A & P Society				
3	Christine Montagna	Oppose	Entire submission	The PC74 area is suitable for rezoning for the reasons given in the applicant's request for the private plan change, and as evidenced by the outcomes of the Pukekohe-Paerata Structure Plan process. It is inappropriate to retain Special Purpose-Major Recreation Facility Zoning over land owned by the Auckland Trotting Club Incorporated, in circumstances where that entity no longer considers the land will continue to be needed for undertaking activities authorised under the applicable, bespoke zone and precinct provisions, which reflect the historical use of the site. The owner must be able to make reasonable use of its land.	Disallow the original submissions
4	Bronwyn Maclean				
9	Save Pukekohe Park Petition				
10	Peter Francis Montagna				
11	Patricia Makene				
13	Auckland Regional Public Health Service (ARPHS)	Oppose	Entire submission	The PC74 area is suitable for rezoning for the reasons given in the applicant's request for the private plan change. This is evidenced by the outcomes of the Pukekohe-Paerata Structure Plan process. Health issues related to motorsport noise can be appropriately managed by mechanisms in the precinct provisions proposed by the Applicant. The further amendments sought by the original submission are unnecessary, inappropriate, onerous. This relief would not achieve the purpose of the RMA, and are inappropriate in terms of section 32 of the RMA.	Disallow the original submission
5	Ngati Te Ata	Oppose	Entire submission	YLH does not oppose the original submission insofar as it seeks that a Cultural Values Assessment is undertaken. However, it does not consider that a Cultural Values Assessment is required in order that PC74 may be approved.	Disallow the original submission

Sub number	Submitter Name	Support/ Oppose	Particular Part of Submission YLH Supports/Opposes	Reason for YLH's Support/Opposition	Decision sought by YLH
15	Auckland Transport	Oppose	Entire submission	<p>The PC74 area is suitable for rezoning for the reasons given in the applicant's request for the private plan change, and as evidenced by the outcomes of the Pukekohe-Paerata Structure Plan process. Further:</p> <ul style="list-style-type: none"> - The information provided in support of PC74 is sufficient to understand the effects of the rezoning of land sought; - Funding and financing concerns raised are not a good resource management reason to decline PC74, and do not render PC74 inconsistent with higher level planning instruments; - The need for and particulars of future network upgrades that may be required to support development of PC74 can be addressed appropriately and contemporaneously with rezoning and subdivision or development consents to be sought; - On the whole, the original submission purports to require a level of detail in relation to transport and other matters that is unnecessary, inappropriate and onerous at the private plan change stage, and which can readily be addressed prior to development occurring. 	Disallow the original submission
16	John Harris	Oppose	Entire submission	<p>YLH does not oppose the extensions of the northern boundary of the PC74 area sought by the original submissions, however those extensions are not necessary in order for PC74 to be approved. The notified boundary is appropriately defensible. Other matters raised in the original submissions are either appropriately addressed in the plan change request, or can be resolved over time through subsequent subdivision consent and/or further plan change processes in relation to adjacent or nearby land. PC74 does not compromise future urban development of Future Urban Zoned land outside of the PC74 area, and any effects on such land prior to urbanisation will be appropriate.</p>	Disallow the original submissions
19	Heather Isabel Clark				
17	Golding Meadows and Auckland Trotting Club Inc	Support	Relief point 17.1	YLH supports deletion of the MDRS from the Pukekohe Golding Precinct provisions for the reasons given in the YLH Submission	Allow relief point 17.1 of the original submission
21	KiwiRail Holdings Limited	Oppose in part	Retention of Objective 4	YLH considers that Objective 4 should be amended in the manner, and for the reasons, set out in the YLH Submission.	Disallow the original submission insofar as it is inconsistent with the relief sought in the YLH Submission.
23	Wobinda Farms Limited	Oppose	Entire submission	YLH considers that certain measures proposed within the Pukekohe Golding Precinct provisions and plans are inappropriate and/or unnecessarily onerous, for the reasons set out in the YLH Submission. The original submission supports aspects of the precinct provisions opposed by YLH and appears to go further and seek additional requirements be incorporated within the provisions. YLH opposes the original submission insofar as it could result in the imposition of additional inappropriate and unnecessarily onerous requirements on future subdivision and development, for the reasons set out in the YLH Submission.	Disallow the original submission.

Sub number	Submitter Name	Support/ Oppose	Particular Part of Submission YLH Supports/Opposes	Reason for YLH's Support/Opposition	Decision sought by YLH
24	Auckland Council	Oppose	Entire submission	The concerns expressed in the original submission relating to infrastructure funding, financing and delivery are not good reasons to decline the PC74 private plan change request. Such concerns can be appropriately addressed in advance of the grant of any subdivision or development consents that will be necessary in order for PC74 area to be urbanised.	Disallow the original submission.
26	Jenny Maree Walter	Oppose	Entire submission	The concerns expressed in the original submission are misplaced, inappropriate and/or inconsistent with the clear statutory requirements of the RMA and higher level planning instruments.	Disallow the original submission.

FORM 6

**Further submission in support of, or in opposition to, submission on a notified proposal for
Private Plan Change 74 (Private): Golding Meadows & Auckland Trotting Club Inc under Clause 8,
Schedule 1
Resource Management Act 1991**

10th June, 2022

Auckland Council
Plans and Places
Private Bag 92300
Auckland 1142

Email: unitaryplan@aucklandcouncil.govt.nz

Name of further submitter: Waka Kotahi NZ Transport Agency (Waka Kotahi)

This is a further submission on submissions on Private Plan Change 74 (Private): Golding Meadows and Auckland Trotting Club Inc (**Plan Change**) to the Auckland Unitary Plan (operative in Part).

Waka Kotahi is a person who has an interest in the proposal that is greater than the interest of the general public. Waka Kotahi made a submission on the Plan Change dated 26th April, 2022.

The specific parts of the submissions supported or opposed and the reasons for that support or opposition are set out in attachment 1. The decisions which Waka Kotahi seeks from the Council in terms of allowing or disallowing submissions are also set out in attachment 1.

Waka Kotahi wishes to be heard in support of its further submission. If others make a similar submission, Waka Kotahi will consider presenting a joint case with them at a hearing.

Signature of person authorised to sign on behalf of further submitter:



Brendan Clarke
Senior Planner – Environmental Planning
Waka Kotahi NZ Transport Agency

Address for Service of person making submission:
Waka Kotahi NZ Transport Agency
Contact Person: Brendan Clarke
Email: Brendan.Clarke@nzta.govt.nz

Table 1: Waka Kotahi NZ Transport Agency Further Submission Proposed Plan Change 74 (Private): Golding Meadows and Auckland Trotting Club Inc

Point #	Name	Email or Post Address	Submission Point	Support/ Oppose	Reason	Relief Sought
15.3	Auckland Transport	Teresa.george@at.govt.nz	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 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	Support	It is necessary that the Plan Change adequately integrates with the future transport network, as well as the existing transport network.	Accept submission point, insofar as it relates to correctly identifying, providing for and integrating with the key future network upgrades provided for in this submission point.

			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			
15.8	Auckland Transport	Teresa.george@at.govt.nz	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	Support	As per the original Waka Kotahi submission, it is considered important that sufficient provision of public transport and active modes are provided as part of the Plan Change	Accept submission point insofar as it seeks improved active modes provision to Pukekohe station.
15.9	Auckland Transport	Teresa.george@at.govt.nz	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 w&c 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	Support	As per the original Waka Kotahi submission, it is considered important that sufficient provision of public transport and active modes are provided as part of the Plan Change	Accept submission point insofar as it seeks improved active modes provision



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

10/6//2022

Plans and Places

Auckland Council

Private Bag 92300

Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

**Re: Further Submission by Auckland Transport on Proposed Private Plan Change 74-
Golding Meadows and Auckland Trotting Club Inc**

Please find attached Auckland Transport's further submission to the submissions lodged on Proposed Private Plan Change 74 Golding Meadows and Auckland Trotting Club Inc.

If you have any queries in relation to this further submission, please contact me on +64 9 448-7398 or email at Catherine.Absil-Couzins@at.govt.nz.

Yours sincerely

Catherine Absil-Couzins

Planner, Land Use Policy and Planning South

cc:

Birch Surveyors Limited

Via email - applications@BSLnz.com

Encl: Auckland Transport's further submission on Proposed Private Plan Change 74 – Golding Meadow and Auckland Trotting Club Inc



Further Submission by Auckland Transport on Proposed Private Plan 74- Golding Meadows and Auckland Trotting Club Inc

To: Auckland Council
Private Bag 92300
Auckland 1142

Further submission on: Submissions to Proposed Private Plan 74 from Golding Meadow Developments LTD and Auckland Trotting Club Inc to rezone 82.66ha (approximately) from Future Urban Zone (FUZ) to a combination of Residential - Mixed Housing Urban Zone (MHUZ), Business – Neighbourhood Centre Zone (NCZ) and Business-Light Industry Zone (LIZ) and facilitate the removal of Franklin Trotting Club (FTC) Precinct which covers the entirety of the land owned by the Auckland Trotting Club and the insertion of the new Pukekohe Golding Precinct across the site.

From: Auckland Transport
Private Bag 92250
Auckland 1142

Introduction

- 1) Auckland Transport represents a relevant aspect of the public interest and also has an interest in the proposal that is greater than the interest that the general public has. Auckland Transport's grounds for specifying this are that it is a Council-Controlled Organisation of Auckland Council ('the Council') and Road Controlling Authority for the Auckland region.
- 2) Auckland Transport's legislated purpose is "to contribute to an effective, efficient and safe Auckland land transport system in the public interest."

Scope of further submission

- 3) The specific parts of the submissions supported, opposed or where Auckland Transport has a neutral position providing any transport implications arising from accepting a submission are addressed, and the reasons for Auckland Transport's position are set out in **Attachment 1**.
- 4) The decisions which Auckland Transport seeks from the Council in terms of allowing or disallowing submissions are also set out in **Attachment 1**.

Appearance at the hearing

- 1.1 Auckland Transport wishes to be heard in support of this further submission.
- 1.2 If others make a similar further submission, Auckland Transport will consider presenting a joint case with them at the hearing.



Signed for and on behalf of Auckland Transport

Christina Robertson
Group Manager: Growth and Urban Planning Integration

Address for service of further submitter:

Catherine Absil-Couzins, Planner
Growth and Urban Planning Integration
Auckland Transport
20 Viaduct Harbour Avenue
Auckland Central
Auckland 1010

Email: Catherine.Absil-Couzins@at.govt.nz



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
 Private Bag 92250, Auckland 1142, New Zealand
 Phone 09 355 3553 Website www.AT.govt.nz

Attachment 1

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission further	Decision sought
1. Jason Wu	1.1	Accept, subject to land proposed to be zoned Business Light Industry Zone being zoned Residential-Mixed Housing Urban Zone on the basis that the area is best suited to this zoning in an area close to the Pukekohe Town Centre and Pukekohe Train Station.	Oppose	Auckland Transport supports the application of a Business - Light Industry zoning to the area as proposed by the applicant, rather than an alternative zoning such as Residential Mixed Housing Urban as proposed by the submitter. The applicant's proposed industrial zoning provides employment opportunities for people living in the southern part of Auckland. Local employment opportunities can reduce the need for people to travel for work.	Disallow
	1.2	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	Oppose	The submitter's request to include the rezoning of additional land into the plan change area is without an appropriate transport assessment which would include the consideration of the transport effects, immediate network	Disallow



Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport further submission	Decision sought
				<p>requirements, and the identification of any mitigation measures required to support the requested potential additional development.</p> <p>This is also the location of a proposed arterial route. Auckland Transport would be unsupportive of any proposed zoning in this location until such time as this route is better defined and integrated with any adjoining development.</p>	
12. Anil Sachdeva	12.1	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	Oppose	<p>The submitter's request to include the rezoning of additional land into the plan change area is without an appropriate transport assessment which would include the consideration of the transport effects, immediate network requirements, and the identification of any mitigation measures required to support the requested potential additional development.</p> <p>This is also the location of a proposed arterial route. Auckland Transport would be</p>	Disallow

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport further submission	Decision sought
				<p>unsupportive of any proposed zoning in this location until such time as this route is better defined and integrated with any adjoining development.</p>	
<p>13. Auckland Regional Public Health Service</p>	<p>13.1</p>	<p>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</p>	<p>Support in part</p>	<p>The submitter seeks that the plan change be declined which aligns with Auckland Transport's submission.</p> <p>Auckland Transport is supportive of the intention of this submission, however, would be concerned for any impacts on required road network and that the suggested measures may further compromise it.</p>	<p>Allow in part</p> <p>Should this plan change is to be approved, then allow this submission to the extent that the relief sought is able to be integrated with transport network and connectivity requirements and appropriate noise protection</p>
<p>16. John Harris</p>	<p>16.1</p>	<p>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>	<p>Oppose in part</p>	<p>The submitter's request to extend the boundary of the plan change area is without an appropriate transport assessment which would include the consideration of the transport effects, immediate network requirements, and the identification of any mitigation measures required to support</p>	<p>Allow the submitter's relief to the extent that it seeks for the plan change to be declined</p> <p>Disallow to the extent that the submitter is seeking an extension of the of the plan change boundary</p>

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport further submission	Decision sought
				<p>the potential additional development.</p> <p>This is also the location of a proposed arterial route. Auckland Transport would be unsupportive of any proposed zoning in this location until such time as this route is better defined and integrated with any adjoining development.</p>	
<p>17. Golding Meadows and Auckland Trotting Club Inc</p>	<p>17.1</p>	<p>Accept, subject to specified amendments to the Auckland Unitary Plan to achieve alignment with the Medium Density Housing Standards. Amendments include objectives, policies and rules, and any subsequent amendments that may be required</p>	<p>Oppose</p>	<p>The submitter’s request to remove the application’s proposed bespoke provisions relating to density standards is opposed as these should be addressed on a region-wide basis. The applicant needs to provide a further assessment of yields and implications which would be in line with the Medium Density Residential Standards.</p> <p>It is more appropriate for the request relating to MDRS be made as a separate variation to the plan change, rather than amending the plan change in the current form. This will enable consideration within the framework that Council will be using to implement the</p>	<p>Disallow, unless the required transport analysis on yields and implications is provided to meet all transport network considerations and mitigation requirements and is in line with Council’s MDRS implementation framework.</p>

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport further submission	Decision sought
				requirements across the region.	
19. Heather Isabel Clark	19.3	Neutral, with concerns about whether the plan change should be extended northwards to include properties on the northern side of Royal Doulton Drive	Oppose	<p>The submitter’s request to extend the plan change boundary to the north of the proposed plan change boundary is without an appropriate transport assessment which would include the consideration of the transport effects, immediate network requirements, and the identification of any mitigation measures required to support the potential additional development.</p> <p>This is also the location of a proposed arterial route. Auckland Transport would be unsupportive of any proposed zoning in this location until such time as this route is better defined and integrated with any adjoining development.</p>	Disallow
22. Station Road Residents Group	22.1	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	Oppose	This request to include the rezoning of additional land into the plan change area is without an appropriate transport assessment which would include the	Disallow

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport further submission	Decision sought
				<p>consideration of the transport effects, immediate network requirements, and the identification of any mitigation measures required to support the potential additional development.</p> <p>This is also the location of a proposed arterial route. Auckland Transport would be unresponsive of any proposed zoning in this location until such time as this route is better defined and integrated with any adjoining development.</p>	
23.Wobinda Farms Limited	23.1	Accept, subject to confirmation of adequate provision of parks and green corridors and riparian margins	Oppose	<p>The submitter's request to locate, where possible, footpaths and cycle paths in riparian margins as an alternative to being located in and alongside the road reserve is not supported.</p> <p>It is noted that, typically, any paths need to be located beyond the margin that is required to be planted and Auckland Transport would not be supportive of a situation where there are gaps in the footpath network.</p>	Disallow the submitter's relief or, if accepted, include a standard requiring footpaths and cycle paths to be clear of any riparian margin that needs to be planted and annotate as such on the precinct plan as well as any consequential changes to road standards such as inclusion of a 'park edge road' in a road standards table.

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission further	Decision sought
	23.2	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	Oppose	<p>This request seeking that there is more consideration on how the proposed pathways link to the eastern side of Golding Road is not supported. The plan change has to mitigate its own effects and not those associated with development on the east side of the road.</p> <p>Current work indicates this section of Golding Road is not proposed as a future arterial corridor, which reduces the concern regarding the number of connections. It is more likely that it will be a Collector Road with the need to ensure appropriate intersection treatments are provided.</p>	Disallow
26. Jenny Maree Walter	26.1	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.	Oppose	<p>The submitter's request to include a landscaping strip in the road reserve along Golding Road to provide for long term visual screening and to minimise reverse sensitivity effects at this rural/urban interface is not supported.</p> <p>Current work indicates this section of Golding Road is not proposed as a future arterial corridor. If this is the case, the</p>	<p>Allow the submitter's relief to the extent that it seeks for the plan change to be declined</p> <p>Disallow to the extent that a landscaping strip in the road reserve is requested</p>

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission further	Decision sought
				<p>proposed 6m setback for widening for the future arterial or vehicle access restriction is not required. It is unlikely that this level of landscaping intervention will be required for the future transport network requirements of Golding Road.</p>	



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 Website www.AT.govt.nz

27/06/2022

Plans and Places

Auckland Council

Private Bag 92300

Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Re: Late Submission on Proposed Private Plan Change 74- Golding Meadows and Auckland Trotting Club Inc

Auckland Council has advised that an additional submission has been received to Proposed Private Plan Change 74 Golding Meadows and Auckland Trotting Club Inc. Please find attached Auckland Transport's further submission to this late submission.

If you have any queries in relation to this further submission, please contact me on +64 9 448-7398 or email at Catherine.Absil-Couzins@at.govt.nz.

Yours sincerely

A handwritten signature in black ink, appearing to read "Catherine".

Catherine Absil-Couzins

Planner, Land Use Policy and Planning South

cc:

Birch Surveyors Limited

Via email - applications@BSLnz.com

Encl: Auckland Transport's further submission on Proposed Private Plan Change 74 – Golding Meadow and Auckland Trotting Club Inc



Further Submission by Auckland Transport on Proposed Private Plan 74 - Golding Meadows and Auckland Trotting Club Inc

To: Auckland Council
Private Bag 92300
Auckland 1142

Further submission on: Submissions to Proposed Private Plan 74 (PPC 74) from Golding Meadow Developments LTD and Auckland Trotting Club Inc to rezone 82.66ha (approximately) from Future Urban Zone (FUZ) to a combination of Residential - Mixed Housing Urban Zone (MHUZ), Business – Neighbourhood Centre Zone (NCZ) and Business- Light Industry Zone (LIZ) and facilitate the removal of Franklin Trotting Club (FTC) Precinct which covers the entirety of the land owned by the Auckland Trotting Club and the insertion of the new Pukekohe Golding Precinct across the site.

From: Auckland Transport
Private Bag 92250
Auckland 1142

Introduction

- 1) Auckland Transport represents a relevant aspect of the public interest and also has an interest in the proposal that is greater than the interest that the general public has. Auckland Transport's grounds for specifying this are that it is a Council-Controlled Organisation of Auckland Council ('the Council') and Road Controlling Authority for the Auckland region.
- 2) Auckland Transport's legislated purpose is "to contribute to an effective, efficient and safe Auckland land transport system in the public interest."

Scope of further submission

- 3) The specific parts of the submission supported, opposed or where Auckland Transport has a neutral position providing any transport implications arising from accepting a submission are addressed, and the reasons for Auckland Transport's position are set out in **Attachment 1**.
- 4) The decisions which Auckland Transport seeks from the Council in terms of allowing or disallowing parts of the submission are also set out in **Attachment 1**.

Appearance at the hearing

- 1.1 Auckland Transport wishes to be heard in support of this further submission.
- 1.2 If others make a similar further submission, Auckland Transport will consider presenting a joint case with them at the hearing.



Signed for and on behalf of Auckland Transport

Christina Robertson
Group Manager: Growth and Urban Planning Integration

Address for service of further submitter:

Catherine Absil-Couzins, Planner
Growth and Urban Planning Integration
Auckland Transport
20 Viaduct Harbour Avenue
Auckland Central
Auckland 1010

Email: Catherine.Absil-Couzins@at.govt.nz

Attachment 1

Submitter	Submission point	Summary of submission	Support or oppose	Reason for Auckland Transport submission further	Decision sought
YLH Holdings Limited	28.2	Accept, however oppose provisions relating to a vehicle access restriction along Golding Road as inappropriate and unreasonable burden on landowner when there is no confirmed layout for the future arterial. Likewise oppose provisions relating to a 6m strip alongside the road for future widening as inappropriate, as it is not clear what amount of land will actually be required in future. This provision should be replaced with alternative provisions such as a building setback provision.	Oppose in part	<p>The submitter seeks that the plan change be accepted with amendments which do not fully align with Auckland Transport's submission.</p> <p>Auckland Transport has requested that, if PPC 74 is approved, the plan change includes appropriate provisions or mechanisms to address the application of vehicle access restrictions as required on Golding Road. Auckland Transport would, therefore, would oppose the deletion of policy 5.</p> <p>Vehicle access restrictions may be appropriate for arterials and to improve safety for cyclists. As the Arterial network is yet to be confirmed at this stage it is not appropriate to delete this provision.</p> <p>The submitter's request to remove the 6m strip of land which sets aside land for future widening/vesting purposes is supported in part in that it may not be required along the full</p>	<p>Disallow to the extent that the submission seeks approval of the plan change.</p> <p>Disallow to the extent that the submission opposes provisions relating to vehicle access restrictions.</p> <p>Disallow to the extent that the submission opposes future proofing for needed road upgrades.</p> <p>Further work is required to confirm nature of any vehicle access restriction and mechanisms by which future transport upgrades are provided for within the PPC</p>

				<p>length of the PPC 74 Golding Road frontage. Auckland Transport supports provision for future arterial works and is to confirm the nature of these as they relate to PPC 74.</p> <p>As such, a 6-metre setback may not be required but there may there be other provisions required to provide for future transport works.</p> <p>Further work is required to confirm the nature of any vehicle access restriction and mechanisms by which future transport upgrades are provided for within the plan change.</p>	
28.3	<p>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 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.</p> <p>However, it remains concerned that rather than showing these routes running along a cadastral boundary, Precinct Plan 1 shows these cutting awkwardly from the northwestern corner of the YLH land towards Golding Road, which would create a wedge of land that would be difficult to develop in future and could compromise the</p>	Oppose	<p>The submitter seeks that the plan change be accepted with amendments which do not fully align with Auckland Transport's submission.</p> <p>Auckland Transport supports the need for a collector link from the PPC 74 development area to Golding Road for access and connectivity.</p> <p>Auckland Transport does not support the deletion of the Indicative Collector Road and Indicative Key Walking/Cycling Route from Precinct Plan 1 without assessment of collector routes and the</p>	<p>Disallow to the extent that the submission seeks approval of the plan change.</p> <p>Disallow the requested deletion of Indicative Collector Road and Indicative Key Walking/Cycling Route from Precinct Plan 1 unless an appropriate alternative alignment is identified within the precinct plan. Any altered alignment should be accompanied by an associated assessment on the network (if other connections are impacted) and further mitigation that may be required appropriately included in precinct provisions.</p>	

		efficient development of the YLH Land overall. It considers that Precinct Plan 1 should be amended to show these routes following the cadastral boundary between the YLH Land and its neighbour to the north along Golding Road		<p>feasibility of any alternative alignments.</p> <p>Removal of collector routes from Precinct Plan 1 should not occur without assessment and the identification of an alternative location.</p> <p>Any altered alignment should be accompanied by an associated assessment on the network (if other connections are impacted) and further mitigation that may be required appropriately included in precinct provisions.</p>	
Not summarised but included within submission (text quoted)	(i) Amend objective (4) as follows: Transport infrastructure is integrated and coordinated with subdivision and development and provides connections to the wider transport network and <u>will not preclude any future</u> upgrades to the road network adjoining the precinct.	Oppose	<p>Auckland Transport supports measures to provide any required future arterial networks but has concerns that the proposed wording could be interpreted as meaning the adjoining landowners have no obligation to upgrade their frontage.</p> <p>Auckland Transport 's position is also that development occurring ahead of transport upgrades needs to provide for them rather than not preclude them.</p>	Disallow the submitter's relief	
Not summarised but included	(iii) Amend Policy (3) as follows: Require subdivision and development to provide an interconnected urban road network which <u>ensures that anticipated future includes</u>	Oppose	Auckland Transport supports measures to provide any required future arterial networks but has concerns	Disallow the submitter's relief	

	within submission (text quoted)	necessary upgrades to existing infrastructure adjoining the Precinct and connections to existing and future networks outside the Precinct <u>are not precluded</u> .		that the proposed wording could be interpreted as meaning the adjoining landowners have no obligation to upgrade their frontage. Auckland Transport 's position is also that development occurring ahead of transport upgrades needs to provide for them rather than not preclude them.	
	Not summarised but included within submission (text quoted)	(vi) Delete (T5) from Table I4XXX.6.1.1; (1) Subdivision and development (including construction of any new road) must be undertaken concurrently with the following planned and funded infrastructure OR must not precede the upgrades outlined in Table I4XX.6.1.1. Table I4XX.6.1.1 Transport Infrastructure Requirements	Oppose	Auckland Transport would oppose the deletion of (T5) from I4XXX.6.1.1. Any development needs to be supported by appropriate transport improvements.	Disallow the submitter's relief

Auckland Council
Level 24, 135 Albert Street
Private Bag 92300
Auckland 1142

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

TO: Auckland Council

FURTHER SUBMISSION ON: Plan Change 74 (Private): Golding Meadows

FROM: Watercare Services Limited

ADDRESSES FOR SERVICE: Mark.Iszard@water.co.nz / Katja.Huls@water.co.nz /
planchanges@water.co.nz

DATE: 10 June 2022

Watercare could not gain an advantage in trade competition through this further submission.

1. INTRODUCTION

1.1. Watercare's purpose and mission

Watercare Services Limited ("**Watercare**") is New Zealand's largest provider of water and wastewater services. Watercare is a council-controlled organisation under the Local Government Act 2002 and is wholly owned by the Auckland Council ("**Council**").

Watercare made an original submission on Proposed Private Plan Change 74: Golding Meadows and Auckland Trotting Club Incorporated, submission number 14. Defined terms in Watercare's original submission have been used in this further submission.

2. FURTHER SUBMISSION

The Station Road Residents Group (**SRRG**) submission (number 22) requests an expansion of the Plan Change Area. The submission indicates that its members own a number of properties adjoining the northern boundary of Plan Change Area and seeks rezoning of those properties as part of the Plan Change.

Watercare's original submission considered that the servicing arrangements proposed in the application were technically feasible subject to the provision of additional pump stations. That position, however, is based on the technical information provided as part of the application and excludes the SRRG's land.

SRRG's submission does not mention a proposed solution for water and wastewater servicing to their land and no additional technical information on those matters has been provided. Consequently, Watercare has insufficient information to assess the feasibility of servicing this land, as well as any potential adverse effects on its existing and planned water and wastewater infrastructure network.

In the absence of further technical information on a specified water and wastewater solution for the SRRG land, Watercare opposes the relief sought in the SRRG submission.

3. HEARING

Watercare wishes to be heard in support of its further submission.

10 June 2022

Mark Iszard
Head of Major Developments
Watercare Services Limited

Address for Service:
Mark Iszard
Head of Major Developments
Watercare Services Limited
Private Bag 92 521
Wellesley Street
Auckland 1141
Phone: 021 831 470
Email: Mark.Iszard@water.co.nz / Katja.huls@water.co.nz / planchanges@water.co.nz



Vulcan Building Chambers
Level 4, Vulcan Buildings
Cnr Vulcan Lane & Queen St, Auckland
PO Box 1502
Shortland St
Auckland, New Zealand

M. 021 494 506
E. jeremy@brabant.co.nz

29 June 2022

To: Planning Technician

Auckland Council
Private Bag 92300
Auckland 1142

Sent by Email:

unitaryplan@aucklandcouncil.govt.nz

Further Submission on Private Plan Change 74 – Golding Precinct to the Auckland Unitary Plan

Introduction

1. This is a further submission on Private Plan Change 74 Golding Precinct (“PPC 74”) to the Auckland Unitary Plan – Operative in Part (“AUP”) made by Golding Meadows and Auckland Trotting Club Inc (“**GM & ATC**”).
2. GM & ATC are the proponent of the private plan change request pursuant to clause 21 of the First Schedule to the RMA that has been notified as PPC 74.
3. Specifically, this is a further submission on LATE submission accepted by Auckland Council from YLH Holdings Limited.
4. The reasons for its further submission are outlined at paragraph 7 below.

Interest in the Submission

5. In accordance with Schedule 1, Clause 8(1)(b) of the Resource Management Act 1991 ("RMA" or "Act") GM & ATC have an interest in PPC 74 that is greater than the interest that the general public has, in that GM & ATC has an interest in land within the area of PPC 74.
6. GM & ATC could not gain an advantage in trade competition through this further submission.

Reasons for opposing the primary submissions opposed by GM & ATC

7. GM & ATC **OPPOSES** submission 28, for the following reasons:
 - (a) The relief sought is contrary to the primary submissions that GM & ATC supports and GM & ATC does not support any changes being made to the PPC 74 as proposed, except where those changes are agreed to and supported by the PPC 74 applicant; and
 - (b) As further set out in in Attachment A.

Request to be heard in Support of Further Submission

8. GM & ATC wishes to be heard in support of its further submission.
9. GM & ATC will consider presenting a joint case at a hearing if others make a similar submission.

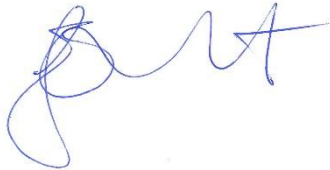
Request for Waiver

10. The LATE submission accepted by Auckland Council from YLH Holdings Limited, resulted in an additional opportunity to lodge a further submission. Further submissions were required to be lodged by 27 June 2022.
11. Due to an oversight, this further submission in response is itself late – being lodged on 29 June (2 days after the deadline).
12. GM & ATC request a waiver of time for late lodgement of this further submission¹ on the basis that the delay is minimal (2 days), there is no prejudice to any party resulting from the small

¹ Pursuant to s37 Resource Management Act 1991.

delay and it is in the interests of justice that a waiver of time be granted to ensure all relevant matters are before the decision maker.

Golding Meadows and Auckland Trotting Club Inc by its authorised agent:



Jeremy Brabant

Date: 29 June 2022

Address for Service in respect of this further submission:

Golding Meadows and Auckland Trotting Club Inc
C/ Jeremy Brabant
Barrister
PO Box 1502
Shortland Street
Auckland

T: 021 494 506

E: jeremy@brabant.co.nz

Attachment A

Original Submission			Further Submission	
Su b #	Submitter name(s)	Relief/Decision sought (Summary of key points only)	Oppose / Support	Reasons
<i>Further Submissions – Those which GM & ATC Oppose</i>				
28	YLH Holdings Limited	<p>Submission seeks amendments to PC74 including:</p> <ul style="list-style-type: none"> • Amendment, deletion and/or replacement of the provisions access restriction and widening of Golding Road • Amendment, deletion and/or replacement of the indicative collector roads and key walking and cycling routes on the Precinct Plan • Amendment, deletion and/or replacement of the provisions relating to riparian planting 	Oppose	<p>The provisions and Precinct Plan as notified have been based on technical reporting undertaken to inform the plan change, and the section 32 assessment, which has specifically addressed the efficiency and effectiveness (including any alternatives) of the provisions.</p> <p>No further methods or changes are considered necessary.</p>

APPENDIX FIVE
STATUTORY MATTERS

APPENDIX 5

STATUTORY MATTERS

1. Private plan change requests can be made to the council under Clause 21 of Schedule 1 of the RMA. The provisions of a private plan change request must comply with the same mandatory requirements as council-initiated plan changes, and the private plan change request must contain an evaluation report in accordance with section 32 and clause 22(1) in Schedule 1 of the RMA.¹

Resource Management Act 1991

2. Sections of the RMA relevant to private plan change decision making are recorded in the following table.

RMA Section	Matters
Part 2	Purpose and intent of the Act
Section 31	Outlines the functions of territorial authorities in giving effect to the RMA
Section 32	Requirements preparing and publishing evaluation reports. This section requires councils to consider the alternatives, costs and benefits of the proposal.
Section 67	Contents of regional plans – sets out the requirements for regional plan provisions, including what the regional plan must give effect to, and what it must not be inconsistent with
Section 72	Sets out that the purpose of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of this Act.
Section 73	Sets out Schedule 1 of the RMA as the process to prepare or change a district plan
Section 74	Matters to be considered by a territorial authority when preparing a change to its district plan. This includes its functions under section 31, Part 2 of the RMA, national policy statement, other regulations and other matter.
Section 75	Contents of district plans – sets out the requirements for district plan provisions, including what the district plan must give effect to, and what it must not be inconsistent with.
Section 76	Provides that a territorial authority may include rules in a district plan for the purpose of (a) carrying out its functions under the RMA; and (b) achieving objectives and policies set out in the district plan.
Schedule 1	Sets out the process for preparation and change of policy statements and plans by local authorities. It also sets out the process for private plan change applications.

3. The mandatory requirements for plan preparation are comprehensively summarised by Environment Court in *Long Bay-Okura Great Park Society Incorporated and Others v North Shore City Council* (Decision A078/2008), 16 July 2018 at [34] and updated in subsequent cases including *Colonial Vineyard v Marlborough District Council* [2014] NZEnvC 55 at [17]. When considering changes to district plans, the RMA sets out a wide range of issues to be addressed. The relevant sections of the RMA are set out in **Error! Reference source not found.** above and the statutory tests that must be considered for PC74 are set out 1 below.

¹ Clause 29(1) Schedule 1 of the RMA provides “except as provided in subclauses (1A) to (9), Part 1, with all necessary modifications, shall apply to any plan or change requested under this Part and accepted under clause 25(2)(b)”.

A. General requirements

1. A district plan (change) should be designed to accord with, and assist the territorial authority to carry out its functions so as to achieve, the purpose of the Act.
2. When preparing its district plan (change) the territorial authority must give effect to any national policy statement or New Zealand Coastal Policy Statement.
3. When preparing its district plan (change) the territorial authority shall:
 - (a) have regard to any proposed regional policy statement;
 - (b) not be inconsistent with any operative regional policy statement.
4. In relation to regional plans:
 - (a) the district plan (change) must not be inconsistent with an operative regional plan for any matter specified in section 30(1) [or a water conservation order]; and
 - (b) must have regard to any proposed regional plan on any matter of regional significance etc.;
5. When preparing its district plan (change) the territorial authority must also:
 - have regard to any relevant management plans and strategies under other Acts, and to any relevant entry in the Historic Places Register and to various fisheries regulations; and to consistency with plans and proposed plans of adjacent territorial authorities;
 - take into account any relevant planning document recognised by an iwi authority; and
 - not have regard to trade competition;
6. The district plan (change) must be prepared in accordance with any regulation (there are none at present);
7. The formal requirement that a district plan (change) must also state its objectives, policies and the rules (if any) and may state other matters.

B. Objectives [the section 32 test for objectives]

8. Each proposed objective in a district plan (change) is to be evaluated by the extent to which it is the most appropriate way to achieve the purpose of the Act.

C. Policies and methods (including rules) [the section 32 test for policies and rules]

9. The policies are to implement the objectives, and the rules (if any) are to implement the policies;
10. Each proposed policy or method (including each rule) is to be examined, having regard to its efficiency and effectiveness, as to whether it is the most appropriate method for achieving the objectives of the district plan taking into account:
 - (a) the benefits and costs of the proposed policies and methods (including rules); and
 - (b) the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.

D. Rules

11. In making a rule the territorial authority must have regard to the actual or potential effect of activities on the environment.

E. Other statutes:

12. Finally territorial authorities may be required to comply with other statutes. Within the Auckland Region they are subject to:
 - the Hauraki Gulf Maritime Park Act 2000;
 - the Local Government (Auckland) Amendment Act 2004.

APPENDIX SIX
SPECIALIST PEER REVIEW REPORTS

Memo (Terrestrial Ecology technical specialist report to contribute towards Council's section 42A hearing report)

2nd August 2022

To: Peter Reaburn - Planning Consultant, Cato Bolam

From: Rue Statham (Senior Ecologist, Ecological Advice, Auckland Council)

Subject: Proposed Private Plan Change 74 - Pukekohe Golding PPC Application

Terrestrial biodiversity Assessment

1.0 Introduction

1.1. I have undertaken a review of the private plan change, on behalf of Auckland Council in relation to Terrestrial Ecology effects.

1.1.1. I hold the qualifications of Bachelor of Science in Earth and Environmental Sciences (Hons) and British Technical Enterprise Council qualifications in Arboriculture. My experience extends to over 25 years in countryside / environmental / conservation management.

1.1.2. I have completed and passed: Making Good Decisions Course (MfE – 2018, recertified 2021), the Auckland Council Stream Ecological Valuation (SEV) training (2011), University of Auckland RMA training (2008)

1.2. In writing this memo, I have reviewed the following documents:

- Planning Report including Section 32 and Statutory Assessment: Private Plan Change Request – Pukekohe Golding Precinct. Prepared by Tollemache Consultants Ltd. November 2021. (Herein referred to as the 'Planning Report').
 - Tollemache Consultants Ltd – Clause 23 response (undated), including Precinct Plan.
- Golding Road Private Plan Change Ecological Assessment. Prepared by JS Ecology Ltd. Dated November 2021. (Herein referred to as the 'Ecology Report').
- Stormwater Management Plan (Revision D): Prepared by Birch Surveyors. Dated November 2021. (Herein referred to as the 'Stormwater Report').
- Precinct Provisions (updated); v3 July 2022

1.3 The applicant has prepared a Precinct Zoning Plan and a suite of standards to be incorporated into the Unitary Plan, as part of the application material.

1.4 I undertook site a visit on 30th June 2021.

2.0 Assessment of terrestrial biodiversity effects

2.1 The key terrestrial ecology issues are summarised below, these are discussed further in the section 6

2.1.1 Certainty regarding protection of high ecological value terrestrial habitats and the consistent application of Precinct Plan provisions:

The Plan Change documents has adequately described and terrestrial habitats. There is continued doubt with regards to the identification of freshwater habitats.

There are no Significant Ecological Areas (SEA) within the property boundaries, as mapped on Council Natural Heritage overlay. The applicant has identified an area of terrestrial habitat that meets SEA Factors, as per Chapter B7.2.2, adjacent to Yates Road. The area is to be added to the Council SEA overlay.

Notwithstanding the above, regarding freshwater habitats, it is my understanding that the applicant is not intending to encroach on riparian / wetland habitats. I am satisfied that all correspondence and responses to date affirms this approach to the development, even if the identification of all freshwater habitats may need to be revisited at a later stage. I note that Ecology and Stormwater Report shows additional intermittent streams not shown on the 'Concept Plan.'

2.1.2 Identification of streams and wetlands

From observations on my site visit, there are discrepancies to the location and extent of streams, and the presence of wetland within the proposed precinct

As the streams and wetlands are afforded setbacks by all Unitary Plan urban zone standards and National Environment Standards, I am satisfied that consideration will be given to their presence during any future consenting procedures.

2.1.3 Provision for the active enhancement freshwater habitats and riparian margins:

The Ecology Report does discuss opportunities for enhancement of terrestrial and wetland values through the active enhancement of habitats, including riparian margins.

The Precinct Provisions does include standards that will ensure that wetlands buffers, as well as stream riparian margins will be planted and enhanced appropriately.

There are no details on how to improve and enhance the wetland areas themselves, or directives in the standards to ensure than the SEA or wetland habitats are improved. In my opinion with appropriate Precinct or AUP standards the appropriate reporting and management would be submitted through development or subdivision resource consents.

I do not agree entirely with the Precinct Standards as they are currently written, and I will provide a suite of appropriate amendments. One concern is that stream could be, in my opinion, inappropriately delineated by the 'centreline.' Whilst this may be a surveyor response to property boundaries, all the streams I cited have well defined channels and stream banks / margins. There is no geomorphic or ecological reason to include such wording in the standards. In my opinion, this could become the default development / survey response, in which case would reduce the overall width of riparian planting, lessening the biodiversity enhancement outcomes.

Chapter J of the Unitary Plan does not provide for centreline delineation of streams and provides definitions for riparian yard and riparian margin. The latter is most appropriate for planting standards as it addresses the land adjacent to the river or stream.

The 10m planting width is too narrow to provide any meaningful and substantial terrestrial habitat. Riparian margins greater than 20m (either side) support a greater diversity and abundance of fauna and flora. Should 10m be the absolute width, a reduction from the 20m recommended in the Structure Plan, I recommend that pathways or roads are not allowed within the planted margin.

Another concern is the inclusion of the wording "eco-sourcing where available." Any well-managed development can ensure that all plants are appropriately eco-sourced, there is no ecological reason for substitutions.

2.1.4 Identification of notable trees or groups of trees

I have not reviewed the Notable Tree Assessment, completed in November 2021, by Peers Brown Miller that is referenced in submission 17.2.

I will leave any assessment and/or review of the report to Council's arboricultural team, for noteworthy trees that should be included in protective schedules.

2.1.5 Fauna survey for bats.

The applicant did not provide a formal assessment or survey for bats and has only provided a planning response.

Long-Tailed bats are highly mobile and use a range of habitat types, at various times of the year. The closest record is with 1500m of the Plan Change site.

The planning response was, " *This is a resource consent level of detail and is unnecessary for the PPC.*" In my opinion this is incorrect.

The applicant has not included any standards in the Precinct for that to occur. Outside of SEA / riparian areas, the Unitary Plan lacks any standards in E15 that will address loss of bat habitat, or the effects of urbanisation on any populations. The lack of specific fauna survey does not demonstrate how the development will respond appropriately to fauna values, including noise, light, loss of habitat in the

case of bats, all of which are known to adversely affect bats, their movement and activity (e.g. foraging). If bats were found to be roosting in the SEA area, a 5m buffer would be too little to provide a *dark buffer* from urbanisation; a wider buffer is recommended from development but is dependent on light spill and noise¹.

In my opinion the applicant has failed to address the Clause 23 question, and the response lacks any specialist ecological input.

2.2 There are also additional comments relating to the terrestrial ecological assessment provided in section 6 below.

3.0 **Applicant's assessment**

3.1 The Ecology Report identifies the terrestrial and freshwater habitats and does provide an assessment of actual or potential adverse effects arising from the proposed plan change including means to manage these effects. I surmise that these adverse effects are:

- Localised loss of indigenous and exotic vegetation
- Effects on indigenous fauna
- Stream sedimentation
- Stormwater run-off and contamination of receiving environments
- Increased housing density close to habitats with ecological value

3.2 The Planning Report, sections 3.1.14 & 3.1.16 provides little, if any discussion or commentary on ecology effects. Any references are very brief and do not appear to have been informed by the Ecology Report.

3.3 The Clause 23 responses have all been provided by Tollemache Consultants Ltd and appear without specialist input from JS Ecology.

4.0 **Submissions**

4.1 The Plan Change has received three submissions relating to arboriculture and biodiversity.

4.2 Submission #17 from Golding Meadows and Auckland Trotting Club Inc. requested individual and groups of trees to be included in the notable tree schedule. The applicant has agreed to these additions. I have not cited the Notable Tree Assessment, completed in November 2021, by Peers Brown Miller that is referenced in submission 17.2.

4.3 Submission #23 from Wobinda Farms Limited provide general comments regarding the Open space and riparian margins. They seek no specific relief other than to note their concerns. In my opinion the enhancement and protection of freshwater values and terrestrial habitats meets the concerns of the submitter

¹[UK Bat Conservation Trust - Guidance Note 08/18](#)

4.4 Submission #28 from YLH Holdings Limited [YLH] seeks specific amendments to Precinct provisions as they relate to riparian habitats. The submission seeks changes to Objectives and policies, as the complete deletion of riparian planting standards.

4.4.1 In my opinion the submission YLH reduces the opportunities that the applicant is progressing and will not result in measurable biodiversity outcomes. In Para 10(c) the submitter seeks a more “*flexible approach...., which reflects the actual values of the relevant stream or wetland*”. I do not agree with this approach.

4.4.2 The Unitary Plan urban chapters do not include standards for riparian enhancement, other than any written into Precincts. Neither does the NPS-Freshwater Management or NES-Freshwater include standards for freshwater improvements; whilst their intent is clear on seeking Councils to improve degraded freshwater environments.

4.4.3 Without specific standards in the Precinct, Council has limited ability to impose conditions by virtue of RMA s108AA, and I do not support their omission as sought by YLH.

5.0 **Statutory Considerations**

5.1 Key Statutory Considerations relating to the matters of this technical assessment are summarised below. The National Policy Statement of Freshwater [2020], RPS and AUP-OP contain provisions that are relevant to the avoidance and management of adverse effects on wetland and terrestrial ecosystems, and the maintenance and enhancement of these systems through development.

5.2 The National Policy Statement of Freshwater (NPS-FM) includes objectives to safeguard ecological values and maintain or improve water quality, including:

- To safeguard: a) the life-supporting capacity, ecosystem processes and indigenous species including their associated ecosystems, of fresh water; and [...]
- The overall quality of fresh water within a freshwater management unit is maintained or improved while [...]

5.3 The Regional Policy Statement (RPS) includes a range of provisions that seek the loss of freshwater systems is avoided, adverse effects are managed, and enhancement of freshwater systems through development, including (but not limited to):

- B7.2.1 (1) Areas of significant indigenous biodiversity value in terrestrial, freshwater, and coastal marine areas are protected from the adverse effects of subdivision use and development.
- B7.2.1 (2) Indigenous biodiversity is maintained through protection, restoration, and enhancement in areas where ecological values are degraded, or where development is occurring.

- B7.2.2 (1) Identify and evaluate areas of indigenous vegetation and the habitats of indigenous fauna in terrestrial and freshwater environments considering the following factors in terms of the descriptors contained in Schedule 3 Significant Ecological Areas – Terrestrial Schedule....
- 5.4 Whilst there is a strong direction for avoidance of adverse effects, the RPS provides for an integrated and balanced approach whereby sustainable use of land and resources to provide for growth and development is allowed for when there are no practicable alternative and adverse effects are managed.
- 5.5 The regional and district provisions of the AUP-OP include various provisions to maintain and improve wetland and terrestrial habitats. Avoiding and managing adverse effects through development of land that affects wetland and terrestrial systems, including (but not limited to):
- E1.2. (1) Freshwater and sediment quality is maintained where it is excellent or good and progressively improved over time in degraded areas.
 - E1.3 (2) Manage discharges, subdivision, use, and development that affect freshwater systems to maintain or enhance water quality, flows, stream channels and their margins and other freshwater values [...]
 - E3.2 (2) Auckland's lakes, rivers, streams, and wetlands are restored, maintained, or enhanced.
 - E3.2 (6) Reclamation and drainage of the bed of a lake, river, stream, and wetland is avoided, unless there is no practicable alternative.
 - E3.3 (2) Manage the effects of activities in, on, under or over the beds of lakes, rivers, streams, or wetlands outside the overlays identified in Policy E3.3(1) by: (a) avoiding where practicable or otherwise remedying or mitigating any adverse effects on lakes, rivers, streams, or wetlands; and (b) where appropriate, restoring and enhancing the lake, river, stream, or wetland.
 - E3.3(3) Enable the enhancement, maintenance and restoration of lakes, rivers, streams, or wetlands.
 - E15.2 (1) Ecosystem services and indigenous biological diversity values, particularly in sensitive environments, and areas of contiguous indigenous vegetation cover, are maintained or enhanced while providing for appropriate subdivision, use and development.
 - E15.2 (2) Indigenous biodiversity is restored and enhanced in areas where ecological values are degraded, or where development is occurring.
 - E15.3 (1) Protect areas of contiguous indigenous vegetation cover and vegetation in sensitive environments including the coastal environment, riparian margins, wetlands, and areas prone to natural hazards.

- E15.3 (2) Manage the effects of activities to avoid significant adverse effects on biodiversity values as far as practicable, minimise significant adverse effects where avoidance is not practicable, and avoid, remedy, or mitigate any other adverse effects on indigenous biological diversity and ecosystem services, including soil conservation, water quality and quantity management, and the mitigation of natural hazards.
- E15.3 (4) Protect, restore, and enhance biodiversity when undertaking new use and development....
- E15.3 (5) Enable activities which enhance the ecological integrity and functioning of areas of vegetation, including for biosecurity, safety, and pest management and to control kauri dieback.
- E15.3 (8) Recognise and provide for the management and control of kauri dieback as a means of maintaining indigenous biodiversity.

6.0 **Conclusions and recommendations**

- 6.1 The Ecology Report adequately describes the freshwater and terrestrial environments within the proposed plan change boundaries. Whilst overall the descriptions are considered accurate and adequate to undertake an informed assessment of the ecological values of the proposed plan change area, the lack of specificity in key considerations (enhancement of values) are matters that have been addressed through Council feedback and consultation with the applicant.
- 6.2 The applicant is proposing to maintain hydrology to the wetland areas, and not increasing the erosional forces of stormwater discharges on the streambanks. This will be determined at resource consent stage.
- 6.3 Whilst the ecology report lacks any specific recommendations for the improvement of degraded freshwater habitats and their margins, I agree that overall the terrestrial habitat values within the site are low, notwithstanding the specified area of SEA.
- 6.4 I agree with the proposed Objective (7) and Policies (7) & (8) of the proposed precinct as they relate to the improvement of ecological values, notably in and adjacent to freshwater habitats.
- 6.5 I would suggest that proposed precinct standards I.XXX.6.3. Streams and wetlands protection and enhancement (1) & (2) are combined, as I can see no rationale as to why these need to be separated. I also suggest and recommend that the Precinct standard should give full effect to the enhancement of the wetland and SEA habitats, as the current wording is limited.

I4.XXX.6.2. Riparian and Buffer Planting Significant Ecological Area, streams and wetlands protection and enhancement

Purpose: To restore and enhance water quality and ecology of the Significant Ecological Area (SEA), streams and natural wetlands, including the prevention of streambank erosion.

- (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 ~~or, where the stream edge cannot be identified by survey, from the centre line of the stream.~~ This standard does not apply to that part of a riparian margin where a road or public walkway crosses perpendicular over the stream and/or passes through ~~or along the riparian~~ planted margin.
- (2) The ~~riparian margins~~ 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 ~~riparian margin~~ wetland buffer where a road or public walkway crosses over the wetland or passes through the buffer area ~~or along the riparian margin~~.
- (3) The margin of the Significant Ecological Area must be planted at the time of any subdivision or land development adjacent to the feature to a minimum width of ~~5m~~ 15m measured from the edge of the canopy.
- (4) The planting required in Standards IXXX.6.2 (1) to (3) above must:
 - a) use eco-sourced native vegetation ~~where available~~.
 - b) Be consistent with local biodiversity; and
 - c) Be planted at a density of 10,000 plants per hectare ~~unless a different density has been approved on the basis of plant requirements~~.
 - d) Planting must be undertaken in accordance with the Special Information Requirements in I4XX.8.1
 - e) Planting shall be legally protected and maintained in perpetuity.

6.6 I suggest a minor wording edit to I4XX.8.1. Special information requirements, to align with the enhancement of degraded habitats, and this is to acknowledge that the information request is not just related to planting, but the restoration of freshwater and terrestrial habitats.

- (1) An application for any subdivision or development that requires the restoration of Significant Ecological Area, or planting riparian margins and/or wetland buffers under I4XX.6.2 must be accompanied by a restoration 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 (i.e. weeds and pest animals) to ensure canopy closure with 5yrs and the eradication of pest weeds.
 - (c) Confirm detail on the eco-sourcing proposed for the planting
 - (d) Take into consideration the local biodiversity and ecosystem extent.

- 6.7 I4XX.7.2. Assessment Criteria lacks any clear outcomes relating to biodiversity. I suggest the following inclusion.
- 1 (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.
- 6.8 I have not included any Precinct Standards as the relate to fauna surveys. It is my opinion that applicant provided these surveys as part of the submitted ecological reporting. That way the Precinct Standards
- 6.9 This technical assessment, whilst noting concerns with the lack of specific fauna survey, overall, supports the plan change with suggested changes to Precinct Standards.

Memo prepared by:

Rue Statham
Ecological Advice Team

A handwritten signature in black ink, enclosed in a thin black rectangular border. The signature is stylized and appears to read 'Rue Statham'.

STATEMENT OF RUPERT STATHAM

Qualifications and expertise

1. My name is Rupert Edward George Statham (Rue Statham)
2. I hold the qualifications of Bachelor of Science in Earth and Environmental Sciences (Hons) and British Technical Enterprise Council qualifications in Arboriculture.
3. I am a Senior Ecologist with the Ecological Advice Team, Auckland Council; currently taking the role of Acting Team Manager. My experience extends to over 25 years in countryside / environmental / conservation management. Prior to moving to New Zealand I gained experience with organisations such as English Nature (now Natural England), National Trust (UK), British Trust for Conservation Volunteers (BTCV), Cornwall County Council, the Highways Agency (UK), and the Environment Agency (UK); I have also been privately contracted to individual landholders. My United Kingdom experience extends to the protection, rehabilitation, and enhancement of natural areas, including Sites of Special Scientific Interest (SSSI) National Nature Reserves (NNRs), Local Nature Reserves (LNRs) and Areas of Outstanding Natural Beauty (AONB).
4. The last 15+ years I have been employed by Auckland Council (nee. Rodney District Council). My role is, predominately, to peer review ecological aspects of land-use and subdivision resource consent applications, latterly I have been required to provide technical biodiversity input to policy/rules planning and review (Unitary Plan and National Policy).
5. I provide advice to landholders and developers with regards to the protection, rehabilitation and enhancement of natural areas for the purposes of RMA/Unitary Plan requirements, and/or voluntary natural heritage protection schemes; my current non-RMA focussed work extends to the preparation and submission of a translocation application to the Department of Conservation in relation to the absolutely protected species of *Paryphanta busbyi busbyi* (Kauri Snail) which was under threat from logging operations in Whangateau, Leigh.
6. I have completed and passed: Making Good Decisions Course (MfE – 2018, recertified 2021), University of Auckland RMA training (2008), the Auckland Council Stream Ecological Valuation (SEV) training (2011) and provided expert evidence at the Environment Court (notably ENV-2008-AKL-I04, c.2010)

**Private Plan Change 74 – Golding Meadows (PPC74)
Specialist Review on Development engineering issues on behalf of Auckland
Council
David Russell**

Introduction

1. My name is David Russell. My qualifications is BE (Civil). My experience includes being involved in land development since I joined Council in 1988, including 4 years in the mid 90's working for a consultant specialising in land development.
2. I was engaged by Auckland Council at the time the application for PPC74 was lodged. My role has been to:
 - Review the original plan change application documents;
 - Visit the site;
 - Identify matters, within my area of expertise, that required further information from the applicant, and assessing the applicant's response;
 - Review the submissions and further submissions;
 - Identify issues relevant to my area of expertise;
 - Give my expert opinion on the issues, with recommendations where appropriate;
 - Provide this Review as part of Councils RMA s42A reporting process to the Commissioners.
3. In preparing this Review I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note (2014) and agree to comply with it. Except where I state that I am relying on the specified evidence of another person, the content of this Review is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Summary

4. I rely on the reporting planner to explain PPC74 including its location and what the plan change is seeking.
5. I have identified the following issues relevant to my area of expertise:

Water, Wastewater

- (a) In terms of the Watercare submission dated 26 April 2022 Watercare have advised that the full infrastructure cost for extending water and wastewater to service the plan change area is a cost to the plan change area with no contribution from Watercare. It is noted that the water main from Golding Rd East Street will also be utilised by PC 76 owners, and thus they should also contribute. There probably needs to be an advice note to the effect that the PC 74 owners are responsible for the water main from East Street but that possibly the owners in PC76 might contribute to the costs as they will also benefit.

- (b) The development area is responsible for the provision of a water booster pump to service land above the 60m contour. Again, there is no Watercare contribution.
- (c) PC74 have established that they can achieve a gravity connection for the area. This will need to be confirmed as part of the first stage of the development. Should a gravity line not be achieved then a wastewater pump station is an acceptable solution to Watercare. Again, there is no contribution from Watercare.

Transport

In general I have no roading feedback not already covered by the report submitted by Martin Peake. However, I have the following concerns.

- (d) PC74 will create traffic and pedestrian demand outside of the immediate area. This includes Golding Road to and including the intersection with East Street, Station Rd to and including East St, Cycle path to a destination. Thus some work is required outside of the frontages of the PC area.
- (e) The upgrade of Golding Road to and including the East Street roundabout is required by this PC. While they are providing kerb and channel etc on the development frontage as well I do not believe they should be responsible for the non-frontage kerb and channel etc. The roundabout will also feature in the plan change 76 works. I note there is an overlap with PC76 that the 2 groups of landowners could work through together to both parties best interests.
- (f) The upgrade of Station Rd and the intersection with East St is simpler as at this point there are no other plan changes fronting this road. This road needs to be upgraded as part of this plan change. While they are providing kerb and channel etc on the development frontage, I do not believe they should be responsible for the non-frontage kerb and channel etc outside of the PC76 area. They should also be required to upgrade the East Street Station Rd intersection. While other users will benefit from the works this plan change is responsible for the increase in demand requiring the works to be carried out.
- (g) There is no development potential for the opposite side of Station Rd. It should be a requirement of the PC74 landowners to provide the kerb and channel for this side of the road as part of the road widening, upgrading requirements. This will be in accordance with AT requirements for other developments in Pukekohe. This would also ensure that the walking cycling path is at the correct level for the berm.
- (h) PC74 is proposing a cycle lane along the frontage of the development. Having the walking cycle path on the development side of Station Road will mean that the path will go across all the driveways. This is contrary to the AT standard of no vehicle crossing across the walking cycling path. This minimises the risks to the cyclists. The logical place for the path is on the other side of the road adjacent to the rail corridor where there will be no entrances. The path should also be extended at least to the railway station, and possibly to East Street. The later portion is a little bit problematic as there is potentially limited space due to everything else in a developed road reserve. It does have the lesser number of vehicle crossings. (Although there are 4 residential entrances and the working mens club entrance). There is a potential issue in getting this path across the Station Rd Subway Rd

intersection due to the grade on Subway Rd in this location. This is likely to create some cross fall grade issues that will need to be worked through.

6. The recommendations I make in respect of these issues are:
PC 74 include the following requirements
 1. To upgrade Golding Rd full width to the East Street intersection (without kerb and channel outside of the PC land area)
 2. To upgrade the Golding Rd East St roundabout
 3. To upgrade Station Rd full width to East Street intersection (without kerb and channel outside of the PC land area)
 4. To upgrade the Station Rd East St intersection
 5. To provide a walking and cycle path on the railway side of Station Rd from Yates Rd to the Pukekohe railway station or preferably to East Street.

David Russell
Senior Development Engineer
9 August 2022

**Private Plan Change 74 – Golding Meadows (PPC74)
Specialist Review (E25 Noise) on behalf of Auckland Council
(Andrew Gordon – Senior Specialist)**

Introduction

- 1) My name is Andrew Gordon. My qualifications are a B.Sc. from the University of Auckland, a National Diploma in Environmental Health from Wellington Polytechnic, and a Certificate in Noise Assessment and Control from the University of Western Sydney (completed extramurally). I have over 20 years of experience working in the regulatory and environmental health field for territorial authorities including field measurements, reviewing compliance reports and investigating noise complaints related to motor racing at Pukekohe.
- 2) I was engaged by Auckland Council at the time the application for PPC74 was lodged. My role has been to:
 - Review the original plan change application documents;
 - Visit the site;
 - Identify matters, within my area of expertise, that required further information from the applicant, and assessing the applicant's response;
 - Review the submissions and further submissions;
 - Identify issues relevant to my area of expertise;
 - Give my expert opinion on the issues, with recommendations where appropriate;
 - Provide this Review as part of Councils RMA s42A reporting process to the Commissioners.
- 3) In preparing this Review I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note (2014) and agree to comply with it. Except where I state that I am relying on the specified evidence of another person, the content of this Review is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Summary

- 4) I rely on the reporting planner to explain PPC74 including its location and what the plan change is seeking.
- 5) I have identified the following issues relevant to my area of expertise:
 - (a) Are the predicted noise levels within the PPC site representative of the different categories of motor sport events.
 - (b) Has the site been designed to ensure people are protected from unreasonable noise based on predicted noise levels.
 - (c) The extent to which the timing, duration and frequency of motorsport events is relevant when determining effects.
 - (d) Has it been demonstrated, in regard to site design, that the best practicable option will be adopted to remedy or mitigate adverse noise effects.

- (e) Are motor racing events appropriately protected from reverse sensitivity effects where is it reasonable to do so.
- 6) The recommendations I make in respect of these issues are:
- a) Accept the predicted noise levels as representative of motor sport events.
 - b) The assessment of effects must consider the timing, duration and frequency of motorsport events as prescribed in I434 Pukekohe Park Precinct (PPP).
 - c) The proposed management and mitigation measures must reflect the best practicable option approach.
 - d) The proposed PPC is supported as reverse sensitivity effects will be avoided and effects on future activities sensitive to noise within the PPC site will be at a reasonable level.
- 7) In respect of noise I support the following features of the plan change:
- a) The proposed zoning of land subject to the highest noise levels as Business – Light Industry.
 - b) The proposed site design which includes provision of an acoustic wall to mitigate noise received with the proposed residential zone.
 - c) The proposed design of future activities sensitive to noise exposed to levels exceeding 55 dB L_{Aeq} to include provision for suitable mechanical ventilation and/or air conditioning (i.e. within Area A).
 - d) The proposed design of future activities sensitive to noise exposed to levels exceeding 55 dB L_{Aeq} to ensure that outdoor living space faces away from the race track (i.e. within Area A).
 - e) A proposed covenant on titles for land containing activities sensitive to noise that the site is subject to high levels of noise from motorsport events.

Predicted noise levels

- 8) Predicted noise levels have been calculated by computer modelling using recognised noise modelling software. Modelling inputs include sound power levels based on field measurement data collected from previous motor sport events.
- 9) The noise modelling process assumes that meteorological conditions enhance the propagation of noise in all directions away from the race track, including towards the PPC site. Obviously this does not occur in reality and therefore analysis of wind direction was completed.
- 10) I agree when the wind direction is away from the PPC site (i.e. approximately 40% of the time), this would mitigate noise by an additional 5 -10dB at the western extent of the residential zone and, potentially up to 15 - 20dB at the eastern extent of the residential zone. I agree these upwind reductions are representative as the PPC residential lots are setback a minimum of approximately 350m extending out to 1,300m to the furthest residential lots. These setback distances are taken from the middle of the race track.
- 11) In my opinion the predicted noise level contours can be relied on to assess effects and to inform appropriate noise management and mitigation measures.

Assessment of reasonable noise

- 12) A reasonable day time noise limit for residential receivers is 55 dB L_{Aeq} on balconies and outdoor living areas. Below this level the majority of people will be protected from becoming seriously annoyed. It is important to note this noise limit is for steady, continuous noise over the daytime period. For example, the AUP (OP) E25.6.19 Standard for the Business – Residential interface specifies a limit of 55 dB L_{Aeq} between 7am and 10pm, Monday to Saturday (i.e. 13-hours) and 9am and 6pm, Sunday (i.e. 9-hours).
- 13) As noise will be intermittent and infrequent, the number of noise events and the highest noise level must be considered. I generally agree that the AUP (OP) anticipates that residential zones can be exposed to noise from events significantly above the daytime limit of 55dB L_{Aeq} providing the duration, timing and frequency of noisy events is managed appropriately. This is reflected in the objectives, policies and rules specified in I424 Pukekohe Park Precinct.
- 14) The highest noise level predicted at the nearest and/or most exposed residential lot is 67 dB L_{Aeq} when Category A and B events are held. Noise would be intrusive and people, depending on the nature of their outdoor activity, may wish to seek respite indoors. Based on windows closed and a typical façade reduction of 25 dB for a new lightweight dwelling, indoor noise levels would be no higher than 42 dB L_{Aeq} , which would result in minimal disruption of daytime household activities.
- 15) Effects are primarily related to annoyance responses. Given noise is restricted in regard to timing, duration and frequency, I consider that there will be a low risk of any potential health effects. For example, the frequency of exposure to the highest noise levels is low compared to new residential development in proximity to motorways where similar or higher noise levels may be experienced 365 days.

Timing, duration and frequency of motorsport events

- 16) The PPP permits events up to a maximum of 80 days per year. Based on my experience the number of actual event days is significantly less due to only one or two Category A and B events annually.
- 17) The assessment is based on the maximum 80 days to provide a conservative worst case scenario.
- 18) When considering wind direction and propagation effects, the assessment predicts noise would exceed 55 dB L_{Aeq} on no more than 60 days (out of 80).
- 19) During Category C events predicted noise levels are up to 57 dB L_{Aeq} on 30 of these days. This is a minor +2 dB exceedance which, subjectively, is imperceptible.
- 20) Of the remaining 30 days during Category A and B events, predicted noise levels are up to a maximum of 67 dB L_{Aeq} (Note: range is 54 dB L_{Aeq} to 67 dB L_{Aeq}) at the nearest/most exposed residential lots. This is a significant exceedance which would result in people becoming seriously annoyed if they were not aware of the motorsport activities. As noted in 17), I understand the number of Category A and B events to-date is significantly below the maximum of 30 days permitted.
- 21) I confirm all motor sport events are restricted to the day time period (i.e. no later than 7pm). Other restrictions also apply, for example, no events can occur from 24 December to 2 January inclusive.

- 22) Provision for periodic higher noise levels is common for events at other sites including the ASB Showgrounds (e.g. 15 events with a 65 dB LAeq limit) and Mount Smart Stadium (e.g. 30 events with a 65 dB LAeq noise limit).

Best Practicable option

- 23) Best practice measures are proposed and are briefly described in 7 (a) – (d).
- 24) A suitable barrier must be constructed prior to the occupation of any dwellings.
- 25) It is not practicable to mitigate noise generated by motorsport.
- 26) I am not aware of any additional mitigation measures that would further reduce noise levels within the PPC site.

Reverse sensitivity effects

- 27) Reverse sensitivity effects on the PPP site will be adequately managed by the PPC adopting best practice measures.
- 28) The PPC will not constrain the maximum permitted noise levels created by motorsport events which are part of the existing environment.

Submission 13 (Auckland Regional Public Health Service)

- 29) Reference 1 makes a general comment that effects are understated, are not adequately addressed by the proposed provisions, discounts effects without a valid evidential basis, and additional analysis is required to assess effects, but regardless any adjustment to the proposed mitigation would not remedy the defects identified.

In my opinion the assessment is acceptable and contains sufficient detail to assess effects.

- 30) Reference 2 mentions the proposed acoustic barrier: -
- a) I agree the barrier must be in place prior to occupation of dwellings.
 - b) In regard to noise levels received at upper floors, this has been assessed approximately 1-2dB higher than at 1.5m above ground level at the western extents of the residential zones, and close to 0dB at the eastern extents. The difference would not be perceivable to people.
 - c) The proposed barrier forms part of the proposal and therefore would need to be constructed.
- 31) Reference 3 mentions use of Category C events as the basis for determining Area A hence overlooking the effects of noisier Category A and B events.

It is proposed that dwellings located within Area A shown on the Precinct Plan must be fitted with mechanical ventilation to enable windows to be closed should occupants wish to keep external noise out on event days. This is an acceptable approach given the frequency of events and is consistent with provisions specified in the AUP (OP) for other major recreation facilities. As mentioned in 15), I consider there is a low risk of any potential health effects from predicted daytime noise levels up to 67 dB LAeq outdoors given the small number of Category A and B events.

- 32) Reference 4 mentions emphasis should be placed on avoiding adverse effects as the primary objective and avoiding reverse sensitivity effects as the secondary objective. I generally agree.
- 33) Reference 5 mentions policies need to address potential health effects. As mentioned in 32), the potential for health effects resulting from the small number of Category A and B events during the day time is considered to be low. Further, it is reasonable to assume that persons particularly sensitive to noise would be informed prior to purchasing one of the more exposed lots.
- 34) Reference 6 states:
- a) proposed mitigation should apply to the entire residential precinct predicted to be exposed to noise exceeding 55 dB LAeq; and
 - b) the assessment has not allowed for shortening of the barrier, low sections or additional gaps, and the proposed 7m barrier height is not adequately reducing noise from Category B events

It is acknowledged that the entire residential precinct will be exposed to noise greater than 55 dB LAeq. However, when considering the timing, duration and frequency of Category A and B events, and the best practicable option approach, I support the proposed management/mitigation listed in 7).

- 35) Reference 7 mentions a design report should cover the entire precinct. As proposed mitigation comprises the barrier and Area A, proposed precinct provisions are deemed appropriate.
- 36) Reference 8 mentions the road passing through the only gap in the barrier needs to turn immediately after passing through the barrier. This would enable a secondary barrier to be installed which would overlap the main barrier to provide additional mitigation. I agree it may be practical to design a barrier which provides increased mitigation such as recommended above or incorporating an underpass or increasing the effective height of the barrier by adjusting ground levels.

Submission 26 (Jenny Maree Walter)

- 37) Submission 26 (Jenny Maree Walter) is concerned about PPP activities being potentially constrained by the proximity of new residential development. However, motorsport activities will not be constrained as the assessment is based on the permitted maximum levels of noise for motorsport events.

Andrew Gordon
12 July 2022

Private Plan Change 74 – Golding Meadows (PPC74)

Specialist Review – Stormwater on behalf of Auckland Council

Paula Vincent

Introduction

1. My name is Paula Catherine Vincent.
2. I have a Bachelor of Science specialising in Freshwater and Marine Science and a Masters in Geography. I am an Associate Member of the New Zealand Planning Institute.
3. I am a Principal Planner at Auckland Council Healthy Waters department. I have held this position for two years. Prior to this, I led the Healthy Waters team through the region-wide Network Discharge Consent application hearing and subsequent Environment Court mediation which resolved all appeals. I was also the stormwater subject matter expert in the development of the Council's Drury-Opāheke Structure Plan and project managed the production of the Drury-Opāheke Stormwater Management Plan (2019 Mott McDonald). I was also the stormwater specialist for the s42A team in the Auranga B1 (which became part of Drury 1 precinct) plan change hearing.
4. I have participated in other plan change hearings outside the south Auckland area whose purpose was urbanisation of greenfields. My experience prior to joining Healthy Waters has primarily been in aspects of resource and freshwater management, including leading the policy development on central government intervention mechanisms for the 2013 RMA reforms.
5. I was engaged by Auckland Council at the time the application for PPC74 was lodged. My role has been to:
 - Review the original plan change application documents;
 - Visit the site;
 - Identify matters, within my area of expertise, that required further information from the applicant, and assessing the applicant's response;
 - Review the submissions and further submissions;
 - Identify issues relevant to my area of expertise;
 - Give my expert opinion on the issues, with recommendations where appropriate;
 - Provide this Review as part of Councils RMA s42A reporting process to the Commissioners.
6. In preparing this Review I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note (2014) and agree to comply with it. Except where I state that I am relying on the specified evidence of another person, the content of this Review is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Summary

7. I rely on the reporting planner to explain PPC74 including its location and what the plan change is seeking.
8. In my report I set out:
 - a) the relevant regulatory framework for managing stormwater
 - b) the relationship of the plan changes to the network discharge consent for stormwater and stormwater management plans,
 - c) an assessment of the proposed precinct provisions for water quality,
 - d) an assessment of the proposed precinct provisions for streams and riparian margins,
 - e) an assessment of the proposed precinct provisions for hydrology mitigation,
 - f) an assessment of the proposed precinct provisions for flood management
 - g) Issues raised in submission and my recommendations on those points.
9. Generally the precinct provisions proposed are adequate to avoid or otherwise manage anticipated effects of stormwater resulting from the land use change. I have made some recommendations to amend provisions where I believe these amendments will better align the proposed precinct with the Auckland Unitary Plan, improve clarity on the intent of provisions or support the implementation of the objectives and policies of the proposed precinct.
10. The recommendations I make in respect of these issues are:
 - a. Amend Objective 8 to align with policy direction in the Auckland Unitary Plan and National Policy Statement for Freshwater Management 2020;
 - b. Add a purpose statement and clarify the meaning of inert building materials in the water quality standard;
 - c. Add a purpose statement to the standard for hydrology mitigation;
 - d. Add a purpose statement and clarify attenuation requirements for both sub-catchments in the precinct to manage downstream flood risk;
 - e. Adding indicative location of communal attenuation devices to precinct plan 1.
 - f. Adding a matter of discretion and assessment criteria to address Auckland Transport's submission point.

Regulatory framework for managing stormwater

11. The National Policy Statement for Freshwater Management 2020 (NPS-FM) came into force on 3 September 2020 and promotes the fundamental concept of Te Mana o te Wai, that protecting the health of freshwater protects the health and well-being of the wider environment. The objective of the NPS-FM is to ensure that natural and physical resources are managed in a way that prioritises first the health and well-being of water bodies and freshwater ecosystems as the primary obligation of Te Mana o te Wai, above the health needs of people (such as drinking water) and the ability of people and communities to provide for their social, economic, and cultural wellbeing. One of the six principles of Te Mana o Te Wai relevant to this private plan change is the principle of governance and the responsibility of those with authority for making

decisions about freshwater to do so in a way that prioritises the health and well-being of freshwater now and into the future.

12. Relevant policies of the NPS-FM include Policy 3, which requires that freshwater is managed in an integrated way considering the effects of the use and development of land on a whole-of-catchment basis and including the effects on receiving environments. Policy 8 requires the significant values of outstanding water bodies to be protected, and Policy 9 requires the habitats of indigenous freshwater species to be protected. Clause 3.5(4) requires every territorial authority to include objectives, policies and methods in its district plan to promote positive effects, and avoid, remedy, or mitigate adverse effects (including cumulative effects) of urban development on the health and well-being of water bodies, freshwater ecosystems, and receiving environments.
13. I consider the AUP provisions in Chapter E1 requiring an integrated stormwater management approach to be consistent with the NPS-FM. Accordingly, the NPS-FM provides further weight to the expectations for stormwater management promoted by the AUP because it has to be given effect to when considering a plan change, as do the Regional Policy Statement (RPS) provisions for water quality and integrated management in Chapter E1.
14. The relevant RPS provisions for stormwater management are in Chapter 7 Natural Resources with objectives and policies of 7.3 Freshwater Systems and 7.4 Coastal water, freshwater and geothermal water. 7.3 Freshwater systems directs that degraded freshwater systems are enhanced (Objective B7.3.1(1)); loss of freshwater systems is minimised (Objective B7.3.1(2)); and adverse effects of changes in land use on freshwater are avoided, remedied or mitigated (Objective B7.3.1(3)). Policies to support these objectives cover integration of land use and freshwater systems to avoid effects on those systems.
15. Chapter B7.4.1 objectives have a similar direction that applies to a wider range of receiving environments as below:

(2) the quality of freshwater and coastal water is maintained where it is excellent or good and progressively improved over time where it is degraded.

(4) The adverse effects of point and non-point discharges, in particular stormwater runoff and wastewater discharges, on coastal waters, freshwater and geothermal water are minimised and existing adverse effects are progressively reduced.

(5) The adverse effects from changes in or intensification of land use on coastal water and freshwater quality are avoided, remedied or mitigated.

I consider Policy B7.4.2(1)(d) to be particularly relevant because integrated management requires that land use and discharges are controlled to minimise the adverse effects of runoff on freshwater systems:

(d) avoiding development where it will significantly increase adverse effects on freshwater systems, unless these adverse effects can be adequately mitigated.

16. The RPS establishes the framework for integrated management of subdivision, use and development and freshwater systems that is expressed in the regional plan provisions of Chapter E1.

17. Given the hierarchical nature of the RMA, where a private plan change proposes provisions that align strongly with the NPS-FW, but may be inconsistent with the existing AUP RPS and/or regional plan, the policy direction from the later NPS-FW 2020 should take precedence. Therefore, the NPS-FW must be given effect to by the precinct provisions even if this results in some (temporary) inconsistency with the AUP RPS.

Stormwater Management Plans and plan changes

18. A well-prepared Stormwater Management Plan (SMP) fulfils a dual function in plan changes. Firstly, a SMP should identify any anticipated effects created from a land use change on stormwater and flood management and freshwater environments and how these effects will be avoided, remedied or mitigated.
19. The second function is to meet the requirements of the region-wide Network Discharge Consent (NDC) for stormwater which commenced on 30 October 2019. The scope of the consent covers all stormwater discharges from the public stormwater network and is unique in that it includes future discharges from future components of the public stormwater network. Diversions and discharges of stormwater through the public network are permitted by the NDC provided that the network is authorised by a Stormwater Management Plan (SMP) and impervious area is lawfully established. This includes a privately built network that wants to connect.
20. The NDC is applied to new components of the public network through the adoption of SMPs into Schedule 10 of the NDC. This process is addressed in further detail below. If a SMP is adopted into the NDC then no other discharge consent is needed. If no SMP is adopted, or Healthy Waters does not accept developer-built stormwater devices for vesting in Council, then a private discharge consent is required and is assessed under Auckland Unitary Plan Chapter E8 Stormwater – Discharge and Diversion. Necessary approvals to connect to the public stormwater network are still covered by the Stormwater Bylaw 2022 and infrastructure must meet the Stormwater Code of Practice.
21. The PPC 74 Applicant has indicated that it wishes its stormwater discharges to be covered by the NDC and intends to vest stormwater assets built in Council.
22. An SMP that outlines anticipated effects and how they will be addressed is key to ensuring the effects of future stormwater discharges are appropriately managed and forms the technical basis for evaluation and decision on whether precinct provisions are required to implement the methods and interventions to manage stormwater.
23. The SMP notified as part of PC74 plan change has undergone revisions in response to Healthy Waters feedback so that it is fit for purpose for adoption into the NDC. The feedback was primarily around the description and provision of attenuation required. Healthy Waters sees no issue in adopting the revised SMP into the NDC and this process is underway.

Objectives and Policies

24. The objectives of interest to stormwater are:

(5) Subdivision and development is coordinated with the delivery of water, wastewater and stormwater infrastructure.

(7) The ecological values of streams, wetlands and the significant ecological area are protected and enhanced.

and

(8) Stormwater management measures mitigate adverse effects of development and enhance the receiving environment.

25. I believe Objectives 5 and 7 are appropriately worded.

26. I recommend an amendment to Objective 8 to better reflect the policy direction of the Chapter E1 and the hierarchy in the NPS-FM where the health of freshwater environments is the first priority. The revised Objective 8 would then read:

Stormwater management measures avoid as far as practicable and otherwise mitigate adverse effects of development and enhance the receiving environment.

27. Policies 7 and 8 relate to stormwater management. Policy 7 requires subdivision and development to protect and enhance wetlands, streams and the significant ecological area.

28. Policy 8 sets out actions that are required to achieve sufficient stormwater management and reads:

“Require subdivision and development to plant the riparian margin of streams and wetlands and to provide at source hydrological mitigation, attenuation and quality treatment to prevent stream bank erosion and to enhance in-stream morphology, and stream and wetland water quality.”

29. The list of methods in Policy 8 are all required for stormwater management in the precinct. What is missing from Policy 8 is a reference to the supporting Stormwater Management Plan which describes in more detail how these methods are to be implemented in the plan change area. A reference in the precinct to the Stormwater Management Plan policy makes clear its existence and as a source of guidance for development.

30. Similar policies are found in recent decisions in the sought of Auckland including plan changes 48-50, 51 and 52 where the policy directs that subdivision and development be consistent with an approved stormwater management plan and then lists particular methods identified as key in the precinct.

31. I recommend that a reference to an approved Stormwater Management Plan be incorporated into Policy 8. I accept the applicant’s proposed policy:

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

Water Quality

32. In addition to the directives for water quality outlined in para 10 above the Waikato-Tainui Raupatu Claims (Waikato River) Settlement Act 2010 needs to be considered in determining water quality treatment.
33. The applicants have proposed a water quality treatment standard that directs that all impervious surfaces are treated to GD01 and that inert building materials are used. GD01 is the design guidance for stormwater management devices in Auckland and sets out how devices should be designed to achieve a flow through rate of water to remove 75% Total Suspended Solids removal. GD01 is also referenced in standards in Chapter E9 Stormwater quality - High contaminant generating car parks and high use roads.
34. The proposed standard is consistent with the default performance requirements of the region-wide Network Discharge Consent held by council of which the applicant's intend to use to authorise stormwater discharges. The Best Practicable Option to achieve this standard is outlined in the most recent version of the Stormwater Management Plan that supports the plan change.
35. Eliminating contaminants at source such as building materials is another method to achieve water quality outcomes. I have recommended amendments to the standard to provide clarity on what constitutes inert building materials and the addition of a purpose statement. The new standard would read:

IXX.6.4.2 Water Quality

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

- (1) ~~*Any new roofing for any building must comprise inert materials. 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.*

36. In my opinion with these amendments the water quality standard will meet the objectives and policies of the Auckland Unitary Plan and higher order planning documents.

Hydrology mitigation

37. Hydrology mitigation is proposed to manage the effects of development and subdivision. Hydrology mitigation means managing flows to pre-development levels so that erosive flows are not discharged into streams and other receiving environments. The standard as notified combines elements of both Stormwater Management Area Flow 1 and 2 requirements which are covered in Chapter E10.
38. The bespoke standard IXX.6.4.1 proposed will achieve the outcome of managing flows to pre-development levels and applies to all subdivision. I have recommended a purpose be added to the standard, in part to avoid confusion with standard IXX.6.4.3.
39. The purpose could read:

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.

Flood management

40. The latest version of the Stormwater Management Plan identifies that attenuation is required to prevent peak flows from the plan change area coinciding downstream and not creating new flood hazards. Not creating new flood risks is captured in the Regional Policy Statement objective B10.2.1. This objective is supported by objectives, policies and rules in Chapter E36.
41. The requirements to provide attenuation are captured in Standard IXX.6.4.3 Water Quantity in the notified precinct provisions which reads:
- (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 IXX.6.4.1, detention must be provided on-site for storm events up to and including the 1% AEP event.*
- (b) If at the time of sub-division 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.*
42. On review of the Stormwater Management Plan notified with the plan change it became apparent that the attenuation requirements had not been fully identified and reflected in the notified precinct provisions. I also considered that the term 'detention' in the context of managing flood risk was not the most accurate term and so recommend the term 'attenuation' be used which is the more commonly used term to describe the practice of holding back water to manage flood flows. I also recommend that a purpose be added to make clear the purpose and intent of the standard.

43. Healthy Waters staff, including myself, worked with the applicant's stormwater engineer and planner to revise wording in the Stormwater management Plan to clearly identify what was required and discussed a revised Standard to capture attenuation requirements for both the Western and Eastern catchments.
44. Wording of the standard discussed and agreed with the applicant is:

IXX.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 IXX6.4.1, ~~detention~~ 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 onsite 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.

45. I support the wording of the standard as set out above.
46. There is one outstanding matter in providing attenuation and that is there is no spatial recognition of where the attenuation be located in the proposed precinct. There is one diagram in the Stormwater Management Plan identifying indicative location and size of communal devices however these locations and devices are not shown in the masterplan layout which leaves the concern of when the space for these communal devices will be provided.
47. I recommend that indicative locations of any communal attenuation devices be shown on Precinct Plan 1 to ensure that adequate space for attenuation is considered in design.

Streams, wetlands and freshwater ecology

48. Streams and wetlands are natural hydrological features that have value for stormwater management in addition to the ecological values they hold. Both are important in water quantity management.

49. The area covered by the proposed plan change 74 includes several existing natural wetlands that will be protected under the National Environment Standards for Freshwater Management 2020.
50. Protection of the existing stream network and wetlands is also important to maintain the hydrology and environment of the kahikatea in the Significant Ecological Area proposed.
51. The proposed precinct plan 1 identifies the streams and wetlands found in the PC74 area. Identifying these features on the precinct provides clarity on where the natural hydrological features are located in the development area and their relationship to other key features.
52. I recommend that Precinct Plan 1 is retained but with the inclusion of indicative location of communal stormwater devices as outlined in paragraph 46 above.

Submissions

53. Table 1 below sets out the submissions relevant to stormwater and my response.

Submitter	Submission Point	Issue	Relief sought	Recommendation
Auckland Transport	15.10	Stormwater Auckland Transport seeks stormwater provisions which require consideration of whole of life costs and effectiveness over time and use of communal devices to treat road runoff.	Decline, unless provisions are amended to consider the whole of life costs and effectiveness of treatment of publicly vested stormwater assets	This is a valid concern as currently there are few linkages in planning provisions between road design and stormwater management devices. Recommend an additional matter of discretion and assessment criteria to address.
Auckland Transport		Auckland Transport seeks that a wetlands assessment to be done to demonstrate the degree to which wetlands may affect the feasibility of the proposed road network and land use zoning and the identification of mechanisms or plans to address this.	Auckland Transport seeks confirmation of any protected wetlands within the PPC 74 area and any consequent changes to proposed precinct network or land use zoning arising from these.	Wetlands have been indicated on Precinct Plan 1. This should be adequate for an indicative road layout and masterplan design. Final extent of natural wetland will be determined at resource consent and the National Environment Standards for Freshwater will determine what consents are required.
Wobinda Farms Ltd	23.1	Natural Corridors Adequate riparian stream setbacks are supported to ensure that there is enough width each side of stream riparian margins, and if roads are alongside, that footpaths/cycle ways could be located within the riparian margin, as an alternative to being along-side roads.	No specific relief requested other than changes to the precinct to address concerns.	
Wobinda Farms Ltd	23.8	Stormwater While Wobinda is upstream of PC74, it is concerned about	No specific relief requested other than changes to the	The inclusion of water quality treatment standard, IXX.6.4.2 directing that all

		<p>the quantity and quality of water flowing from the site, including stormwater. This whole area of course drains into the Waikato River and there should be no backing up of stormwater to the other side of Golding Rd.</p> <p>It is essential that PC74 meets all the relevant regulatory requirements and implements BPO methodologies. For example, there should be enough detention capacity to be “hydrologically neutral” to not cause any additional downstream flooding. This needs to factor in climate change risks.</p>	<p>precinct to address concerns.</p>	<p>impervious surfaces are treated for water quality and that inert building materials are used addresses this concern.</p> <p>Managing water to ensure no increased flooding is in part addressed through the inclusion of Standard IXX.6.4.3 which sets out attenuation requirements for the different sub-catchments. The SMP explains why this is necessary. Spatially identifying where attenuation will be located should be in the SMP and, if communal, should be shown indicatively on the precinct plan.</p> <p>Note the actual BPO is described in the Stormwater Management Plan though note that spatial provision for attenuation to address flooding has not been addressed.</p>
YLH Holdings LTd	28.4	Ecology	<p>(ii) Amend objective (8) as follows:</p> <p><i>The ecological values of streams, wetlands and the significant ecological area are protected from inappropriate subdivision and development and where practicable are enhanced.</i></p> <p>(viii) Delete I4XX.6.2. Riparian and Buffer Planting;</p>	<p>(ii) Objective 8: Disagree with relief sought. The proposed precinct acknowledges a significant ecological area and wetlands and including an objective to protect and enhance these areas is necessary to provide a policy cascade that supports achieving this objective and aligns with the objectives and policies in the RPS and Objective E3.2(2).</p> <p>(vii) Disagree with relief sought. The standard proposed gives effect to objectives and ensures</p>

54. Auckland Transport in submission raised a concern that the whole of life costs and operation of stormwater devices in the road corridor need to be considered. This is a valid concern as currently the processes and provisions for road design and stormwater management do not actively address this point.

55. I recommend an additional matter of discretion for subdivision and development.

Matter of discretion

Integration of stormwater devices with the road corridor and surrounding environment.

Assessment criteria

The design and efficacy of infrastructure and devices with consideration given to the likely effectiveness, ease of access, operation and integration with the surrounding environment.

Paula Vincent

28 July 2022

Private Plan Change 74 – Golding Meadows (PPC74)

Specialist Review – Traffic and Transport on behalf of Auckland Council

Martin Peake – Progressive Transport Solutions Limited

18 July 2022

Introduction

1. My name is Martin Peake. I hold the qualification of a Masters in Civil Engineering with Management from the University of Birmingham in the UK (1993). I am a Chartered Engineer (UK) and a member of the Institution of Civil Engineers, and a member of the Chartered Institution of Highways and Transportation.
2. I have 29 years' experience as a traffic engineer. I have worked for several major consultant engineering firms, and as a Team Leader of one of Auckland Transport's Traffic Operations Teams. I have owned and operated my own traffic engineering consultancy for that last eight years. In these roles, I have worked in a variety of areas of transportation including traffic engineering, traffic modelling and temporary traffic management. I have provided expert traffic and transportation advice on a range of resource consents and plan changes across the Auckland region.
3. I have been involved in Private Plan Change 74 (**PPC74**) since June 2021 providing advice to Auckland Council on the traffic and transport aspects of the proposal. In undertaking the assessment I have visited the site on 1 July 2021.
4. I was engaged by Auckland Council at the time the application for PPC74 was lodged. My role has been to:
 - Review the original plan change application documents;
 - Visit the site;
 - Identify matters, within my area of expertise, that required further information from the applicant, and assessing the applicant's response;
 - Review the submissions and further submissions;
 - Identify issues relevant to my area of expertise;
 - Give my expert opinion on the issues, with recommendations where appropriate;
 - Provide this Review as part of Councils RMA s42A reporting process to the Commissioners.
5. In preparing this Review I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note (2014) and agree to comply with it. Except where I state that I am relying on the specified evidence of another person, the content of this Review is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Summary

6. I rely on the reporting planner to explain PPC74 including its location and what the plan change is seeking.
7. I have identified the following issues relevant to my area of expertise:
 - (a) The assessment does not demonstrate that the Medium Density Residential Standard (**MDRS**) has been taken into consideration in determining the development yield, and associated transport effects.
 - (b) The assessment has not undertaken an adequate assessment of the traffic and transportation effects of the PPC on the road network in the vicinity of the plan change.
 - (c) Key transport infrastructure in the vicinity of the plan change is unfunded.
 - (d) The proposed roading does not directly align with the roading network set out in the Pukekohe-Paerata Structure Plan.
 - (e) The Precinct does not adequately provide for the required transport mitigation measures or provide certainty over the transport infrastructure required to support the PPC. In particular:
 - i. Layout of Collector Roads on Precinct Plan 1
 - ii. Extent and form of active mode measures on Station Road
 - iii. Requirement for the upgrades of Station Road / East Street intersection, and Golding Road / East Street roundabout.
 - iv. Provision of a link for active modes over the stream that runs north-east to south-west through the centre of the site.
 - v. Requirement for the reduction in speed limits on Station Road, Yates Road (and Golding Road) as the area is urbanised.
 - vi. Whether a 6m set back on Golding Road is required
 - vii. Roding Construction Design Standards
 - viii. Practicality of extending proposed roads to adjacent land / across boundaries
 - ix. Industrial traffic may utilise roads through residential areas
 - x. Clarity of wording of Standard I4XX6.3 - Site Access
 - (f) Other issues raised by submitters:
 - i. Number of intersections on Golding Road
 - ii. Requirements for Vehicle Access Restriction on Golding Road
 - iii. Whether pathways and linkages to the eastern side of Golding Road are required
 - iv. Alignment of walking and cycling routes along cadastral boundaries
8. The recommendations I make in respect of these issues are:
 - a) An assessment of the potential yield of the site should be undertaken for the Medium Density Residential Standard (MDRS).
 - b) Traffic assessment is required to determine the effects of PPC74 on the surrounding road network, taking into account the yield from MDRS and the cumulative effects of development from PPC76 and other FUZ land in the vicinity of the site. The assessment should include the Station Road / East Street, Golding Road / East Street, and Subway Road / Station Road intersections and determine requirements for any staging of development either with or without the proposed east-west arterial

roads that links Svendsen Road and Golding Road and the proposed eastern arterial ring road. Collaboration with other developers is recommended.

- c) In undertaking further traffic assessment, a trip rate of 0.58 trips per dwelling should be used based on the Supporting Growth Alliance trip rate.
- d) The assessment in b) should determine a trigger (in terms of the number of trips through the intersections) that would result in the need to for their upgrade, and this trigger be incorporated into the Precinct Provisions. Assessment criteria would assist in the consenting process to ensure alignment with appropriate objectives and policies. It is suggested that similar triggers and assessment criteria be included in other precincts for consistency.
- e) Evidence should be provided that justifies the alignment of the proposed north-south collector road, including moving it to the west of that shown on the Pukekohe-Paerata Structure Plan Transport Map and not providing a connection to Yates Road.
- f) If the proposed north-south collector road is not connected to Yates Road, then a new collector road as shown on Figure 27 of the PPC74 should be included in the precinct plan.
- g) Table I4.xxx6.1(T2) should be updated to better reflect the actual mitigation measures required for a walking and cycling connection between PPC74 and Pukekohe Station:

Footpath ~~and separated cycle path~~ connection from the ~~precinct boundary~~ nearest footpath connection from the precinct onto Station Road to Pukekohe Station ~~the nearest existing pedestrian footpath on the eastern side of Station Road.~~

- h) In addition to g), the extent of the walking and cycling paths should be shown on Precinct Plan 1.
- i) It is recommended that a pedestrian crossing facility should be considered in the vicinity of the station to provide a safe crossing.
- j) Precinct Plan 1 should be updated to include the pedestrian / cycle connection over the east-west stream shown in Figure 23 of the ITA on Precinct Plan 1.
- k) It is recommended that the speed limits on Station Road, Yates Road and Golding Road should be reduced as the area is urbanised as part of the Transport Infrastructure required. The requirement to reduce speed limits prior to the operation of any new intersection on Station Road, Yates Road and Golding Road should be included in Table4xx.6.1.1.
- l) Table I4xx6.1.1 Transport Infrastructure (T5) should be amended to delete reference to the 6m wide set back on Golding Road. The requirement should be amended to state that “*Golding Road - upgraded to urban Collector Road (development side only)*”. The ‘collector road’ status should be confirmed with Auckland Transport.

- m) An additional line in Table I4xx6.1.1 Transport Infrastructure should be included to provide for a set back from Royal Doulton Road where this road fronts PPC74. Auckland Transport should advise on the required dimension for the set back. The following wording for insertion into the table is suggested:

Transport Upgrade:

Royal Doulton Road – xxm strip to set aside for future widening / vesting for AT works to upgrade Royal Doulton Road to an arterial road.

Trigger:

Any development with frontage to Royal Doulton Road

- n) An additional standard should be introduced that includes a Rooding Construction Design standards table which includes the key design elements and road reserve widths for each of the internal road types within the precinct and for the upgrades required to the existing roads (Station Road, Yates Road, Golding Road and Royal Doulton Road).
- o) The site frontage of Golding Road should be upgraded to at least collector road standard and this requirement should be included in Table I4xx.6.1.1 Transport Infrastructure Requirements.
- p) The Precinct Provisions should include appropriate objectives, policies, standards and assessment criteria to ensure that any road within PPC74 that extends across a property boundary is designed so that it can be extended across boundaries.
- q) A new standard should be included within the Precinct that would deter the use of the east-west collector roads for heavy industrial traffic. Assessment criteria should be included to ensure that measures are appropriately assessed at the time of consent. The following worded is suggested:

Standard: Heavy Vehicle Access on East-West Collector Roads

Purpose:

Deter heavy industrial traffic from using the east-west collector road east of the Business – Light Industry zoned land

- (1) *Measures to prevent vehicles greater than 3.5 tonnes without a destination in the residential zoned land from using the east-west collector roads east of the Business – Light Industry zoned land shall be implemented on the east-west collector roads.*

Matters of Discretion

Heavy Vehicle Access on East-West Collector Roads

- (1) *Effectiveness of proposed measures*
(2) *Pedestrian and cycle safety*

Assessment Criteria

- (1) *The effectiveness and practicality of the proposed measures to prevent heavy vehicles from using the east-west collector roads east of the Business – Light Industry Zoned land*
 - (2) *The extent that pedestrian and cycle safety is enhanced by the proposed measures.*
- r) The wording of Standard I4xx6.3 – Site Access should be amended to delete reference to “3m” and be modified to add that the standard also applies to any road that is planned to have a shared footpath or protected cycle lane. The following wording is suggested:
- Where subdivision and development adjoins a road with a ~~3m~~ an existing or 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 ~~3m~~ shared footpath, protected cycle lane or the road frontage.*
- s) Footpaths on the eastern side of Golding Road and associated links across the road are not required along the PPC74 frontage with Golding Road.
- t) Vehicle access restrictions on Golding Road should be retained as shown on Precinct Plan 1.

Assessment of the Plan Change

9. The following sections provide an assessment of the traffic and transportation issues identified and listed in Paragraph 7.

Medium Density Residential Standard

10. The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 introduced the requirement for Medium Density Residential Standards (**MDRS**). These standards are required to be notified by Tier 1 Territorial Authorities (such as Auckland Council) by August 2022. The MDRS introduces new standards that allow the intensification of residential sites for up to 3 dwellings as a permitted activity provided it complies with the density standard.
11. The Integrated Transport Assessment (**ITA**) for PPC74 calculates the number of dwellings that may be permitted with the proposed Residential – Mixed Housing Urban (**MHU**) land based on 23 dwellings per hectare of Net Developable Area (NDA).
12. The ITA does not take into account the increased intensification due to MDRS and thus the full potential yield and associated traffic is not forecast or assessed.
13. Auckland Transport in their submission (15.1) raise similar concerns that the MDRS has not been taken into account and that the associated traffic effects have not been assessed.
14. The yield assumed in the ITA would equate to sites of approximately 435m². The MDRS allows building coverage of 50% of the net site area and therefore, three dwellings, as

permitted by MDRS, could be constructed on sites of this size. Therefore, there is the potential for the number of dwellings to be up to three times that assumed in the ITA.

15. The ITA estimates 920 dwellings within the PPC. Taking into account the MDRS, there could be up to 2,760 dwellings on the site. It is acknowledged that limitations on other infrastructure requirements (such as water and wastewater), urban design requirements or market considerations may practically limit the number of dwellings, however, it is evident that the number of dwellings could reasonably be expected to be considerably more than that assumed in the ITA.
16. The ITA in the assessment of the traffic effects of PPC74 relies on the traffic modelling undertaken by the Supporting Growth Alliance (**SGA**) for the Pukekohe-Paerata Structure Plan (**PPSP**). In relying on this assessment, the ITA compares the number of trips forecast for the PPC against the number of trips anticipated to occur from the site under the zoning assumed in the PPSP ITA for the PPC area (Residential – Mixed Housing Suburban). The methodology adopted appears reasonable.
17. However, the trip generation rate used in calculating the number of trips per dwelling for MHU for PPC74 is 0.5 trips per dwelling¹ based on industry standard trip generation rates, rather than 0.58 trips per dwelling which was adopted in the PPSP ITA² and also noted in Section 4.5 of the PPC74 ITA.
18. The Auckland Transport submission (15.1) requested that a more realistic trip rate be used to assess the traffic effects. It is considered appropriate that the trip rate adopted by SGA (0.58 trips per dwelling) should be used for the analysis for consistency.
19. The ITA in Section 4.5 states that whilst there is an overall increase in traffic with PPC74 compared to the PPSP ITA of between 156-241 vehicles per hour, the effect in the peak direction is only an additional 14 vehicles per hour compared to the PPSP, as the majority of the increase in trips is associated with the proposed employment elements of PPC74 rather than the residential component. Utilising the PPSP trip rate and the number of dwellings assumed for PPC74, this would increase to 58 trips, but could be up to an additional 699 trips in the peak direction taking into account the MDRS.
20. On this basis, the traffic effects are likely to be greater than that assessed for the PPSP. I therefore recommended that an assessment of the potential yield of the site be reviewed for the Medium Density Residential Standard, and that appropriate traffic modelling and analysis be undertaken to determine the effects of PPC74 particularly on the local network in the vicinity of PPC74.

Traffic and Transportation Effects

21. PPC74 relies on the assessment of traffic effects for the PPSP, and no assessment of the traffic effects has been undertaken or provided in the PPC74 ITA.
22. The PPSP ITA clearly states that the assessment undertaken is at a macro-level and that further assessment is required for plan changes and in future ITAs. The PPSP ITA was undertaken to inform the planning of the future roading network and location and

¹ PPC74 ITA, Appendix C – Mode Share / Traffic Generation Analysis

² Pukekohe-Paerata Structure Plan – Draft Integrated Transport Assessment and Addendum, 5 September 2019, Table 7-8

intensity of future development; the PPSP ITA did not undertake detailed traffic modelling at the local level as this was expected to be undertaken as plan changes were progressed.

23. Auckland Transport (submission point 15.1) and Heather Clark (submission point 19.1) raise concerns about the traffic effects on the road network and the adequacy of the transport assessment undertaken. John Harris (submission 16.4) raised similar concerns including the need to consider the effects holistically with the adjacent Future Urban Zone (**FUZ**) land.
24. As outlined in paragraphs 16 to 19 above, the PPC74 ITA sought to demonstrate that the traffic generated from the proposed plan change was of a similar order to that assessed by the PPSP ITA and therefore no further assessment is required. However, as outlined above it is considered that there is the potential for much greater traffic to be generated by the PPC.
25. The PPSP Transport Map details the proposed roading structure to support development within Pukekohe and Paerata and the wider area, including Drury. This includes indicative locations of arterial and collector roads (either upgrades or new), walking and cycling networks and public transport.
26. Collector roads are generally considered to be the responsibility of developers to provide as land is developed. These may include new roads within developers' land or upgrades to existing roads where these form frontages to sites. This is common practice.
27. Arterial roads are considered the responsibility of the road controlling authority (e.g. Auckland Transport) as these provide for more strategic movements. These roads are partially funded through development contributions collected from developers.
28. Of relevance to PPC74 are:
 - a) East-west arterial road linking Svendsen Road to Golding Road
 - b) Eastern arterial ring road around the eastern side of Pukekohe from Golding Road to Paerata Road
29. These are highlighted in Figure 1 which is an extract from the PPSP Transport Plan. In addition to the two roads highlighted above, Golding Road is shown to be upgraded to an arterial road. However, Auckland Transport has noted in their submission that this road maybe a collector road along the frontage to this site.
30. The SGA is currently in the process of undertaking further investigation into these roads to confirm alignments and to develop business cases for their construction. Whilst the investigation is on the way, there is still uncertainty as to their exact alignment and form; there is currently no funding for their construction. Therefore, it is not known when these roads would be constructed. The PPSP ITA Section 9.4.5 states that it is anticipated that the eastern ring route would likely be developed in sections in line with development.

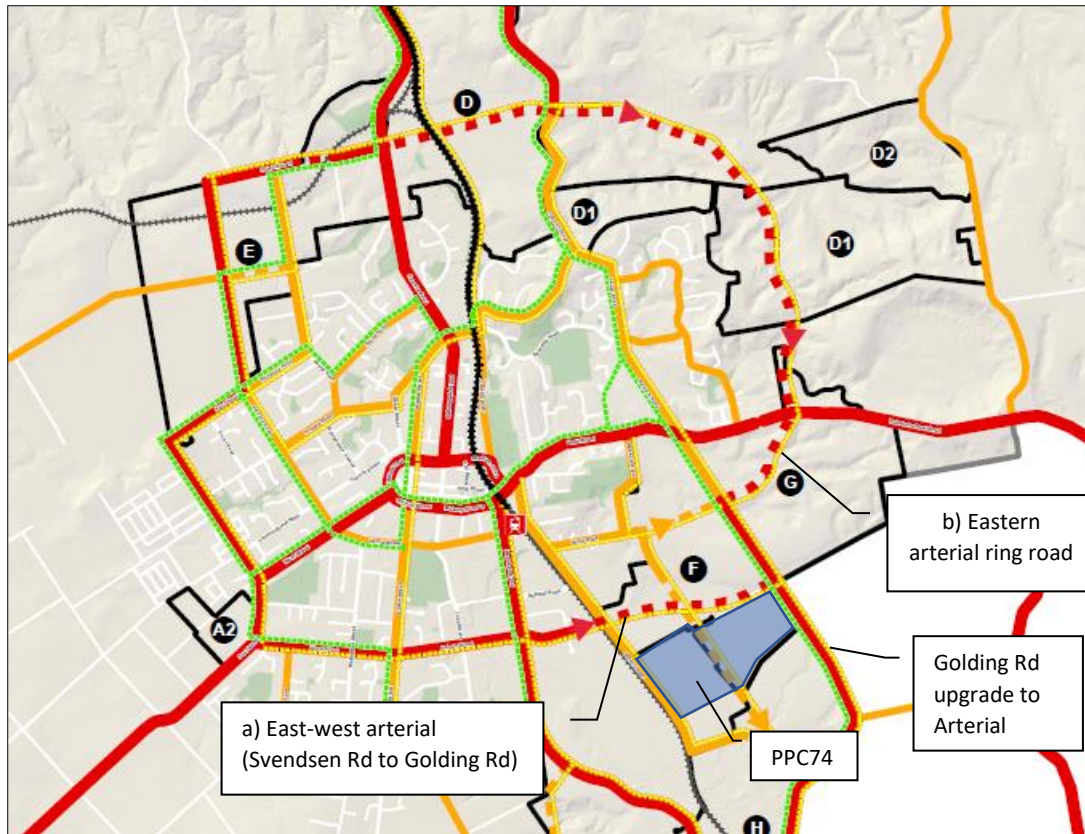


Figure 1 - Extract from PPSP Transport Map Showing Key Arterial Roads

31. Given this uncertainty, PPC74 cannot rely on the construction of these roads to accommodate traffic from the development, at least in the short to medium term. Therefore, the traffic effects of the development need to be assessed to determine if staging of the development is necessary to manage the effects of the plan change in lieu of the construction of these arterial roads. Assessment is also required to identify if other local improvements are required to support the full build out of the plan change, as this level of detail was beyond the scope of the PPSP traffic modelling.
32. Of note are the Station Road / East Street intersection and the Golding Road / East Street roundabout as these are key intersections to accommodate traffic from the development, particularly before the construction of the eastern ring road arterial, as East Street provides an existing arterial connection to the wider road network. The PPC74 ITA (Section 7.4) highlights these two intersections as having the need for upgrades.
33. It is acknowledged that Special Information requirements in the PPC74 Precinct Provisions (I4xx.8.3) requires a Traffic Assessment for these intersections for every 100 dwellings/lots to determine the need for these intersections to be upgraded. This does not provide guidance to developers, planners, or Auckland Transport as to when these intersections would require upgrading, the form of the upgrade or cost. The capacity of these intersections is likely to limit the amount of development that could occur for PPC74 (or on surrounding land) until the intersections are upgraded and / or the arterial roads are constructed. Analysis is required to determine what upgrades would be necessary and associated costs.

34. In addition to these two intersections, the Subway Road / Station Road intersection provides access to the southern area of Pukekohe including retail and employment opportunities.
35. All these intersections will be affected by PPC74 and other development in the area as other FUZ land is rezoned. It is noted that Private Plan Change 76 (Kohe) has also been notified and is currently closed for submissions. There will be cumulative effects from PPC74, PPC76 and from future rezoning of other adjacent FUZ land.
36. The traffic effects of PPC74 have not been adequately assessed, particularly within the surrounding road network, and assessment has not taken into consideration that key arterial roads are not currently funded or committed projects.
37. In my opinion, traffic assessment is required to determine the effects of PPC74 on the surrounding road network (including the Station Road / East Street, Golding Road / East Street, and Subway Road / Station Road intersections) and to determine requirements for any staging of development either with or without the arterial roads noted above. The assessment should consider the cumulative effects of other development (notably PPC76 and other FUZ land).
38. Considering the wider transport network (including the State Highway One Southern Motorway and interchanges at Drury and Papakura), these are strategic assets and will be affected by development across the Southern Growth Node. The development within the PPC was foreseen as this is within FUZ land and is included in the PPSP which has informed the transport requirements within the area. Given the remoteness from the site and the traffic contribution from the whole of the southern area, it is not possible to determine the specific contribution to traffic effects on these assets from one particular development. Further the MDRS will add to the demand for travel and is a common issue that needs to be considered on a region wide basis, as this not only affects the quantum of the original planned growth, but additional growth in already live zoned areas. It is therefore my view, that traffic assessment should be limited to the local area where effects of PPC74 can be quantified.

Infrastructure Funding

39. The PPC74 ITA describes the future roading network in the vicinity of the site. This includes:
 - a) east-west arterial road from Svendsen Road to Golding Road
 - b) eastern arterial ring road around Pukekohe.
40. These roads will provide a route for development traffic to travel to the wider road network, bypassing much of the existing local road network (including the East Street intersections with Station Road and Golding Road).
41. The PPC74 ITA relies on the traffic assessment for the PPSP, including the proposed roading network. However, these two arterial roads are currently not committed or funded, other than for investigation. Therefore, there is no certainty as to when these would be delivered, or their associated costs.
42. Submissions from Auckland Transport (submission point 15.2) and Auckland Council as Submitter (submission point 24.1) raise concerns about the funding and financing of this infrastructure.

43. The submitters are concerned that there is insufficient information currently available on these transport upgrades to be able to collect development contributions, and therefore, this would affect the funding for these measures. The developer for PPC74 may not provide a fair contribution to these projects, even though the developer would gain direct benefit from these roads.
44. The uncertainty over the projects is highlighted in the concluding paragraph of Section 8.5 of the PPSP ITA where it states that:

Generally, it should be noted that the majority of transport infrastructure identified in this ITA is not currently funded and accordingly there is potential for the delivery of this infrastructure to lag behind future Plan Change processes. There will need to be consideration in any Plan Change provisions to encourage land owners/developers to seek the same transport and land use outcomes as identified in this ITA. This may require collaborative design processes and alternative funding mechanisms as noted above to deliver planned transport infrastructure in a timely manner.

45. As stated in the PPSP ITA, in lieu of Auckland Transport being able to fund these measures, alternative funding mechanisms should be considered and included in the precinct provisions; this would need to apply to all development when the FUZ land is rezoned.
46. The ITA for PPC74 has not undertaken any analysis to determine what level of development could be achieved prior to the construction of these two arterial roads. Therefore, any necessary staging of development has not been identified to ensure traffic effects are appropriately managed until these roads are constructed.
47. The area of funding and financing of transport infrastructure is outside of my area of expertise and therefore, I would rely on others to determine the appropriate alternative mechanisms to fund this infrastructure. However, I would consider that analysis of the quantum of development that could be achieved prior to the implementation of these two arterial roads should be undertaken. This should be undertaken collaboratively with other developers in the area, including PPC76.
48. With regards to the effects of the development on the wider transport network, upgrades to the SH1 motorway and interchanges, and electrification of the North Island Main Trunk Line from Pukekohe are committed and funded projects and are under construction or about to commence construction. These projects should have taken into account development at this site as it is within the existing FUZ.

Alignment of Roding Network with Pukekohe-Paerata Structure Plan

49. The proposed roading network shown on the Precinct Plan 1 does not align with the indicative transport network included in the PPSP and is inconsistent with the Implementation Plan included in the PPC74 ITA Figure 27. Extracts of Precinct Plan 1, the PPSP transport network, and PPC74 ITA Figure 27 are replicated below for reference in Figure 2, Figure 3 and Figure 4 respectively.

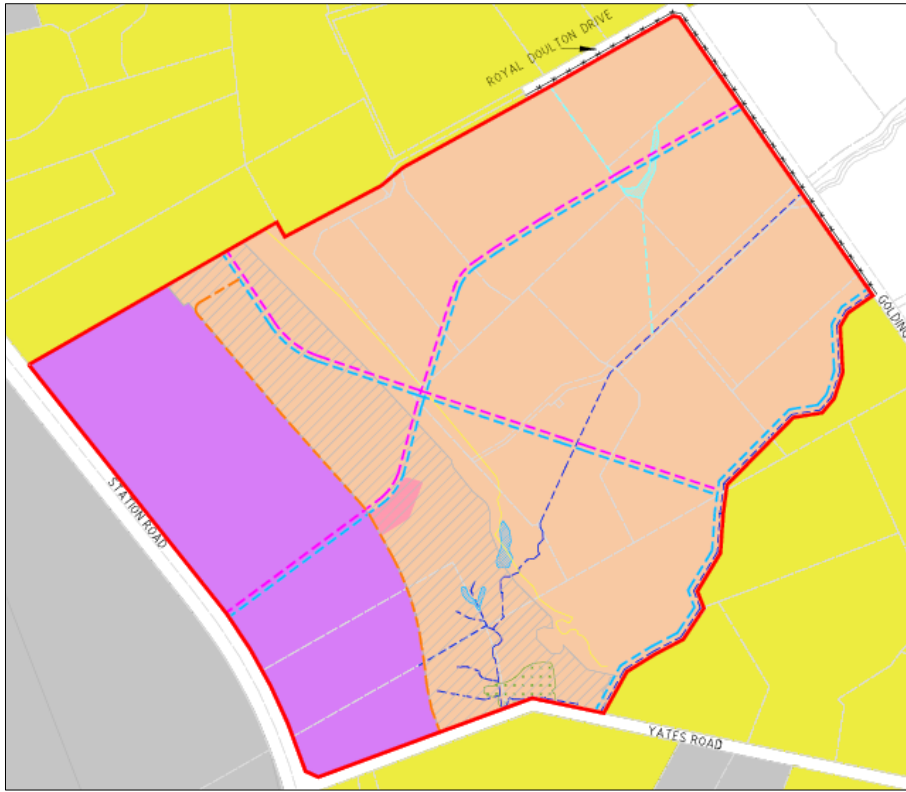


Figure 2 - Extract from Precinct Plan 1

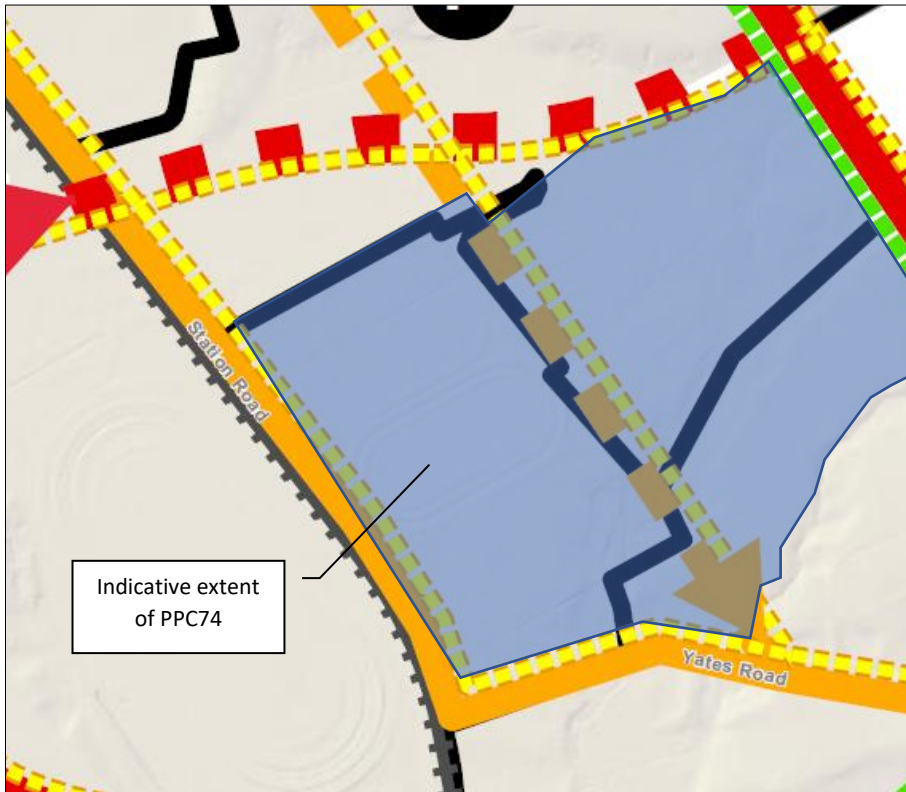


Figure 3 - Extract from PPSP Transport Map



Figure 4 - Extract of Figure 27 of Implement Plan, PPC74 ITA

50. Figure 2 shows Precinct Plan 1 with collector roads shown as magenta dashed lines, which run north-south and east-west through the centre of the site. The PPSP Transport Map in Figure 3, only shows a north-south collector road (thick yellow dashed line), and the collector road connects to Yates Road to the south of the precinct. In contrast, Figure 4 is an extract of the implementation plan in the PPC74 ITA which shows as green lines two east-west collector roads (one through the centre of the PPC area and one towards the southern-eastern extent of the PPC area), and one north-south collector road.
51. The north-south collector road does not connect to Yates Road on either the Precinct Plan or the ITA implementation plan. The ITA implementation plan provides an east-west collector road along the south-eastern boundary of the site which connects the north-south collector road to Yates Road (and Golding Road).
52. In addition to these inconsistencies, it is noted that Precinct Plan 1 does not align with the Concept Master Plan included with the Notified documentation. It would appear that the ITA implementation plan is based on the Concept Master Plan as included in the notified documentation.
53. Auckland Transport's submission point 15.6 raises concerns about the alignment of the north-south collector road shown on the Precinct Plan as this does not connect through to Yates Road.
54. Section 5.2 of the ITA describes the proposed collector road network. It acknowledges that the north-south collector road does not connect directly through to Yates Road to the south of PPC74. The ITA recommends that the road along the south-eastern boundary of the plan change area should be a collector road which would provide the connection to the south.

55. The alignment of the north-south collector road on the Precinct Plan is shown further to the west compared to the PPSP. The ITA recommends that to the north of the plan change area that the road should curve so it would realign to be consistent with Youngs Grove and so that it crosses the future east-west arterial road at 90 degrees.
56. It is acknowledged that the PPSP roading network is indicative and that the exact alignments would be subject to further investigation and design to take into account constraints such as topography, streams, and geotechnical issues. However, no evidence is provided in the notified documents to justify the proposed alignments of the north-south collector road.
57. Existing streams are shown on Precinct Plan 1. These streams may limit opportunities to provide connections across the stream and therefore accessibility through the site for north-south movements and to either the proposed east-west arterial road north of the precinct or the east-west collector road shown through the centre of PPC74. The collector road shown in Figure 27 of the ITA (Figure 4 above), would improve east-west movements
58. The Precinct Plan shows indicative key walking and cycling routes which are in addition to those shown in the PPSP which only shows routes on the existing roads bordering the PPC74. These routes are supported as they would provide facilities for active modes and improve accessibility and permeability through the site for active mode users.
59. In my opinion, evidence should be provided that justifies the alignment of the proposed north-south Collector Road, including moving it to the west of that shown on the Precinct Plan and not providing a connection to Yates Road. If the road is not connected to Yates Road, then a new collector road as shown on Figure 27 of the PPC74 should be included in the precinct plan.

Precinct Provisions

60. The Precinct Provisions and Precinct Plans propose Standards and requirements for measures to manage and mitigate the traffic effects of the development. In summary these are:
 - a) Standard I4XX6.1 – Transport Infrastructure Requirements and Table I4xx.6.1.1 – Transport Infrastructure Requirements describes a number of transport upgrades and when they would be required.
 - b) Standard I4xx6.3 – Site Access describes requirements for vehicle access restrictions across any road that fronts a 3m shared footpath or protected cycle lane.
 - c) I4XX.8.2 Special Information Requirements – Traffic Assessment provides a requirement for the assessment of the operation of the Station Road / East Street intersection and the Golding Road / East Street roundabout for every 100 dwellings.
 - d) Precinct Plan 1 shows the indicative location of Collector Roads, a Local Road and key walking and cycling routes.
61. Section 11 of the ITA provides details of a number of projects that have been identified as being required to support PPC74 and are summarised in ITA Table 11-1 and illustrated in ITA Figure 27.

62. A comparison of the Precinct Provisions and the ITA reveal that there are measures that are recommended in the ITA that have not been included in the Precinct. This means that the traffic effects of PPC74 would not be adequately addressed. These matters include:
- a) Different indicative layout of collector roads
 - b) Extent and type of active mode facilities along Station Road between the PPC and Pukekohe Station
 - c) Requirement for the upgrades of Station Road / East Street intersection, and Golding Road / East Street roundabout.
 - d) Link for active modes over the stream that runs north-east to south-west through the centre of the site.
 - e) Requirement for the reduction in speed limits on Station Road, Yates Road (and Golding Road) as the area is urbanised.
63. Submitters have raised concerns that the level of detail included in the Precinct is insufficient to provide certainty over what transport infrastructure is to be provided.
64. Discussed in the following paragraphs are the issues outlined in paragraph 62.

Layout of Collector Roads

65. The proposed roading layout in relation to its consistency with the PPSP and the recommended layout was discussed in Paragraphs 49 to 59. This is not repeated here other than to reiterate that it is my opinion that evidence should be provided to justify the modified layout of the roading network from that presented in the PPSP, and that should the north-south collector road not connect directly to Yates Road, that the east-west Collector Road shown in ITA Figure 27 at the south-eastern edge of the PPC74 area should provide a connection between Yates Road and Golding Road.

Extent and form of active mode measures on Station Road

66. To provide a connection between PPC74 and Pukekohe Station, the ITA recommends that facilities for pedestrians and cyclists be provided along Station Road between PPC74 and the station. The extent of these measures is shown on ITA Figure 27 as a dark blue line.
67. Table I4xx.6.1.1 – Transport Infrastructure Requirements, item T2 requires a “*Footpath connection from the precinct boundary to the nearest existing pedestrian footpath on the eastern side of Station Road*”.
68. Section 2.5.3 of the ITA states that from the station, the closest point of the PPC area on Station Road is 1.1km and the furthest distance at the southern end of Station Road is 1.8km. It also notes that the southern corner of the site at Golding Road is 2.7km from the station.

69. Section 5.5.2 of the ITA states that guidance for the walk distance from a station is around 1.5km. Therefore, it is evident that much of the site is not within a typical walking distance of the station. Given that the residential component of the site is located east of the proposed industrial area, this would limit the attractiveness of the station for residents to walk to the station to use rail as a means to travel to the wider Auckland region. However, the residential component would be within easy cycling distance of the station, particularly given the availability for electric bikes and scooters.
70. There is no footpath or cycle path along the Station Road site frontage or for some distance to the north along Station Road, although a footpath has recently been constructed on both sides of Station Road north of Subway Road. This means that there is no safe facility for pedestrians or cyclists to reach Pukekohe Station.
71. The Precinct's proposed transport upgrade of a 'footpath' provides a lower level of provision than that recommended in the ITA and would not meet AUP Policy B2.3.2 (2) and B3.3.2(1)(e) and B3.3.2, and the objectives of AUP Chapter E27.2(2) that requires an integrated transport network that provides for public transport, cycling and walking. To maximise the accessibility to Pukekohe Station, facilities should include both footpaths and cycle paths.
72. The Auckland Transport submission point 15.9 raises the concerns over the adequacy of the precinct provisions to provide for walking and cycling connectivity to the station and requests the provisions and Precinct Plan 1 be amended. Waka Kotahi – NZ Transport Agency's submission point 18.1, requests that appropriate multi-modal connections beyond the site and other measures should be provided to reduce the reliance on private vehicle travel.
73. Based on the above assessment and the submissions, it is my opinion that to provide for access to the station for active modes, a footpath and a separated cycle path should be provided along the Station Road site frontage and along Station Road for the extent shown on Figure 27 of the ITA. I suggest that Table I4.xxx6.1(T2) should be updated to read:
- Footpath and separated cycle path connection from the ~~precinct boundary~~ nearest footpath connection from the precinct onto Station Road to Pukekohe Station the nearest existing pedestrian footpath on the eastern side of Station Road.*
74. In addition, I would recommend that the extent of the measures is shown on Precinct Plan 1.
75. Whilst the measures will provide a facility for pedestrians and cyclists to walk along Station Road, crossing Station Road could still be a barrier for some users, particularly children accessing the station to go to school or college. PPC74 would increase demand for crossing Station Road over the existing demand, and I would suggest a pedestrian crossing facility should be considered in the vicinity of the station.

Requirement for the upgrades of Station Road / East Street intersection, and Golding Road / East Street roundabout.

76. Special Information Requirements I4XX8.3 – Transport Assessment require a Traffic Assessment which assesses the need to upgrade the Station Road / East Street intersection or the Golding Road / East Street roundabout for every 100 dwellings.
77. No assessment of the traffic effects of these intersections has been undertaken and therefore, there is no certainty as to when upgrades may be required. This is of particular concern given that the timing of the arterial road network in the vicinity of the site (particularly the east-west connection between Svendsen Road and Golding Road, and the eastern ring road) is uncertain and unfunded. This places greater reliance on these two intersections for motorists to access the wider road network, as discussed above.
78. The Special Information Requirement only requires an assessment of the traffic effects to determine if an upgrade to these intersections is required; it does not require an upgrade to be constructed if one is identified. Whilst Table 11-1 in the ITA highlights these two intersections as requiring upgrades, these are not included in Table I4xx.6.1.1 in the Precinct Provisions. Therefore, there is no certainty that the upgrades will be provided to support PPC74.
79. The submission by Heather Clark (submission point 19.1) raises concerns about the effects of the development on Golding Road and the surrounding road network and requests that the precinct should include a requirement for roading upgrades if these are needed. Auckland Transport in submission point 15.4 request that appropriate triggers and / or assessment criteria be included for transport upgrades.
80. It is recognised that PPC74 is likely to be just one contributory factor to the upgrades of these intersections, as other development such as PPC76 (if approved) or if other FUZ land is live zoned, would also contribute to traffic and traffic effects at these intersections.
81. Due to the lack of assessment on the traffic effects of these intersections, it is not possible to determine when an upgrade is required, or what that upgrade may entail. In my opinion, further analysis is required for these two intersections that take into account PPC74, notified PPC76 and possible development that could occur in the adjacent FUZ land. This assessment should determine a trigger (in terms of the number of trips through the intersection) that would result in the need to upgrade the intersections, and this trigger be incorporated into the Precinct Provisions. Assessment criteria would assist in the consenting process to ensure alignment with appropriate objectives and policies. I would suggest that similar triggers and assessment criteria be included in other precincts in the vicinity of PPC 74 for consistency.

Link for active modes over the stream that runs north-east to south-west through the centre of the site.

82. Precinct Plan 1 shows the proposed key walking and cycling routes. The ITA includes Figure 23 which shows these routes, plus an additional connection over the stream that runs north-east to south-west through the site. This is shown circled in red in Figure 5 below for ease of reference.



Figure 5 - Location of additional walking / cycling connection over stream (circled)

- 83. The connection in the ITA would improve connectivity for pedestrians and cyclists through the residential development where the stream would otherwise form a barrier for active mode movement between the different parts of PPC74.
- 84. In my view, the additional connection shown in the ITA should be included on Precinct Plan 1.

Requirement for the reduction in speed limits on Station Road, Yates Road (and Golding Road) as the area is urbanised.

- 85. Station Road and Yates Road have a posted speed limit of 80km/h and Golding Road 100km/h. PPC74 will urbanise the area and therefore a reduction in the speed limits would be appropriate for the safe operation of intersections and road network.
- 86. New intersections will be formed on Station Road, Yates Road, and Golding Road. Should the speed limits remain as they currently are, this will affect the design of the intersections as factors such as sight lines are dependent on vehicle speeds. This would particularly affect Yates Road which has a series of bends along its length, and Golding Road which although it has a straight alignment, is undulating and therefore sight lines are restricted by vertical crests. The combination of these features and vehicle speeds could affect the placement of intersections.
- 87. For the safety of road users, I consider that the speed limits on Station Road, Yates Road and Golding Road should be reduced as the area is urbanised. Therefore, I would recommend that a requirement in Table 4xx.6.1 should be that the speed limits on these roads should be reduced prior to the operation of any new intersection. In making this recommendation, I note that there are statutory processes for changing speed limits and that this includes the requirement for public consultation.

6m Set back on Golding Road

88. Table 4xx.6.1(T5) requires a 6m set back strip on Golding Road to allow for the future upgrade of Golding Road to arterial standard by Auckland Transport.
89. It is understood from the Clause 23 response to Item T15 that this requirement has been derived from the 32m cross-section for urban arterials on the ITA for the PPSP.
90. The setback has been raised as a concern for Auckland Transport in submission 15.3 and by YLH Holdings Limited in submission 28.1.
91. Auckland Transport has stated in their submission that the current investigations by the SGA are that Golding Road is not required to be of arterial standard. If this is the case the 6m wide set back would not be required.
92. If Golding Road along the site frontage is not required to be an arterial road, then it will still require upgrading to urban standard, and likely be to collector road standard. The provision of collector roads is generally the responsibility of developers.
93. It is noted that the eastern side of Golding Road is in the Waikato region, and that there is no planned development east of Golding Road. Therefore, the roading upgrade may not occur about the existing centre line which could impact on the set back required for the road. It is also noted that intersections along Golding Road may require widening to provide for turning lanes.
94. Based on the submission from Auckland Transport it is my opinion that the requirement for the 6m wide set back is no longer required if the road is not required to be an arterial road, however, the requirement for the upgrade to urban standard would be required. This should be included in Table i4xx.6.1.1 Transport Infrastructure Required. Advice should be sought from Auckland Transport as to the form of the upgrade for Golding Road along the site frontage.

Roading Construction Standards

95. The Precinct Provisions do not provide any details of the road construction standards for roads within the precinct or for the upgrades of the surrounding roads, including Station Road, Golding Road, Yates Road and Royal Doulton Road.
96. The ITA discusses the design of the internal roads in Sections 5.2 and 5.3, including typical cross-sections shown in ITA Figures 18 and 21. These cross-sections show the overall road reserve width and key components of these roads.
97. In Section 2.8 of the ITA, the cross-sections of the proposed arterial roads (Golding Road and Royal Doulton Road) and collector roads (Station Road and Yates Road) are discussed.
98. Auckland Transport's submission raises a number of submission points on this matter. Submission points 15.3, 15.7 and 15.8 request the provision of standards relating to minimum road reserve widths and key design elements including internal roads and roads to be upgraded (including Golding Road, Royal Doulton Road, Station Road and Yates Road) be included in a table of roading construction standards.

99. As the Precinct Provisions do not provide any detail of the key design elements or road cross-sections of either the upgrades to the existing roads or the proposed internal roads, this means that there is uncertainty of the facilities to be provided. To provide certainty to Auckland Transport (who would be the owner and operator of these roads), to the developer and to Council planners it is considered that the key design elements for both internal roads and upgraded roads should be included in a Standard within the precinct.
100. The Transport Upgrades Table I4xx6.1.1 does not provide any reference to a requirement to allow for the upgrade of Royal Doulton Road even though PPC74 directly abuts this road, and there is no requirement to upgrade Golding Road, only to provide a 6m set back.
101. Whilst Royal Doulton Road is to be upgraded to an arterial road, it is common practice for developers to provide upgrades to at least collector road standard until the road is upgraded by Auckland Transport. However, Royal Doulton Road is currently a cul-de-sac and therefore carries low traffic volumes and thus an upgrade to collector road standard would not be required. However, there should be sufficient set back to allow the future upgrade of the road. I recommend that Table I4xx6.1.1. should be amended with an additional row to allow for a set back from Royal Doulton Road where it fronts PPC74. The following wording for insertion into the table is suggested:

Transport Upgrade:

Royal Doulton Road – xxm strip to set aside for future widening / vesting for AT works to upgrade Royal Doulton Road to an arterial road.

Trigger:

Any development with frontage to Royal Doulton Road

102. Auckland Transport should advise the dimension for the set back.
103. The proposed vehicle access restriction on Royal Doulton Road is considered to be appropriate as this will ensure that development within the PPC area will be designed with access from the internal local PPC road network and avoid direct access onto Royal Doulton Road which may need to be removed in the future when the road is upgraded.
104. Other Plan Changes have recently included a Rooding Construction Design standards table. This table sets out the key design elements that each road type of upgrade must provide, together with an overall road reserve width. This approach provides certainty on the transport elements to be provided whilst providing flexibility to allow for changes in the widths of various design components to allow for development of design standards and site specific conditions.
105. I consider that the precinct should include a table of the Rooding Construction Design standards which includes key design elements to ensure that measures required to mitigate the effects of the development, including providing for active modes are provided. An example table is included in Attachment 1.
106. As is common practice for upgrading roads to urban standard where they front development sites, it is my view that the upgrade to Golding Road to at least collector

road standard should be included in Table I4xx.6.1.1 Transport Infrastructure Requirements.

Practicality of extending proposed roads to adjacent land / across boundaries

107. Auckland Transport submission points 15.3, 15.4 and 15.6 request that the precinct ensure that the proposed indicative internal roads where they cross boundaries between properties, particularly external to PPC74, can feasibly be extended.
108. Precinct Plan 1 shows a single connection from PPC74 across the boundary to adjacent land. This connection is the north-south collector road. The alignment of this north-south road has been adjusted from the PPSP and requires the road to be curved to the north of the plan change area to be realigned with the PPSP location and to connect to Yates Grove to the north.
109. Notwithstanding, the Masterplan Concept Plan, and a number of figures within the ITA show different internal road layouts of PPC74, including local roads. These figures show that there are possible other roads that could cross site boundaries.
110. To ensure that designs are feasible, and that consideration is given to how these roads would connect across boundaries, I consider that the Precinct Provisions should include appropriate objectives, policies, standards, and assessment criteria.

Industrial traffic may utilise roads through residential areas

111. Auckland Transport submission point 15.6 requests that measures are included within the Precinct so that business related traffic are deterred from travelling from the industrial zoned land through the residential zoned land.
112. This would be of particular concern prior to the completion of the east-west arterial road between Svendsen Road and Golding Road.
113. It is concurred that prior to the construction of the east-west arterial road, that industrial traffic that is seeking to access the wider road network, is likely to prefer using the east-west collector road through the centre of the site to access Golding Road and to use the East Street roundabout, as it would be easier to make right turns than at the Station Road / East Street intersection. However, heavy vehicles pose an increased risk to safety for pedestrians and cyclists, particularly in a residential area.
114. In my opinion, measures should be included within the Precinct that would deter the use of the east-west collector roads for heavy industrial traffic, particularly before the construction of the east-west arterial road. Such measures could include traffic calming on the collector road, restrictions on the type of vehicles that may use the road or staging of development so that residential development does not occur along the collector road.
115. It is recommended that the Precinct Provisions should include a Standard that requires measures to deter heavy industrial traffic from using the east-west collector road east of the industrial area. Assessment criteria should be included to ensure that measures are appropriately assessed at the time of consent. Suggested wording is provided below:

Standard: Heavy Vehicle Access on East-West Collector Roads

Purpose:

Deter heavy industrial traffic from using the east-west collector road east of the Business – Light Industry zoned land

- (1) *Measures to prevent vehicles greater than 3.5 tonnes without a destination in the residential zoned land from using the east-west collector roads east of the Business – Light Industry zoned land shall be implemented on the east-west collector road.*

Matters of Discretion

Heavy Vehicle Access on East-West Collector Roads

- (1) *Effectiveness of proposed measures*
(2) *Pedestrian and cycle safety*

Assessment Criteria

- (1) *The effectiveness and practicality of the proposed measures to prevent heavy vehicles from using the east-west collector roads east of the Business – Light Industry Zoned land*
(2) *The extent that pedestrian and cycle safety is enhanced by the proposed measures.*

Alignment of walking and cycling routes should be along a cadastral boundary

116. Submission point 28.2 of YLH Holdings Limited's submission requests that walking and cycling routes should be aligned along cadastral boundaries so as not to make small areas of land difficult to develop. It is understood the specific concern is around the area circled in red in Figure 6 in the extract from Precinct Plan 1.

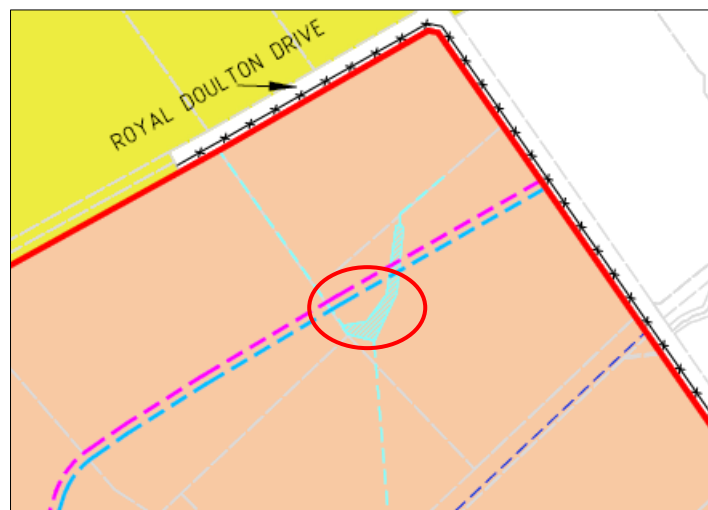


Figure 6 - Area of concern for footpath / cycle path not along cadastral boundary (extract from Precinct Plan 1)

117. It would appear to be sensible to align roads or paths along cadastral boundaries but there may be reasons why this is not possible, such as the presence of streams. This

may be the case in this instance as indicated by the cyan lines and hatching. Further information would be required to determine if the road could be realigned.

118. I do not have sufficient information to provide any recommendations on this submission point as the alignment is dependent on the interaction between the proposed road and walking / cycling route and the stream.

Standard I4XX6.3 Site Access

119. Standard I4xx.6.3 Site Access requires access to be prevented across roads with a 3m shared footpath or protected cycle lane. This is required for the safety of cyclists and pedestrians.
120. Whilst the standard is supported, it is considered that the standard should be modified to delete the reference to “3m”, as the safety implications on vehicle access across the path is the same regardless of the width of the cycle facility.
121. In addition, to future proof roads which are planned to have shared paths or protected cycle facilities against vehicle accesses, such as on Royal Doulton Road, it is considered that the standard should be modified to include reference to proposed cycle facilities.
122. On this basis, I suggest that the wording of the standard should be modified to:

Where subdivision and development adjoins a road with a ~~3m~~ an existing or 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 ~~3m~~ shared footpath, protected cycle lane or the road frontage.

Other Submissions Points

123. Analysis is provided below on other submission points in relation to traffic and transportation where they have not been addressed elsewhere this report.

Pathways and linkages to the eastern side of Golding Road

124. Wobinda Farms Limited submission point 23.1 requests that links to footpaths on the eastern side of Golding Road be included in the Precinct.
125. The land to the east of Golding Road is to remain undeveloped and therefore, a footpath on the eastern side of Golding Road, and links across Golding Road are not required. However, should the land be developed in the future, facilities could be provided at that stage.

Number of intersections on Golding Road

126. Wobinda Farms Limited submission point 23.2 raises concerns about the number of intersections onto Golding Road and that this would be at odds with Golding Road being upgraded to an arterial road.
127. The Precinct Plan shows a single road connecting to Golding Road from within the plan change area. This is required to provide access to Golding Road in the interim period

before the construction of the east-west arterial to the north of the plan change area and to provide for the distribution of traffic through PPC74.

128. The Concept Masterplan does show an indicative local road network, including additional roads connecting to Golding Road. In addition, Auckland Transport have stated in their submission that Golding Road may be downgraded to a collector road.
129. In my view, the design of the local road network can be left to the consenting stage and the need for intersections onto Golding Road can be determined at that stage when more detail is likely to be known about the status of Golding Road.

Vehicle Access Restriction on Golding Road

130. Submission point 28.1 of YLH Holdings Limited's submission considers that a vehicle access restriction along Golding Road is not required.
131. Arterial roads in the AUP have vehicle access restrictions. The inclusion of the vehicle access restriction on Precinct Plan 1 is needed to ensure that this requirement is not compromised prior to the upgrade of the road.
132. Auckland Transport has stated in their submission that Golding Road may be downgraded to a collector road. However, until that decision is made it is appropriate to retain the vehicle access restriction.
133. It is also noted that if Golding Road along the site frontage were to be a collector road, this would likely include the requirement for separated cycle facilities along Golding Road. Standard I4xx.6.3 would result in a similar restriction on vehicle access onto Golding Road in such a circumstance.
134. Therefore, it is my view that the vehicle access restriction should be retained.

Martin Peake

18 July 2022

Attachment 1

Example Road Construction Design Standards Table (Note: Rows populated as examples only)

Road name	Proposed role and function of road in precinct area	Minimum road reserve width ¹	Total number of lanes	Design speed	Median	Cycle provision ²	Pedestrian provision	Freight heavy vehicle route	Access restriction	Bus provision ³
East-west collector road	Collector Road (east of industrial zoned land)	Xx m	2 x 3.5m	40km/h	No	Yes, both sides	Yes, both sides	No	No	No
Station Road	Collector Road	Xx m	2 x 3.5m	50km/h	No	Yes, one side ⁴	Yes, one side ⁵	Yes	Where required by Standard I4xx6.3	Yes
Local roads in Business – Light Industry Zone	Local Road designed for heavy vehicles	Xx m	2 x 3.5m	30km/h	No	No	Yes, both sides	Yes	No	No

Notes:

1. Typical minimum width may need to be varied in specific locations where required to accommodate batters, structures, stormwater treatment, intersection design, significant constraints or other localised requirements.
2. Cycle provision generally not required on local roads where design speeds are 30km/h or less and traffic volumes are fewer than 2,000 vehicles per day.
3. Carriageway lanes and geometry of intersections capable of accommodating buses.
4. Cycle provision on other side intended when adjoining sites are developed.
5. Pedestrian provision on other side intended when adjoining sites are developed.

Private Plan Change 74 – Golding Meadows (PPC74)

Specialist Review (urban design, landscape and visual effects) on behalf of Auckland Council

Rebecca Skidmore (RA Skidmore Urban Design)

1.0 Introduction

- 1.1 My name is Rebecca Skidmore. I am an Urban Designer and Landscape Architect. I hold a Bachelor of Science degree from Canterbury University (1987), a Bachelor of Landscape Architecture (Hons) degree from Lincoln University (1990), and a Master of Built Environment (Urban Design) degree from Queensland University of Technology in Brisbane (1995).
- 1.2 I have approximately 25 years professional experience, practising in both local government and the private sector. In these positions I have assisted with district plan preparation and I have assessed and reviewed a wide range of resource consent applications throughout the country. These assessments relate to a range of rural, residential and commercial proposals.
- 1.3 I regularly assist councils with policy and district plan development in relation to growth management, urban design, landscape, character and amenity matters.
- 1.4 I am an accredited independent hearing commissioner. I also regularly provide expert evidence in the Environment Court and I have appeared as the Court's witness in the past.
- 1.5 I was engaged by Auckland Council at the time the application for PPC74 was lodged. My role has been to:
 - Review the original plan change application documents;
 - Visit the site;
 - Identify matters, within my area of expertise, that required further information from the applicant, and assessing the applicant's response;
 - Review the submissions and further submissions;
 - Identify issues relevant to my area of expertise;
 - Give my expert opinion on the issues, with recommendations where appropriate;
 - Provide this Review as part of Councils RMA s42A reporting process to the Commissioners.
- 1.6 In preparing this Review I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note (2014) and agree to comply with it. Except where I state that I am relying on the specified evidence of another person, the content of this Review is within my area of expertise. I have not omitted

to consider material facts known to me that might alter or detract from the opinions I express.

2.0 Summary

2.1 I rely on the reporting planner to explain PPC74 including its location and what the plan change is seeking.

2.2 I have identified the following issues relevant to my area of expertise:

2.2.1 The relationship of the PPC74 to the rail station and active mode connectivity to it;

2.2.2 Provisions relating to the relationship of streets to stream corridors;

2.2.3 Visual effects relating to acoustic barrier;

2.2.4 Zone interface with Golding Road.

2.3 The recommendations I make in respect of these issues are:

2.3.1 Ensure good quality active mode (both pedestrian and cycle) connections between the PPC area and the railway station are provided prior to the residential neighbourhood establishing;

2.3.2 Include policy direction to emphasise the structuring role of the primary stream network in the neighbourhood and to encourage a positive address to these corridors with public streets edging the corridors where the topography enables.

2.3.3 Require mitigation of any noise attenuation wall where it will be visible from Station Road or residential properties to the east;

2.3.4 Include precinct provisions, such as a subdivision control, to require a comprehensive approach to the Golding Road interface. This may include controls on fencing treatment, an increased setback and requirement for landscaping, including tree planting along the Golding Road, in order to create a softer interface at the urban edge.

Positive Features of the Plan Change

2.4 In respect of urban design, landscape and visual effects considerations, I support the following features of the plan change:

2.4.1 The distribution of zones, and particularly the use of the Business: Light Industry zone to provide a buffer between Pukekohe Park and the proposed residential environment and the inclusion of a Business – Neighbourhood Centre zone to serve the surrounding residential and light industry neighbourhoods;

2.4.2 The identification of important natural features (such as streams, wetlands and SEA) on the Precinct Plan as these will be important structuring elements for the neighbourhood;

2.4.3 Identification of an indicative neighbourhood park on the precinct plan and the location indicated with good visibility and access from key vehicle and active mode routes and proximity to the Neighbourhood Centre zone.

3.0 Zone Distribution and Connectivity to Train Station

3.1 The PPC locates the Business: Light Industry zone as an interface with Station Road to provide a buffer between residential activity and Pukekohe Park on the other side of the road. This is consistent with the zone pattern on land either side of the Site identified in the Pukekohe-Paerata Structure Plan (August 2019)(the “SP”). There has been a recent announcement that motorsport activity will cease at Pukekohe Park in 2023. If this land were to transition to a different use, a residential interface may be more appropriate. However, there is currently no certainty about the future use of the Pukekohe Park land. In the absence of any clear direction about a change in land-use, I consider the SP provides the appropriate framework to consider the most appropriate land-use pattern. In my opinion, the proposed use and extent of the Business: Light Industry zone is compatible with the surrounding zoning indicated in the SP.

3.2 Connectivity to the Pukekohe Train Station is primarily a transport issue. However, from an urban design perspective I note that being just over 1km from the train station at its closest point on Station Road, the PPC area is at the very periphery of what could be described as a walkable catchment. The rail corridor and boundary treatment to Pukekohe Park on the other side of Station Road creates a poor amenity edge to the street corridor with no overlooking or activation. I support provisions that require good pedestrian and cycle connectivity to be in place prior to the residential neighbourhood establishing. This aligns with the recommendations made in the Specialist Transport review by Martin Peake and feedback received from the Franklin Local Board. I note that in order to encourage pedestrian and cycle use, it is not only the physical connectivity that is important, but the quality of the route and the amenity provided. The current Station Road character is a tough environment for pedestrian movement.

4.0 Provisions relating to the relationship of streets to stream corridors

- 4.1 The Urban Design Assessment and Neighbourhood Design Statement by Ian Munro (June 2021, Appendix O to the PPC request AEE) (the “Munro report”) places considerable emphasis on the role of the stream corridors that run through the Site and notes the value of providing street edges to these. I agree with Mr Munro’s opinion that these natural features will be important structuring elements that contribute to the amenity of the neighbourhood.
- 4.2 In response to a Clause 23 query about the need to provide greater direction in the Precinct provisions regarding the way streets interface with the primary street corridors, Mr Munro noted the functional difference between whether the stream edges are formed as public reserves or interface directly with private properties. He confirmed that he would not oppose Precinct provisions that promote or encourage park-edge roads along public space edges where practicable to do so from the point of view of the overall neighbourhood structure.
- 4.3 I note that the proposed precinct provisions include Policy 2 which is:

Encourage subdivision layout to achieve legible and walkable urban blocks and for roads to front public open spaces.

- 4.4 In my opinion, additional policy guidance should be included to indicate the structuring role of the primary stream network and to encourage public streets to edge these corridors where the topography enables.

5.0 Visual Effects Relating to Acoustic Barrier

- 5.1 The proposed distribution of zones locates an area of Business: Light Industry between Station Road and the proposed residential zone to provide a buffer from the Special Purpose – Major Recreation Facility zone (Pukekohe Park) on the western side of Station Road. The proposed precinct provisions also include requirements for noise mitigation including an acoustic barrier no less than 7m high (being a building or structure or any combination thereof) to be constructed prior to or concurrently with the residential subdivision of land between the Business – Light Industry zone and the 55dB LAeq noise contour.
- 5.2 The Clause 23 response by Rob Pryor (19th August 2021, LA4 Landscape Architects) notes that the noise attenuation would be located within the Light Industrial zoned land where large format warehouse type buildings are anticipated. In his opinion, in this context, the wall would not appear incongruous and its visual amenity would not be dissimilar to a Light Industry zone permitted activity outcome.
- 5.3 I agree that once light industry buildings are constructed in this area, any wall, in combination with the buildings to form the noise attenuation barrier, would not appear incongruous. However, if a single long 7m high wall (or substantial lengths

of it) is constructed prior to development of this area, I consider it would appear prominent and diminish the amenity of the area and particularly Station Road. In my opinion, the amenity effect on this corridor is particularly important given the function of the street as a key active mode connection to the train station.

- 5.4 In my opinion, additional precinct provisions should be included to require visual mitigation of any portion of wall that is visible from Station Road or residential properties to the east.
- 5.5 As noted above, there has recently been an announcement that motorsport will cease operating at Pukehohe Park Raceway in 2023. This raises the question of whether noise mitigation (in the form of a noise attenuation barrier) in relation to Pukehohe Park will still be necessary. Consideration should be given to only requiring such noise attenuation as necessary.

6.0 Zone Interface with Golding Road

- 6.1 The submission by J. M. Walter considers that the PPC does not include an appropriate Rural/Urban interface with Golding Road, noting that the land opposite is zoned Rural under the operative Waikato District Plan (Franklin Section) and under the Proposed Waikato District Plan (decision version). She recommends that consideration should be given to a lower density zoning at the rural/urban interface and appropriate landscape treatments should be considered at the interface.
- 6.2 Golding Road is identified as a future arterial road and will create a clear edge to the settlement. The submission by Auckland Transport notes that Golding Road may be downgraded to a Collector Road. This will reduce the scale of the road corridor. In my opinion, the scale and intensity of development enabled by the Residential: Mixed Housing Urban zone (including the MDRS development standards) will result in a stark contrast between the urban and rural zones on either side of the road corridor. In my opinion, a subdivision control should be included to require a comprehensive approach to this interface, including controls on fencing treatment, an increased setback and requirement for landscaping, including tree planting along the Golding Road, in order to create a softer interface at the urban edge.

Rebecca Skidmore

5th August 2022

Private Plan Change 74 – Golding Meadows (PPC74)

Specialist Review (open space and open space integration) on behalf of Auckland Council

Lea van Heerden (Senior Parks Planner, Auckland Council)

1. Introduction

- 1.1. My name is Lea van Heerden. I hold the qualifications of Bachelor of Planning (Honours) from University of Pretoria. I have in excess of 8 years' experience as an urban planner, transport planner and parks planner in both New Zealand and South Africa. I have practised both in private and the public sector. In these positions I have assisted with several plan changes and have assessed and reviewed a variety of resource consent applications.
- 1.2. I also hold an International Golden Key Award for academic research and have completed my accredited foundation course on Business Case Writing.
- 1.3. I was engaged by Auckland Council at the time the application for PPC74 was lodged. My role has been to:
 - Review the original plan change application documents;
 - Visit the site;
 - Identify matters, within my area of expertise, which required further information from the applicant, and assessing the applicant's response;
 - Review the submissions and further submissions;
 - Identify issues relevant to my area of expertise;
 - Give my expert opinion on the issues, with recommendations where appropriate;
 - Provide this Review as part of Councils RMA s42A reporting process to the Commissioners.
- 1.4. With regards to limitations, parks planning was not party to processes and reviews after the clause 23 response, as such I have addressed some matters under the 42A assessment for clarity purposes.
- 1.5. In preparing this review, I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note (2014) and agree to comply with it. Except where I state that I am relying on the specified evidence of another person, the content of this Review is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Private Plan Change 74 – Golding Meadows (PPC74)

2. Summary

2.1. I rely on the reporting planner to explain PPC74 including its location and what the plan change is seeking.

2.2. The regulatory framework for Parks, Sport and Recreation assessments is set out within the below regulatory mechanisms:

- Pukekohe-Paerata Paths Plan (Greenways Plan)
- Pukekohe-Paerata Structure Plan
- Parks and Open Space Acquisition Policy 2013
- Open Space Provision Policy 2016
- The National Policy Statement Urban Development (NPSUD) 2020, Specifically related to Policy requirements at 2.2 and 3.5.
- The National Policy Statement for Freshwater Management 2020 (NPS-FM) and the protection and enhancement of water bodies as a form of open space.
- The Resource Management Act 1991, which at s229 and 230 requires the provision of esplanade reserves for the purposes of protecting conservation values and enabling public access and recreational use to or along any sea, river, or lake.
- Auckland Unitary Plan: Auckland Regional Policy Statement and Objectives and Policies, including but not limited to:
 - Subdivision Urban - Objective E38.2.3
 - Subdivision Urban - Policy E38.3(18)

2.3. I have identified the following issues relevant to my area of expertise:

- (a) The provision of esplanade and riparian margin that enable access to water bodies, enable passive recreation and enable the integration of various forms of open spaces.
- (b) The vesting of greenways and riparian margins to enable accessibility and integration of an open space network that will have a direct effect on the amenity.
- (c) The provision of open space and open space integration where land may vest in Council in the form of parks, greenways, drainage reserves and esplanades.
- (d) Provisions relating to the relationship between public private interfaces relating to open space;
- (e) Ownership, maintenance, and operational issues of the proposed opens spaces, where it has not been anticipated and where it does not meet open space provision policies.

2.4. The recommendations I make in respect of these issues are to:

- (a) Include policy direction to emphasise quality provision of a neighbourhood park. Council strategic documents have already identified a gap in the open space network and council is seeking to acquire land in the future to meet open space provision policy. This will enable Council to secure adequate parkland for new communities in the future. This specifically relates to the neighbourhood park.

Private Plan Change 74 - Golding Meadows (PPC74)

- (b) Include policy direction to emphasises open spaces are well integrated where it forms part of key connectivity routes. The precinct provisions should provide safe and convenient walking and cycling facilities provided for as part of the proposed road/street (and open space) network including local roads and greenway connections to the reserve land and other open spaces.
- (c) Include policy or precinct provisions that emphasises the whole of life costs and considerations associated with assets to be vested as a matter for discretion and/or policy.
- (d) Include precinct provisions, such as interface controls, fencing treatment, requirements for landscaping, including tree planting along these routes to create legibility, wide enough shared paths and safe environments for people to travel through.
- (e) Address any assets proposed within or above the land, also subject to the future landowner discretion and provisions to manage these expectations that should be captured in an assessment criterion under the Precinct Plan. There is no obligation for Council to accept land where the need for these assets have not been anticipated and where the whole of life cost of assets does not meet the need for future rate payers or policy provisions.

3. Positive Features of the Plan Change

3.1. In respect of open space provision and integration, I support the following features of the plan change:

- (a) The identification of important natural features (such as streams, wetlands, and SEA) on the Precinct Plan as these will be important structuring elements for the neighbourhood but often also enable greenway connections and connectivity in the form of a variety of open spaces.
- (b) Identification of an indicative neighbourhood park on the precinct plan and the location indicated with good visibility and access from key vehicle and active mode routes and proximity to the Neighbourhood Centre zone. The plan change and precinct provisions and precinct plan are some of Councils only if not the most valuable tools to secure the provision of parkland where there is a gap in the open space network that enables the developer to include the provision of open space as early as master planning stage.

4. Provision of esplanade and riparian margins

4.1. In the original application, the applicant did not identify the qualifying stream width to determine if esplanade reserves will be required.

4.2. In section 4.1.2 of the Urban Design Report, Mr Munro identified the streams may be qualifying:

Private Plan Change 74 - Golding Meadows (PPC74)

“These have not been surveyed but based on a visual inspection are considered sufficiently close to a nominal 3m width that future Esplanade reserves are considered the more likely along at least most of their lengths”

4.3. In the applicant clause 23 response the applicant provided a survey plan, recognising that no streams meet the requirement for an esplanade reserve. The applicant has also responded that is not a plan change matter and that esplanades will be triggered under both the RMA and during subdivision stage should it be qualifying. I agree and can support their assessment.

5. Applicant Assessment

5.1. There is no independent open space assessment. The assessment of open space and amenity effects of development enabled by the proposed PPC74 is outlined as part of the Urban Design Report (UDR) prepared by Ian Munro.

5.2. Other than key provision under the Auckland Unitary Plan (AUP), Mr Munro relies on the Neighbourhood Design Statement (NDS) of the council’s Structure Plan to secure the provision of open spaces and ensure open spaces are well integrated.

5.3. Open Space in the form of Greenways and Riparian Margins

5.3.1. The concept plan in the urban design report demonstrates two riparian margins as open space, and the intent is that these open spaces will provide greater amenity and accessibility. Yet only one of these links are incorporated into the precinct plan as a pedestrian link along the eastern boundary of the precinct plan. Clarity has not been provided as to the intent for securing these connections through riparian margins as greenways. I am not sure if this has been included in the 10m riparian margin.

5.3.2. The original precinct provisions and concept plan provide for a 10m riparian margin on either side of any permanent or intermitted stream as a form of open space.

5.3.3. The amended precinct plan indicatively demonstrates pedestrian connectivity along the collector roads and next to the intermitted stream along the eastern boundary of the precinct plan.

5.3.4. Regarding the pedestrian connectivity along the eastern edge of the precinct plan, the Pukekohe-Paerata Paths Plan (Greenways Plan) does not identify a priority route but does envisage that a connection of Future Urban Zone must be delivered within the future development. This path will form an integrated connectivity network that will link Yates Road and future bridle trails north of

the precinct plan connecting into Birch Road. Both Yates and Birch Road have exiting paths or an informal track that is vested publicly.

- 5.3.5. The precinct plan fails to demonstrate the infrastructure or standards required to enable the safe and efficient movement of pedestrians and cyclists to travel from the precinct to the surrounding facilities within these open space buffers abutting streams, especially along the eastern edge of the precinct plan.
- 5.3.6. It specifically lacks cross sections to understand if greenway widths/ riparian margins will accommodate wide enough shared paths, soft landscape integration and public private interfaces that are appropriate, safe and maintainable.
- 5.3.7. The Pukekohe-Paerata Structure Plan provides a clear indicative illustration of a 20m riparian buffer along each side of a permanent and intermittent stream. This is further supported by the Pukekohe-Paerata 2019 Ecology report requiring the planting of riparian margins to a minimum width of 20m on both sides of watercourses.
- 5.3.8. While the purpose of the wide margin is to provide an ecological corridor and provide a buffer for the stream, the width accommodates appropriate connections to ecological areas and enable blue-green connections or accessibility in form of shared use paths.
- 5.3.9. Blue-green connections and accessibility to ecological areas is a requirement under The National Policy Statement Urban Development (NPSUD) 2020, specifically related to policy requirements at 2.2 and 3.5.
- 5.3.10. Of relevance to open space, these ecological corridors from part of blue-green networks in the structure plans that enables connectivity, enable accessibility to passive recreation and ecological amenity. When done correctly, it enables the integration of a variety of open spaces.
- 5.3.11. In the applicant's clause 23 response the following assessment is provided:

"There is no specific basis for this request given that it appears to target only the Applicant's plan change area (based on the PPSP) and not any other land in Auckland.

The AUP utilises a 10m riparian yard (taken "from the edge") setback for all buildings adjoining permanent or intermittent streams. This applies to the Light Industry (H17.6.4.1), MHU (H5.6.8.1) and MHS (H4.6.7.1) Zones (and in fact to all urban zones in the AUP). There is no more stringent standard in the AUP for setbacks even against streams which meet the RMA requirements for a 20m esplanade reserve. The PPC is consistent with this approach as it adopts the AUP zones and their associated rules.

Furthermore, 10m riparian margins for the planting of streams are consistent with all other Precincts and rules in the AUP.”

5.3.12. I do agree that a total width of 20m on either side of the stream may be in excess where an esplanade is not triggered. However, the structure plan was a publicly notified document, and the approved plan envisaged a wider ecological corridor. Regardless of rules or requirements in other precinct plans, it does not mean a 10m riparian margin it will achieve connectivity that is in line with future community affordability.

5.3.13. There is a need for that connection along the eastern boundary of the precinct plan. However, the applicant failed to demonstrate how greenways will be achieved in a way that is safe and maintainable as a connectivity link. Greenways are a form of open space and specific rules are required to regulate the outcome of safe and convenient walking and cycling. The size width and shape will also determine if council will agree to the vesting of these assets where there is a need.

5.3.14. If a riparian margins of 10m are planted, there will be no space for a passive or active walking and cycling network without effecting or reducing riparian planting. In this instance I will rely on the assessment of the ecologist to determine if the effect of a riparian margin will be appropriate from an ecology perspective.

5.3.15. Should the applicant envisage to vest the connection to council in the future, an access reserve requires a minimum of 8m in width, clear of vegetation and with a formed path of 3m. This must sit outside of any hazardous areas and riparian margins.

5.4. Provision of open space

5.4.1. In addition to the above, the concept plan in the urban design report demonstrates one neighbourhood park and a drainage reserve. The neighbourhood park is located just north of the neighbourhood centre. Only the neighbourhood park has been incorporated into the precinct plan.

5.4.2. None of the open spaces have been demonstrated on the zone plan but the neighbourhood park has been included as part of the precinct plan. In this specific situation, I consider it appropriate. According to the councils Structure Plans, and confirmed by council’s principal open space provision specialist, there is a gap in the open space network for specialised informal recreation (a neighbourhood park of 0.3-0.5 ha),

5.4.3. In my clause 23 request, I sought clarity on the location of the neighbourhood park for the purpose of continuity, passive surveillance and easy accessibility.

Neighbourhood and suburb parks should function as nodes along open space corridors to provide for a wider range of activities and reduce maintenance costs.

In the clause 23 response the applicant provided the following explanation:

“Please refer to the urban design response by Ian Munro. The concept plan is just that a concept. It has been useful to test and derive key features for future development, such as key roading networks, however its detail and the layout is not a relevant matter for the PPC. Final layout and design are a resource consent matter.

Furthermore, neighbourhood park and/or suburb park locations are not a PPC matter as they are subject to Auckland Council acquisitions process (which is a LGA matter).”

- 5.4.4. I do agree with the former part of the assessment. The locations are indicative, and this is appropriate for a plan change proposal. The neighbourhood park as proposed is well located with active and accessible frontages. The park must be of flat gradient, uncontaminated, require a kick-around field of 30m by 30m and must be free of any infrastructure encumbrances on or over the land for the council to be able to acquire the land during the resource consent stage.

I disagree with the latter part of the response. The provision of open space is a Resource Management Act (RMA) and a wider policy requirement under the NPSUD. Where there is a clear gap in the provision of open space, especially in the form of a neighbourhood park, a plan change and precinct plan are one, if not councils only opportunity to demonstrate the outcome and ensure future developers include the provision of the open space as part of their master planning stage. Only the acquisition of the future park sits under the Local Government Act, but the AUP and the RMA is the platform to secure the provision of the open space. Demonstrating the neighbourhood park on the precinct plan warrants this type of regulatory security.

- 5.4.5. As the crow flies, Pukekohe Park is located more than 700m west of the proposed precinct plan and restricted by road crossings and privately owned Counties Racing Club.

The purpose of a neighbourhood park is to provide basic informal recreation and social opportunities within 400-600m radius walk of surrounding residential areas. The indicative location is warranted.

- 5.4.6. The Council’s Structure Plan also identifies two future neighbourhood parks (0.3-0.5ha each), although only one is within that portion of the site that is proposed to be re-zoned. This is appropriate. The provision of a neighbourhood park will ensure active-and-passive amenity and recreational needs of future communities are met appropriately.

5.4.7. Other than the neighbourhood park, the concept plans propose to provide a variety of smaller open spaces, the council has no obligation of accepting land where it does not meet wider policy provisions.

5.4.8. The drainage reserves proposed are functional to mitigate storm water and protect and enhance intermitted streams whilst enabling accessibility.

5.4.9. The vesting of these specific forms of open space are commonly facilitated through the Auckland wide provisions during a subdivision consent. Should Healthy Waters accept the drainage reserves, I would argue that greater clarity and specifications should be considered under the precinct to implement the outcomes sought for functional recreation spaces.

6. Assessment of open design effects and management methods

6.1. I4XX.2. Objectives

While the precinct plan, through the objectives (I4XX.2. (3)) identifies the opportunities discussed in the urban design report that relates to the open space and open space integration, it does not regulate the rules to achieve the outcomes sought.

(3) 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.

Other than the provision of a neighbourhood park on the precinct plan, the objective is considered appropriate, however it is not clear how the plan change will achieve this.

(11) Provide a variety of open spaces in a way that meets the neighbourhood open space needs of the community and achieve a high amenity of green spaces including along stream corridors that are safe and maintainable and will not adversely effect ecological outcomes.

6.2. I4XX.3. Policies

~~(2) Encourage~~ *Provide subdivision layout to achieve legible and walkable urban blocks and for roads to front public open spaces.*

While I agree and consider this a good outcome, the precinct plan fails to regulate the intent of park edge roads to achieve roads to front public open spaces.

(4) Require subdivision and development to provide walking and cycling networks and connections to existing and future networks outside the Precinct.

Similar to my previous point, while I consider this a good outcome, the precinct plan requirements fail to demonstrate or regulate how this outcome is to be achieved,

Private Plan Change 74 - Golding Meadows (PPC74)

especially where the plan change is relying on pedestrian connections or trails abutting intermitted streams and riparian margins.

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.

Should the plan change be endorsed, I recommend the following change:

*(6) Require subdivision and development to be co-ordinated with the provision of necessary infrastructure, network utilities **and open space**, including identified upgrades outside the Precinct.*

6.3. 14XX.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 or, where the stream edge cannot be identified by survey, from the centre line of the stream. This standard does not apply to that part of a riparian margin where a road or public walkway crosses over the stream and/or passes through or along the riparian margin.

Should the plan change be endorsed, I recommend the following changes:

(1) (a) 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 or, where the stream edge cannot be identified by survey, from the centre line of the stream. Or

(b) where a road or public walkway crosses over the stream and/or passes through or along the riparian margin, the riparian margins of any permanent or intermittent stream must be a maximum width of 15m, planted at the time of subdivision or land development to a minimum width of 10m measured from the top of the stream to accommodate future walkways.

This will ensure adequate walking and cycling facilities can be provided that are safe and maintainable, should it vest in council, without effecting the ecological value of the riparian margins.

Open Space

(9) Provision is enabled for a Neighbourhood Reserve

(10) Provide the development of a variety of open spaces that enables accessible and safe green spaces, including along stream corridors that are maintainable and will not affect ecological outcomes.

6.4. 14XX.7.1 Matters of Discretion

(2) Subdivision

(a) Transport including development of road, access, walking and cycling infrastructure, and traffic generation.

(b) Naturalising of the stream morphology and integration with stormwater management.

Should the plan change be endorsed, I recommend the following changes:

(2) Subdivision

(a) Transport including development of road, access, walking and cycling infrastructure, and traffic generation.

(b) Naturalising of the stream morphology and integration with stormwater management.

(c) Open Spaces and open space integration including development of the neighbourhood park and greenways which include walking and cycling infrastructure

6.5. 14XX.7.2 Assessment criteria

(2) Subdivision:

(a) Whether the collector roads are provided generally in the locations on the precinct plan.

(b) Whether the neighbourhood park is provided generally in the location on the precinct plan.

(c) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility 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

(Note this will be subject to the council's discretion as the future asset owner).

(d) Whether subdivision and development provide 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 walking and cycling infrastructure.

6.6. Council is committed to providing quality streetscape, reserves and open space infrastructure while balancing operational and maintenance costs at a level of expenditure aligned with agreed community affordability. Any assets proposed with

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land to vest in council as the landowner, will be subject to the local board and based on needs assessment.

- 6.7. Other than the provision of a neighbourhood park that is critical to secure for future communities, the PPC74 concept plan proposes rather an over provision of open spaces where it has not necessarily been anticipated.
- 6.8. Council again has no obligation of accepting land where it does not meet the open space provision policy. Other than the open space it is not clear how an integration of these open spaces will be achieved against the objectives and policies of B2.6, as well as B2.2, B2.3 and B2.4 of the RPS.
- 6.9. I would have expected to see an independent open space assessment that considers appropriate and safe access to water bodies and how micro-mobility within these open spaces will be achieved to meet the needs of this community and the objectives as described in the objectives and policy section.

7. Submissions

- 7.1. A total of 16 submissions and 12 further submissions were received in response to the proposed plan change. 15 of the submissions are in support (in whole or in part) and 11 are in opposition. Infrastructure capacity and constraints, and provision of safe walking and cycling facilities/infrastructure have primarily been the key reason for opposition by infrastructure providers especially Auckland Transport.
- 7.2. Only one submission is made in relation to open space provision and amenity effects. Submitter 23 specifically requested the plan change be accepted subject to confirmation of adequate provision of parks and green corridors and riparian margins. I agree, other than the precinct plan, there are no standards and assessment criteria to regulate securing the provision of open spaces, especially green corridors and riparian margins where it may form part of key access and connectivity routes.
- 7.3. Submissions 15,20, 23 specifically, are more concerned around the effects the proposed plan change will have around physical and social infrastructure to which this resonates inevitably with provision and integration of open space and open space infrastructure. The precinct plan should include the provisions to provide safe and convenient walking and cycling facilities provided for as part of the proposed road/street (and open space) network including local roads and greenway connections to the proposed open spaces and along the east boundary of the precinct plans.
- 7.4. Should PPC74 be approved, subject to recommended changes above, I consider the overall effects for the provision of open space amenity acceptable, however I would rely on further detail within in the precinct plan to regulate the outcomes sought for

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the provision of additional open space and safety, accessibility, connectivity and general operations for future landowners like Council through social infrastructure to give effect to Chapter B2 of the RPS.

8. Conclusions and recommendations

- 8.1. Overall, the development of PPC74 will result in a gap in the open space framework. Subject to recommended changes, PPC74 will secure the provision of at least a neighbourhood park that enable recreational and amenity effects to the future community.
- 8.2. Other than the neighbourhood park, the proposed open spaces are functional (drainage reserves to mitigate stormwater effects) and subject to Council or Healthy Waters agreeing to accept that land, based on network, service needs assessment and open space provision policies. There is no obligation for Council to accept land where the need for these assets have not been anticipated.
- 8.3. The PPC74 has not demonstrated how it will achieve open space integration and micro-mobility that is safe and maintainable as anticipated for by the concept plan.
- 8.4. While objectives and policies suggest the functional open spaces (drainage reserves and riparian margins) are actively fronted by roads, there are no requirements provided to regulate park edge road or a tool similar of nature that will secure the outcome.

Conclusion

- 8.5. Overall, in my opinion, I support the provision of a neighbourhood park. The PPC74 gives effect to adequate provision of open space in the form of a neighbourhood park that is well located and easily accessible. The PPC74 does not give effect to the integration of open spaces via greenways or riparian margins that can be considered safe and where the whole of life cost of the asset makes sense for future rate payers. There are no standards regulating the outcomes.



Prepared by:

Lea van Heerden
Senior Parks Planner, Parks, Sports and Recreation

APPENDIX SEVEN

FURTHER DOCUMENTS PROVIDED BY THE APPLICANT



Auckland Racing Club



2 August 2022

Sir William Birch
Birch Land Development Consultants
PO Box 475
Pukekohe 2340

Dear Sir William

I am writing to confirm that Motor Racing will be finishing at Pukekohe Park on Sunday 2 April 2023.

Auckland Thoroughbred Racing Inc. are expanding their Training Centre and require areas that encompass parts on the Motor Track.

I can also confirm that Auckland Thoroughbred Racing Incorporated has instructed Legal and Planning Consultants to initiate a Private Plan Change Request to Auckland Council to remove motor sports permitted activities relating to Pukekohe Park from the Auckland Unitary Plan.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Greg Mitchell'.

Greg Mitchell
General Manager
Auckland Thoroughbred Racing Inc. | Pukekohe Park

Auckland Thoroughbred Racing Inc.

09 524 4069 | ellerslie.co.nz | pukekohepark.co.nz
100 Ascot Avenue, Remuera, Auckland 1050 | PO Box 852, Shortland Street, Auckland 1140

9 June 2022

Mr Craig Cairncross
Team Leader Auckland South
Auckland Council
135 Albert Street
Auckland CBD
Auckland 1010

C/o - Sirwilliam@bslnz.com

Dear Craig,

Subject re: PC74 (Golding Road) - Motor Sports Racing on Pukekohe Park - Auckland Thoroughbred Racing.

Auckland Thoroughbred Racing Inc (ATR) is the entity that was formed by the amalgamation of the Auckland Racing Club and the Counties Racing Club last year. ATR owns 72 hectares of land in Pukekohe known as Pukekohe Park. On these lands there are facilities for training and racing horses, and a tar-sealed track for racing cars.

Thoroughbred racing had been in a downward spiral for many years, with insufficient stakes to make it attractive, resulting in reducing numbers of horses in work, an industry in decline with many participants exiting it or going overseas so that they can remain in it. The amalgamation of the two referenced Auckland racing clubs is part of the unfolding of a business plan designed to double the stakes raced for in Auckland, with an attendant uplift in the viability of the thoroughbred racing industry. There are around 20,000 people employed in this industry in New Zealand. If Auckland racing fails, then the New Zealand industry would be in a dire state. The new life to the industry via the implementation of this new business plan by ATR is helping to not only keep those people employed but makes for future careers in the range of equine positions that the industry relies on including trainers, jockeys, track riders, strappers, blacksmiths, vets, stud hands, etc.

To unlock that better economic future ATR has embarked on a business plan that includes converting latent "surplus to racing" land holdings into revenue earning investments. Recently you will have seen the announcement that ATR has sold The Hill at its Ellerslie track. ATR is also pursuing sales of other lands it owns at Ellerslie and at Pukekohe. (PPC30 is a block of land ATR owns at Pukekohe that was recently rezoned and is for sale).

Car racing has been a very costly use of a large portion of the club's assets.

To realise the value of the land that the car racing track occupies at Pukekohe, over 10 hectares of land area, ATR will allow the contract with the V8 interests to lapse when it expires after this year's event later this year. The contract with a third party to use the car track for vehicle testing etc on a daily basis comes to an end on 31 March 2023.

The club will seek plan changes for its Pukekohe landholdings, outside the grass horse racing and training tracks, to be rezoned and offered on market which will be welcomed by those seeking further general business, light industry, and residential areas for development in the Pukekohe area.



Auckland Racing Club



Importantly ATR will seek a change to the Auckland Unitary Plan to do away with the special, and very high, noise levels that currently are permitted in order to accommodate the car racing.

We understand that Hampton Downs car track, some 20 minutes drive south, is interested in providing its facilities for ongoing car track use needs.

The rules of the current Unitary Plan require landowners whose properties are affected by these high noise levels to provide acoustic fences or other expensive devices where development or plan changes of nearby land are agreed to by the Council. With no ongoing car racing at Pukekohe, there will be no need for the peculiarly high noise threshold, or the attenuation impositions on nearby properties.

It should be noted that these current very high permitted noise levels also preclude, not only on ATR's land but for a considerable distance around it, land to be used for such things as education, accommodation, medical, childcare, etc. Removal of those permitted high noise levels will therefore also enable a normal infusion of education/accommodation/medical etc uses to a substantial area which has had to be devoid of such uses up to now.

We understand that this noise attenuation is a significant issue for Golding Meadows Development Ltd. and the Auckland Trotting Club Inc who have combined to apply for a plan change (PPC 74) in respect of their properties between Station Road and Goldings Road, Pukekohe.

We trust that this explanation of our plans for the Pukekohe Park lands is of assistance and we look forward to working with you to unlock the removal of the high noise levels and the rezoning of those lands.

Kind regards,

Geoff Vazey
Director
Auckland Thoroughbred Racing

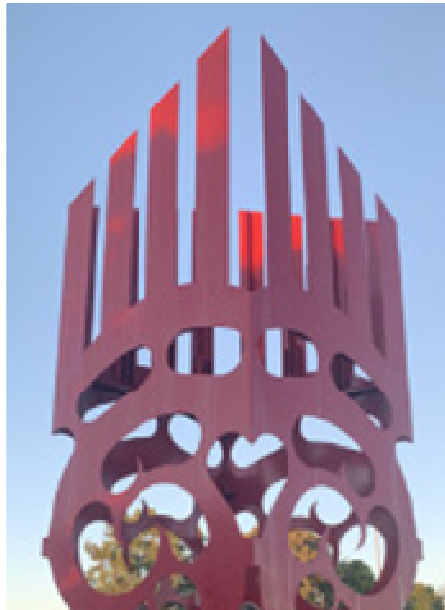
**NGĀTI TE ATA CULTURAL IMPACT
ASSESSMENT (CIA) SUPPLEMENT**



Auckland Unitary Plan PC74 (Private): Golding

Meadows and Auckland Trotting Club Inc

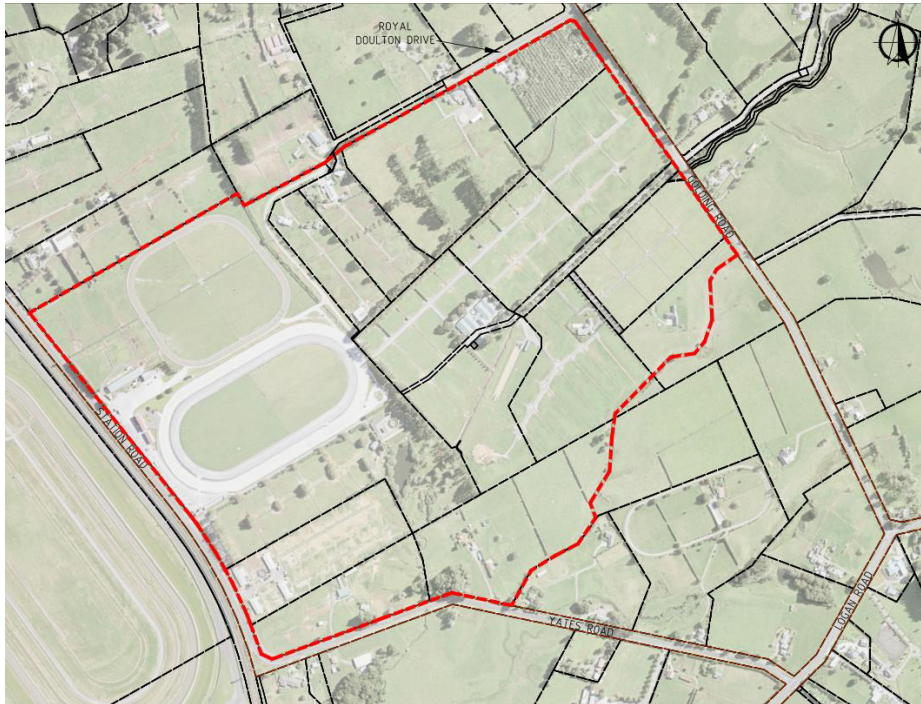
July 2022



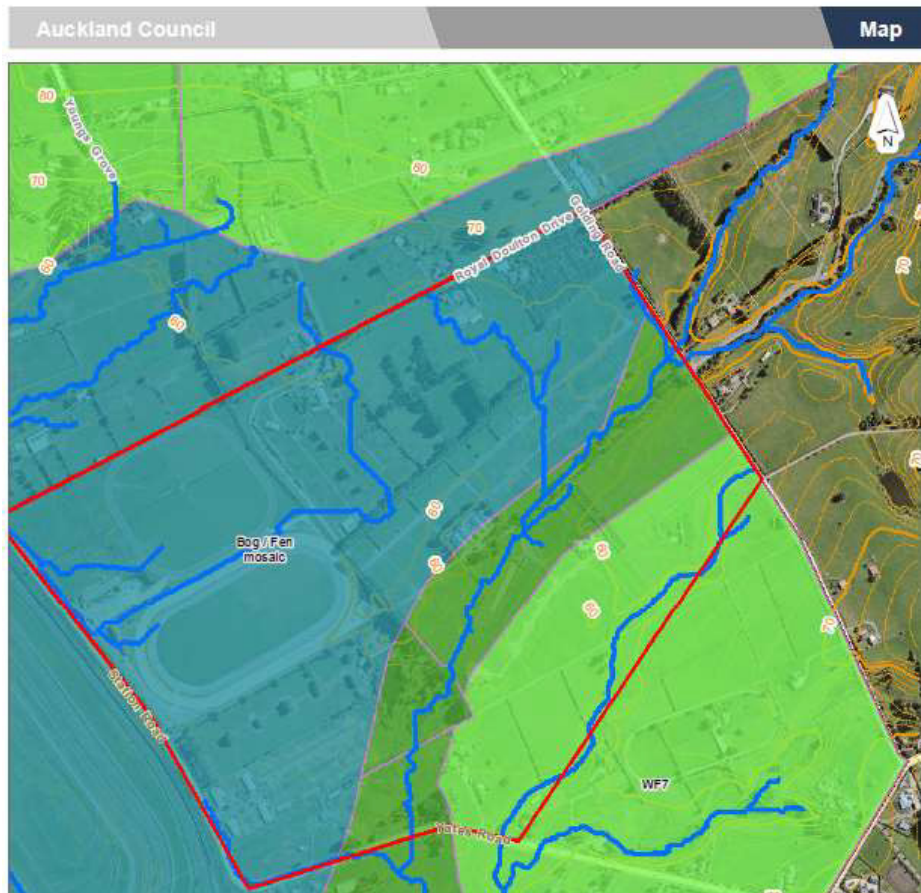
Mā te whakātu, ka mohio, mā te mohio ka marama, mā te marama ka matau, mā te matau ka ora.

With discussion comes knowledge, with knowledge comes light and understanding, with light and understanding comes wisdom, with wisdom

The Site



PC74 Boundary



The Proposal (PC74)

Ngāti Te Ata has been informed as stated:

“The purpose of the PPC is to rezone the site (83ha) to enable urbanisation of the land for residential/light industrial use. Currently these land uses cannot be undertaken due to the nature of the FUZ as a transitional zone and the SP-MRFZ and Franklin Trotting Club Precinct”.

The reasons for this plan change are stated as:

- To enable the development of the site for residential and industrial use. Pukekohe is projected to experience significant population growth in the future and the FUZ portion of the site is earmarked in the PPSP as an area to help accommodate this growth. The strategic location in close proximity to the railway station and town centre also ensure the rezoning will positively contribute to the aspiration for Pukekohe to develop into a satellite town as per the Auckland Plan 2050.*
- Under Appendix 1 of the AUP-OP, the rezoning of FUZ land for urbanisation requires structure planning to have been previously undertaken. The development of the PPSP commenced in August 2017 and concluded in August 2019 when the final version of the plan was approved by the Planning Committee. The next step is the plan change process which can be private-led or Council-led. In this instance, no indication of when Council may seek to formalise the PPSP has been given leading to the applicants requesting the PPC.*
- The FULSS identifies the FUZ land in Pukekohe-Paerata to be development ready in the second half of decade one (2023 – 2027). The PPC request aligns with the sequencing of the FULSS given the time estimate to go through the Schedule 1 process.*
- Because the land owned by the ATC is not FUZ it was outside of the scope of the structure planning process. As such, even if Council were to initiate a plan change to realise the PPSP it would likely not include the ATC land and any submissions to include the land would raise the question of scope.*
- There is a shortage of large live zoned greenfield blocks available for development within Pukekohe. Currently the bulk of growth capacity in the area is contained within Paerata Rise as shown in the Figure below. Further to this, the Auckland Plan 2005 identifies the likely need for another 320,000 dwellings to be built by 2050.*

Ngāti Te Ata do not want to see (and will not support) a cluttered, high walled, gated community that is a disconnect to the wider Pukekohe community with restricted access. Or worse, if badly designed and delivered – an industrial/residential slum. It has been our experience that a lot of subdivisions have failed to live up to the promise of fostering real communities and infact creates a fortress mentality.

Several key issues are of concern:

- PC74 will dramatically transform this semi-rural landscape
- Archaeological values are unknown
- Potential adverse impacts on the hydrology - watercourses, wetlands and overland flood paths
- Stormwater impacts on the Tutaenui catchment
- Native trees and vegetation
- Recharge of the aquifer through an increase of impermeable surfaces
- Shortfall in Auckland infrastructure funding particularly transport and wastewater
- The loss of productive food growing land to urban sprawl, an eroded environment under pressure from more cows and increased intensification.

Background

Initial iwi discussion among our people raised the question - does the PC74 site have significant cultural value and will there be significant impact as a result of developing it?

Yes of course it does and will.

The PC74 site (the site) sits within the Tutaenui cultural landscape. There is always an impact when development occurs. The proposal will result in a significant change to the landscape and visual character of the site.

The issue is how do the PC74 developers make a valued contribution to their build footprint area and indeed the wider area and uplift and enhance its cultural and environmental integrity? How are real cultural and environmental gains secured moving forward?

The cultural landscapes of Pukekohe have been irreversibly damaged by intensive development, farming, pollutants and other impacts. The extent of this damage is such that the best way to acknowledge and recognise our cultural landscapes is through new design possibilities that clearly exemplify our cultural associations.

- The future development potential of the PC74 site providing cultural and environmental opportunities to improve and enhance the area, and therefore a revitalised cultural landscape.
- The PC74 site and adjacent areas are part of a wider cultural landscape and the cultural values associated with the site are to be protected through appropriate conditions of consent and other mechanisms.

The ultimate goal for Ngāti Te Ata is the protection, preservation and appropriate management of natural and cultural resources in a manner that recognises and provides for our interests and values, and enables positive environmental, social and economic outcomes. Engagement and involvement that respects and provides for our cultural and traditional relationship to these areas, its unique cultural identity, and input into shaping the physical, cultural, social and economic regeneration of the PC74 site.

For Ngāti Te Ata it is vital that three key considerations are provided for regarding the engagement process moving forward:

1. That the mana of our people is upheld, acknowledged and respected.
2. That our people have rangatiratanga (opportunity to participate, be involved and contribute to decision making) over our ancestral taonga.
3. That as kaitiaki we fulfil our obligation and responsibility to our people (current and future generations) as custodians, protectors and guardians of our cultural interests and taonga.

Kaitiakitanga is an essential part of our tikanga. We are active in the protection and management of our environment and our wāhi tapu.

“It denotes obligations or responsibilities incumbent on the iwi, its members and appointed kaumātua, kuia or tohunga to carry out particular functions, be custodians, protectors and guardians of iwi interests, its taonga and the various resources that it owns”¹

Ngāti Te Ata supports engagement and involvement that respects and provides for our cultural and traditional relationship to these areas, its unique cultural identity, and input into shaping the physical, cultural, social and economic regeneration of Pukekohe.

The ultimate goal for Ngāti Te Ata Waiohū is the protection, preservation and appropriate management of our natural and cultural resources in a manner that recognises and provides for our interests and values, and enables positive environmental, social and economic outcomes. We support engagement and involvement that respects and provides for our cultural and traditional relationships to Pukekohe, its unique cultural identity, and input into shaping the physical, cultural, social and economic regeneration of these areas.



The Pukekohe Sign opening with Ngāti Te Ata Waiohū, Auckland Transport and the Franklin Local Board.

¹ Awaroa ki Manuka, 1991. Ngā Tikanga o Ngāti Te Ata Tribal Policy Statement. p.10

Ko wai mātou?

Ngāti Te Ata are one of the mana whenua iwi in the Pukekohe district.

It is important to recognise that Ngāti Te Ata exercise their mana independently of other iwi as each have their own tikanga unique to them (while there are some commonalities). It is important to respect the independent mana of each and it cannot be assumed that the tikanga of one on a particular matter will be the same as others.

Each one of us have our own traditions establishing their cultural and spiritual association to the Tāmaki isthmus, the spiritual maunga and the surrounding lands and harbours. These accounts are supported by whakapapa, ahi ka roa and iwi /hapu traditions.

Who Are We: Ko Wai Mātou?

'We are Ngāti Te Ata'.

Within the wider landscape of Tāmaki Makaurau (Auckland) lay the settlements of the Te Waiohū people (the original inhabitants). Members of the Tainui waka settled around the isthmus and began to intermarry with the ancestors of Te Waiohū. It was this intermarriage and the development of other bonds between the people that settlement established.

Ngāti Te Ata descend from both groups. As the descendants (current generation) we are kaitiaki and we have inherent responsibilities to ensure that we can protect and preserve our taonga for future generations.

Whakapapa/Genealogy

Te Huakaiwaka = Rauwhakiwhaki

(Origin of Te Waiohū)

|

Huatau

|

Te Ata i Rehia = Tapaue

(Origin of Ngāti Te Ata) (Waikato Tainui)

|



'Ka whiti te rā ki tua o rehua ka ara a Kaiwhare i te rua'

'As long as the sun shines over the west coast Ngāti te Ata will rise from the depths of the Manukau'

To understand our connection to Pukekohe and the PC74 site there must be an wider understanding of the tribal interactions, politically and socially, that took place and were established over many centuries. Members of the Tainui waka settled around the isthmus and began to intermarry with the ancestors of Te Waiohua. It was this intermarriage and the development of other bonds between the people that settlements established around the Franklin and wider Tāmaki (Auckland) region.

The Franklin area has always been regarded by iwi as having a strategic position to Tāmaki Makaurau (Auckland). Numerous Iwi and hapu were mobile throughout the area. Whether visiting, passing through or conquest, a number of complex inter-tribal relationships developed around the harbour shoreline.

In those days numerous creeks originating from deep swamps dissected Pukekohe, Kingseat, Karaka, Mauku and Patumahoe making travel difficult and reducing the amount of firm, habitable land. Many 'things' underlie the feelings from iwi regarding the drainage and settlement of these places, the swamps and wetlands. The damage which has been caused to the mauri (life force) of waterways, the cultural offence caused by practices such as sewage and effluent discharge, sediment intrusion from poor farming practices, the damage to and loss of mahinga kai (food harvesting areas), rongoā (natural medicines), and building resources, and thus damage to physical and spiritual health of the iwi.

Many of our people worked the market gardens as far back as the 1920's. The volcanic soils were also what attracted our tupuna (pre-European days) to settle these lands and plant out their gardens. The PC74 area was generally characterised by pūriri and kohekohe trees, as well as māhoe, tī, mānuka, para and aruhe. Aruhe, para and tī in particular were important food sources of this area. The roots, tubers and hearts of these species were prepared in various ways to provide an important source of starch and carbohydrates for the tupuna diet.

Today's problem is that Pukekohe has been losing productive food growing land to urban sprawl for a while now. An eroded environment under pressure from increased intensification at a rate and scale unseen before.

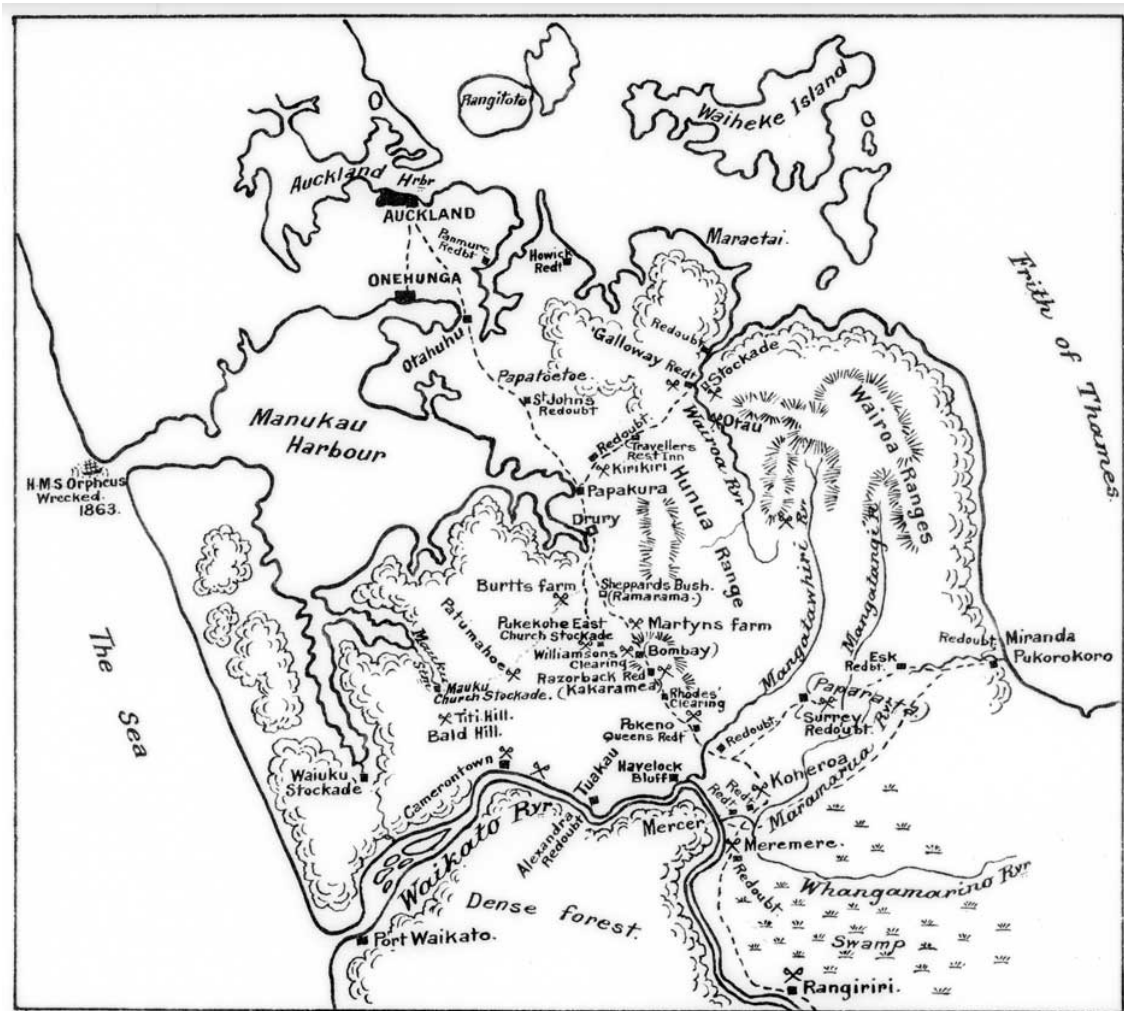
The relationship of the people to th is evidenced by the many marae (and pā in days of old) in close proximity to the Manukau harbour shore.

The marae has traditionally enjoyed particular rights to the water, its resources and access to them. The marae forms an integral part of the harbour. The harbour provided building and weaving materials such as raupō, medicines and dyes used for seasoning timber and restoring precious artefacts, its waters for healing and medicinal purposes (rongoā). The tupuna (ancestors) in those days recognised the various states of water including wai tapu, wai ora, wai kino, and wai piro and waimate. Waiora - waters of life, purest form of freshwater, gives and sustains life, can rejuvenate damaged mauri, counteracts evil. Waimate - dead water, has no regenerative capacity, mauri is lost, can contaminate other

mauri of living things or other waters. Waitapu - waters of death, waters are tapu due to loss, or restrictive use.

The grievances continued with the land confiscations of the 1860's. By confiscation the tribes lost most of their lands including villages and sacred places. We live with this loss today. To many of our people that confiscation just didn't stop in 1863. It continued in one form or another, from then to the present day. Much 'ill feeling' underlies the sentiment from iwi regarding large-scale drainage projects of the past and accelerated settlement into the future.

Of course, these were times of war.



Conclusions

The PC74 sits within the Tutaenui cultural landscape that was once a great throughfare for Ngāti Te Ata and the many iwi traversing the region. There is always an impact when development occurs. The proposal will result in a significant change to the environment, landscape and visual character of the site. It is incumbent on us as kaitiaki to protect and preserve the mauri, wairua, mana and taonga of the area.

As stated earlier, the issue is how do the PC74 developers make a valued contribution back to the whole area and uplift and enhance its environmental and cultural integrity? How are real cultural and environmental gains secured moving forward?

The PC74 site will be dramatically transformed. The cumulative effects of PC74 will have the potential to endanger the hydrology, freshwater, former wetlands, soil and land, biodiversity flora and fauna, and air.

Several key issues are of concern:

- PC74 will dramatically transform this semi-rural landscape
- Archaeological values are unknown
- Potential adverse impacts on the hydrology - watercourses, wetlands and overland flood path criss cross the area
- Stormwater impacts on the Tutaenui catchment as the receiving catchment.
- Native trees and vegetation
- Recharge of the aquifer through an increase of impermeable surfaces
- Shortfall in Auckland infrastructure funding particularly transport and wastewater
- The loss of productive food growing land to urban sprawl, an eroded environment under pressure from more cows and increased intensification.

In addition to this, that **further discussion** takes place between the PC74 developers and Ngāti Te Ata as more technical detail becomes known and mitigated through the hearing process, and our recommendations are provided for in planning, design and best practice.

The ultimate goal for Ngāti Te Ata is the protection, preservation and appropriate management of our natural and cultural resources in a manner that recognises and provides for our interests and values, and enables positive environmental, social and economic outcomes. We support engagement and involvement that respects and provides for our cultural and traditional relationships to Pukekohe, its unique cultural identity, and input into shaping the physical, cultural, social and economic regeneration of these areas.

Recommendations

Archaeological

Note we have not viewed the archaeological report

Cultural

Ngāti Te Ata Position

Karakia (Blessing/Prayer)

- Provide for Ngāti Te Ata to undertake karakia and the correct tikanga (protocols). This must be undertaken prior to earthworks starting including the reestablishment of sediment controls.
- Provide for Ngāti Te Ata to undertake cultural induction for site construction personnel prior to earthworks starting including the pre-establishment of sediment controls.

Cultural Monitoring

- Provide for and resource Ngāti Te Ata to undertake cultural monitoring preferably in co-ordination with the project archaeologist although not essential for the duration of the earthworks. This needs to go beyond the standard “*Appropriate conditions are anticipated to manage this with respect to accidental discovery protocols*”.

Earthworks / Sediment / Soils

Ngāti Te Ata Position

- A Remediation Action Plan that outlines remediation requirements for soil impacted by contaminants above human health and environmental discharge criteria, as well as monitoring and management procedures for the balance of the earthworks due to the detection of contaminants above background levels and potential for encountering unidentified contamination needs to be implemented.
- Minimise earthworks and make maximum use of natural ground levels.
- Ensure sufficient erosion and sediment control measures are in place for earthworks. Earthworks that have the potential to impact on waterways must have sufficient measures in place to ensure that adverse effects on water bodies are managed.
- Riparian planting of appropriate, preferably indigenous, species must be promoted and increased to stabilise riverbanks and reduce erosion in the region. Plants should be ‘eco-sourced / whakapapa plants’ and consistent with local biodiversity.

- Riparian vegetation must only be removed from river, lake and coastal / estuarine margins using methods that do not result in increased soil erosion in the long term. Any short-term effects must be managed to minimise any adverse effects.
- Effectively manage activities that accelerate soil erosion e.g., vegetation removal and intensive agricultural practises.
- Effectively manage the impact of contaminated land on the surrounding environment. Ensure contaminated land is not used as fill.
- Restore and protect highly erodible lands e.g., retire highly erodible land from farming, prohibit the clearance of indigenous vegetation and soil disturbance on highly erodible land that could cause further erosion and use locally sourced indigenous vegetation during restoration.
- Promote the adoption of best practice land and soil management that minimises soil erosion, nutrient leaching, and sediment and nutrient runoff.
- When undertaking earthworks the applicant needs to achieve a much higher percentage of sediment retention onsite i.e. strive to meet best practice such as GD05, rather than just meeting 'bottom line' minimum requirements such as TP90. There are proven ways to reduce the amount of sediment entering the ecosystem and those which are supported are:
 - create a series of sediment pools instead of just one fore bay silt pond
 - use of filter/compost socks around cesspits and drains
 - use of an organic flocculent rather than chemical, when a flocculent is necessary. There are a variety of organic flocculent available currently on the market e.g., HaloKlear.
 - use of super silt fences in conjunction with silt ponds as a 'treatment train approach'
 - in the absence of silt fences use silt ponds, hay bales

Coastal environment

Ngāti Te Ata Position

The Tutaenui Catchment and Waikato River

- Protect and enhance the mauri of marine waters.
- Retain and restore our access to coastal areas.
- Integrated management of coastal areas with land and freshwater systems.
- When making decisions on future development projects, cumulative effects must be considered.

- Protect, restore and enhance marine biodiversity.
- Maintain and enhance coastal water quality.
- Protect, enhance, and restore coastal wetlands and riparian margins in coastal areas including coastal dune lands.
- Reverse any accelerated eutrophication (in this case, the harmful increase in nutrients) of estuaries and coastal waters caused by human activities.
- Ensure there are no direct discharges of contaminants into or onto the coast area, including Te Mānukanuka o Hoturoa (Manukau Harbour); and in particular, there are no discharges in the vicinity of a wāhi tapu, sites of significance, or food gathering areas.
- Prohibit direct discharges of any untreated sewage (including discharges from boats).
- Exclude livestock from waterways, wetlands and estuaries in the coastal area.
- Avoid development in the coastal area that has an adverse effect on landscape character.
- Ensure esplanade reserves are vested along the coastal edge, and require park edge roads to be developed adjoining the esplanade reserve to ensure public access to the coast.

Waterways

Ngāti Te Ata Position

- Future urban and industrial development should protect, rehabilitate and enhance waterways, especially where previous land use has degraded it.
- Preserve the physical integrity of receiving streams.
- Streams are well integrated with town centres with use of stream management plans and special policy requirements (green space, infrastructure, wider riparian margins).
- Development around streams/awa is limited to maintain access, preserve amenity, retain views and protect water quality e.g. use of 20m setbacks (and 10m where an intermittent stream), use of park edge roads, lower density housing.
- Address existing use rights e.g. Industrial land discharges.
- Transport network planning across the wider southern area must consider stormwater treatment infrastructure.
- Involvement in stormwater management planning and kept informed of the processing of the network discharge consent for the area.

- Council to provide watercourse assessment reports which provide baseline information on the existing condition of waterways.
- Decisions on use of reserves or similar provision in subdivision applications shall give priority to protecting the water body health regardless of the water body or subdivision size.
- When making decisions on future development projects, cumulative effects must be considered.
- Proposed developments shall demonstrate how they have considered and applied development principles that enhance the environment including, but not limited to how the development:
 - Preserves and preferably enhances the natural hydrologic functions of the site
 - Identifies and preserves sensitive areas that affect the hydrology, including streams and their buffers, floodplains, wetlands, steep slopes, high-permeability soils and areas of indigenous vegetation
 - Maintains recharge of aquifers with clean uncontaminated water
 - Effectively manages natural hazards
 - Considers beneficial re-use on-site of stormwater and wastewater
 - Considers water conservation
 - Provides for visual amenity consistent with the surrounding environment
 - Minimising stormwater impacts to the greatest extent practicable by reducing imperviousness, conserving natural resources and ecosystems, maintaining natural drainage courses, reducing use of pipes, and minimising clearing and grading
 - Providing runoff storage measures dispersed through the site's landscape with a variety of detention, retention, and runoff practices
 - Where they will be of benefit, encouraging the use of mechanisms such as rainwater harvesting, rain gardens, roof gardens, and onsite storage and retention
 - Where they will be of benefit, encouraging the use of stormwater treatment devices including on-site treatment systems, allowing for emergency storage and retention structures
 - Such areas that have unavoidable impervious areas, attempt to break up these impervious areas by installing infiltration devices, drainage swales, and providing retention areas
 - Minimise imperviousness by reducing the total area of paved surfaces
 - Maintain existing topography and pre-development hydrological processes

Wastewater

Ngāti Te Ata position

- Significantly improve stormwater and wastewater management and treatment to acknowledge our cultural values.
- Actively explore alternative wastewater treatment and disposal options including removal of trade wastes, recycling of grey water, disposal to land (or other innovative methods) and not using water as a waste transport system.
- Land-based treatment of effluent is preferred. A preference for high level onsite wastewater disposal treatment systems.
- Exploration of natural processes rather than mechanical to treat wastewater, including vermiculture.
- Consider beneficial re-use on-site of stormwater and wastewater.
- 'Clean' and 'contaminated' waters are not mixed i.e., no direct disposal of any waste into waterways, including wetlands.

Stormwater

The Ngāti Te Ata Position

- Significantly improve stormwater and wastewater management and treatment to acknowledge our cultural values.
- 'Clean' and 'contaminated' waters are not mixed i.e., no direct disposal of any waste into waterways, including wetlands.
- Roof water for reuse and groundwater recharge.
- Highest level of stormwater treatment should be used before it is discharged into waterways. This includes, but is not limited to:
 - use of 'treatment train' approach
 - use of raingardens/swales, green outfalls and green roofs
 - all cesspits to be fitted with a 'stormwater 360 litter trap' or 'enviro-pod'
 - use of the new GD01 stormwater management devices guideline as an appropriate means to support the mitigation of stormwater issues.

Stormwater (relating to wetlands)

- When making decisions on future development projects, cumulative effects must be considered.

- Water levels of all significant wetlands shall be maintained and stabilised to prevent further deterioration in wetland ecological condition and, where possible, wetland water levels shall be restored to enhance habitat and expand wetland area. Where necessary, this shall be achieved by placing restrictions on the amount of surface and subsurface drainage installed adjacent to wetlands.
- Ensure that all land use practices that have the potential to impact on wetlands have efficient sediment, drainage, discharge, fertiliser application, and riparian buffer control practices in place to ensure that adverse impacts on wetlands are prevented.
- No discharges of point or non-point source wastewater to ecologically or culturally significant wetlands.
- All stormwater discharged to ecologically or culturally significant wetlands shall be treated in such a way that ensures the ecological condition and cultural use of the wetland is not compromised. Stormwater should be discharged to a forebay prior to entering a wetland.
- Establish or maintain 'buffer zones' of appropriate indigenous plant species around all significant wetlands to protect them from the effects of land use and to help reduce fluctuations in wetland water levels.
- Where appropriate land is available, and it is feasible, flood plains shall be restored to function as natural overflow areas along rivers and streams and to link more naturally with adjacent wetlands.

Wetlands

Ngāti Te Ata Position

- Support the establishment of programmes to restore and expand wetland habitat. These programmes should be developed and implemented to achieve a measurable increase in the quality of wetlands, and should ideally include, but not be limited to:
 - restoring existing wetlands
 - removing and/or controlling plant and animal pests
 - using technology such as constructed wetlands where this is feasible
 - expanding the size of those wetlands where this is feasible
 - re-establishing wetlands adjacent to lakes and rivers where land is available, and conditions remain suitable for wetlands
 - identifying and setting aside government and local authority owned land for the creation and enhancement of wetlands.

Open Space

Ngāti Te Ata Position

- Auckland Council should implement a partnership approach to the sustainable management of Pukekohe's natural and physical resources, including parks and open spaces.
- Cultural values and Ngāti Te Ata associations should be known and understood before the type and location of open spaces are decided.
- Tikanga Māori and customary activities should influence how parks and open spaces are planned, developed and managed.
- The focus should be on visually and physically connecting Pukekohe to a network of trails, walkways, parks, open spaces and streets to create opportunities for residents to move around their neighbourhoods and to enhance native biodiversity.
- Iwi should have First Rights of Naming parks, reserves and open spaces.
- Require subdivision and new development to provide open space/reserves next to streams and rivers. This will protect the water body, allow access, increase biodiversity, and enhance ecosystems.
- Open space buffer zones and internal neighbourhood parks should be encouraged.
- Encourage the use of 'park edge roads' along open space zones and esplanade or recreation reserves.
- Develop greenways plans that provide cycling and walking connections that are safe and enjoyable, while also improving local ecology and access to recreational opportunities.
- Ngāti Te Ata continue to be involved in the development of a Blue-Green network for the Pukekohe area.

Road Naming

Ngāti Te Ata Position

- Ngāti Te Ata have first right to name the main road into the development. Names/Naming. Ancestral or historical events. Names provide entry points for exploring historical narratives, tupuna and critical events relating to development sites.

Road naming policies

Auckland Council has road naming guidelines that set out the requirements and criteria of the council for proposed road names.

The Auckland Council Road Naming Guidelines allow that where a new road needs to be named as a result of a subdivision or development, the sub divider/developer shall be given the opportunity of suggesting their preferred new road name/s for the local board's approval. Auckland Council's Road naming criteria typically require that road names reflect:

- A historical or ancestral linkage to an area;
- A particular landscape, environment or biodiversity theme or feature; or
- An existing (or introduced) thematic identity in the area.

Biodiversity

Ngāti Te Ata Position

- Embrace and empower kaitiakitanga and rehabilitate and heal the natural systems that support us all.
- Restore iwi capacity to manage our natural and physical resources according to our own preferences.
- Support iwi monitoring of the effectiveness of environmental regulation in the protection of our cultural resources, biodiversity, wāhi tapu and other taonga within our respective rohe.
- Policies, planning, and best practice must ensure no further net losses of valuable ecosystems, and a measurable expansion of areas of regionally and culturally significant vegetation.
- Support area specific planning provisions such as riparian planting requirements.
- Promote the use of 'eco-sourced / whakapapa plants' that are indigenous plants and trees from within the Pukekohe area.
- Establish new and enhance existing ecological corridors as a high priority.
- Implement programmes such as riparian planting and protect sensitive receiving environments and protect and enhance water quality e.g. all permanent waterways to be fenced from livestock and planted, where appropriate, with indigenous vegetation to minimise the effects of land use practices and enhance biodiversity.
- Remove or reduce pest species (plant and animal) from existing locations and prevent establishment in new locations.
- Proposed developments must demonstrate how they have considered and applied development principles that enhance the environment including, but not limited to how the development:

- restores the capacity of ecosystems
- creates or maintains ecosystems that function without human intervention.
- Encourage landowners to take out protective covenants to protect remnant stands of indigenous vegetation.

Indigenous vegetation

Ngāti Te Ata Position

- Tree surveys should be undertaken to identify all native trees.
- All trees over 200 years should be protected (without the need to individually identify them).
- Ngāti Te Ata to have input in the selection of appropriate indigenous trees and plants, and involvement in the design of wetland planting.
- Promote the use of eco-sourced / whakapapa plants and trees from within the Pukekohe area. Eco-sourced / whakapapa plants must be used where adjacent to areas of high ecological and conservation value and should be encouraged for all landscape plantings elsewhere.
- When making decisions on future development projects, cumulative effects must be considered.

Sustainability

Ngāti Te Ata Position

- Support energy efficiency, transition away from fossil fuels and zero waste minimisation initiatives.
- New development should incorporate sustainable options and housing should achieve at least a 6-star level from New Zealand Green Building Council 'Homestar' (or equivalent). This includes but is not limited to green roofs, solar panels and recycling of water and other resources.
- New development should have positive impacts on the environment e.g. enhance water quality, increase biodiversity connections, and remediate contaminated land.
- Significantly improve stormwater and wastewater management and treatment to acknowledge our cultural values.
- Support the use of LID (Low impact design) principles in all new subdivisions and developments.

Natural hazards

Ngāti Te Ata Position

- New land use and structures shall avoid creating actual or potential adverse effects, including an increase to the risk or magnitude of a natural hazard event.
- Preference is given to any new or changing land use, subdivision or development avoiding, rather than mitigating, any natural hazard.
- Existing land use, activities, and structures in areas where natural hazards occur are encouraged to change land use or activities and shift, abandon or suitably modify structures to withstand the potential effect of a natural hazard event.
- Encourage low-lying areas prone to flooding to be turned back into wetlands rather than using for urban development such as housing.
- Risk of adverse effects on human, cultural, spiritual, or environmental well-being shall be prioritised over risks to individual properties when assessing natural hazard risks and/or the need for hazard protection structures.
- Where it is practical, and environmentally, culturally, and/or spiritually preferable, a 'soft' engineering solution should be utilised over a 'hard' solution (e.g. the use of swales rather than concrete channels).
- If an existing or proposed natural hazard protection structure adversely affects human, cultural, spiritual, or environmental well-being then alternative solutions are encouraged and expected.
- Hazard management structures, activities, and schemes and their ongoing function should strive to maintain and restore ecosystem function and habitat, and cultural and/or spiritual well-being.
- Where there is existing development and the effects on cultural and/or spiritual values and the environment are adverse, the concept of 'managed retreat' should be applied. This means existing structures are not replaced or maintained, and no new structures are allowed to be erected.
- Where culturally and/or spiritually sensitive sites or sites of significance are subject to natural hazards, in which human intervention has played no role, then we should be advised to enable our correct protocols and procedures to be adopted to address the situation.
- The cumulative adverse effect of land use and structures on natural hazards shall be avoided or managed consistent with the above recommendations, such that there is no increased risk to human life, structures, cultural, spiritual or environmental well-being.

Infrastructure

Ngāti Te Ata Position

- Actively explore alternative wastewater treatment and disposal options including removal of trade wastes, recycling of grey water, disposal to land (or other innovative methods) and not using water as a waste transport system.
- Create people-friendly environments, including pedestrian and cycling networks. New significant public transport infrastructure should be located within walkable catchments to the residents it serves and to the associated centre.
- Reduce current transport congestion levels. Land use planning for zonings should be used to minimise the need to travel for work and shopping, as new areas should be provided with the commensurate centre to fulfil employment and business needs.
- Support park and ride facilities in both structure plan areas to cater for outlying rural communities that are not serviced sufficiently by public transport.
- Public infrastructure investment is costly, and therefore we need to ensure that every dollar spent leverages significant centres for services, employment and residential densities. Land use planning shouldn't be rationed, Council's role should be to enable the best opportunities for these communities.
- Support fast broadband rollout including to rural areas.
- Support and encourage the use of water sensitive design in the provision of infrastructure.

Urban Design

Ngāti Te Ata Position

- Te Aranga Principles should be incorporated and activated into the structure plan process, and opportunities to locate centres with environmental and cultural features as focal points should be considered. We should be creating centres that people want to visit.
- Future development should show how Te Aranga Principles have been considered and applied. This includes but is not limited to how the development understands, acknowledges and incorporates the diversity and uniqueness of the development location (socially, culturally, spiritually, economically, and environmentally), and whether it provides for visual amenity consistent with the surrounding environment.
- Other urban design values should also be incorporated. For example, we support the use of 'park edge development/park edge roads' as a design feature. These can help foster a sense of ownership, increase safety and surveillance (e.g. deterrent to illegal

dumping), increase visual and landscape amenity, and a higher likelihood or better opportunity to protect our cultural values.

Auckland Plan 2050

The Auckland Plan 2050² sets Auckland’s long-term strategy; outlining the major challenges facing Auckland and setting the direction for tackling these. It includes the Development Strategy and six outcomes. The six outcomes are:

1. Belonging and participation

All Aucklanders will be part of and contribute to society, access opportunities, and have the chance to develop to their full potential.

2. Māori identity and wellbeing

A thriving Māori identity is Auckland's point of difference in the world – it advances prosperity for Māori and benefits all Aucklanders.

3. Homes and places

Aucklanders live in secure, healthy, and affordable homes, and have access to a range of inclusive public places.

4. Transport and access

Aucklanders will be able to get where they want to go more easily, safely and sustainably.

5. Environment and cultural heritage

Aucklanders preserve, protect and care for the natural environment as our shared cultural heritage, for its intrinsic value and for the benefit of present and future generations.

6. Opportunity and prosperity

Auckland is prosperous with many opportunities and delivers a better standard of living for everyone.

Under the Māori identity and wellbeing outcome are the following directions and focus areas.

Direction	Focus Area
Direction 1: Advance Māori wellbeing	Focus Area 1: Meet the needs and support the aspirations of tamariki and their whānau
Direction 2: Promote Māori success,	Focus Area 2: Invest in marae to be

² The Auckland Plan 2050. <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/auckland-plan/Pages/default.aspx> Accessed 30 July 2018.

innovation and enterprise	self-sustaining and prosperous
Direction 3: Recognise and provide for te Tiriti o Waitangi outcomes	Focus Area 3: Strengthen rangatahi leadership, education and employment outcomes
Direction 4: Showcase Auckland's Māori identity and vibrant Māori culture	Focus Area 4: Grow Māori inter-generational wealth
	Focus Area 5: Advance mana whenua rangatiratanga in leadership and decision-making and provide for customary rights
	Focus Area 6: Celebrate Māori culture and support te reo Māori to flourish
	Focus Area 7: Reflect mana whenua mātauranga and Māori design principles throughout Auckland

Local Board Plan 2020

It is our expectation that the proposed development (subdivision) will align with, is consistent with, and supports the 2020 Local Board Plan's aspiration outcomes that guide their work to make a better community. Notably;

Outcome 1: Our strengths generate local opportunity and prosperity.

Our goal is to support our people to create and access new job opportunities, advocate for regional, national and third-party investment in infrastructure, and invest in initiatives that develop, leverage from and promote our local strengths as we anticipate changes to our economy, environment and population.

Outcome 2: Improved transport options and fit for purpose roads.

We will advocate for transport improvements and services that enable our communities to be less car dependent and for design of and investment in the roading network so that it can safely accommodate current and future use.

Outcome 4: Kaitiakitanga and protection of our environment

We will work with mana whenua, local communities, and others to lead and inform environmental conservation, restoration, and regeneration projects and to recover and regenerate waste. Mana whenua maintain kaitiakitanga over the land and derive their mana from it. The local board recognises the important spiritual and cultural links and will seek iwi advice and cooperation.

Objective: Support community and iwi driven initiatives that will protect and restore the natural environment and address the impacts of climate change.

Objective: Protect and enhance the mauri (lifeforce) of our awa (waterways), moana (harbour) and ngahere (indigenous forests).

Key Initiative: Partner with iwi, community, and private landowners to protect and restore *local waterways through fencing, planting, mangrove removal and willow removal to help manage floods and create habitat for native biodiversity.

Outcome 5: Cultural heritage and Māori identity is expressed in our communities

We will support the capture, recording and promotion of local cultural narratives so that new residents, visitors, and future generations can experience, understand, and enjoy our stories and perspectives.

Objective: Build and maintain mutually beneficial relationships with Māori.

Key Initiative: Work with mana whenua and local historic societies to tell the stories of our places including parks, community centres and libraries, and supporting opportunities for digital and physical interpretation of stories

“We must support mana whenua and local communities to capture, record and share our local cultural narrative so that new residents, visitors and future generations can experience and enjoy our worldview”

Friday, 8 July 2022

1.1 MEMO ADDRESSING CULTURAL IMPACT ASSESSMENT SUPPLEMENT FROM NGĀTI TE ATA

The table below addresses the key themes in the Cultural Impact Assessment supplement from Ngāti Te Ata. The response identifies the applicant's specific statements/recommendations under each theme.

THEME	RESPONSE
Archaeological ¹	<p>To support the structure planning exercise for Pukekohe-Paerata, a historic heritage assessment was prepared by Council. The assessment along with the AUP maps and NZ Archaeological Association maps reveal that there are no recognised heritage or archaeological features on or near the PC74 site.</p> <p>Archaeological matters can be addressed at resource consent stage with site specific archaeological assessments.</p> <p>Accidental discovery protocol rules apply in Chapters E11 and E12.</p> <p>The requirements of the <i>Heritage New Zealand Pouhere Taonga Act 2014</i> apply to archaeological sites.</p> <p>PC74 is considered appropriate and no amendments are recommended.</p>
Cultural (Karakia (blessing/prayer), cultural monitoring) ²	<p>Cultural practices and monitoring relating to future development works can be addressed at resource consent stage.</p>
Earthworks / Sediment / Soils ³	<p>Potential soil contamination is addressed by the NES for Assessing and Managing Contaminants in Soil to Protect Human Health 2011 and Chapter E30 (Contaminated land) of the AUP. This matter will be considered at resource consent stage.</p> <p>Earthworks are a resource consent matter and will be subject to the provisions of Chapter E11 (Land disturbance – Regional) and E12 (Land disturbance – District). GD05 will influence the design and implementation of erosion and sediment controls.</p> <p>Riparian planting is specifically addressed in the precinct provisions proposed for PC74. Consistency with local biodiversity is a requirement for future planting (rule I4XX.6.2).</p> <p>The alteration or removal of riparian vegetation is subject to the provisions of Chapter E15 (Vegetation management and biodiversity). Works</p>

¹ Pg. 12

² Pg. 12

³ Pg. 12-13

THEME	RESPONSE
	<p>in/around bodies of water/watercourses is subject to the provisions of Chapter E3 (Lakes, rivers, streams and wetlands). As such, this is a resource consent matter.</p>
<p>Coastal environment (The Tutaenui Catchment and Waikato River)⁴</p>	<p>The PC74 site does not adjoin the coastal environment. Discharges from the site ultimately enter the Waikato River. Notwithstanding this, PC74 is supported by a SMP which aligns with best practice approaches. The SMP has been prepared in accordance with the requirements of the Regional NDC. A specific SMAF standard (rule IXX.6.4) included in the precinct provisions.</p> <p>The urbanisation of the site will ensure that livestock are removed.</p>
<p>Waterways⁵</p>	<p>Permanent and intermittent streams on-site will be subject to the precinct provisions which require planting to a minimum width of 10m (which is consistent with other Precincts in the AUP and recent decisions relating to PC48 to 51 in Drury and the consent order for PC61). As per the urban design report submitted with the request, park-edge roads can be implemented where feasible (which is addressed in the matters of assessment in I4XX.7.2(2).</p> <p>PC74 is supported by a SMP that outlines best practicable options for stormwater management of the site. A specific SMAF standard (rule IXX.6.4) is included in the precinct provisions.</p> <p>Cumulative effects will be considered in resource consent applications as development is proposed to occur.</p>
<p>Wastewater⁶</p>	<p>Water supply and wastewater are proposed to be managed with connections and upgrades to the surrounding network as per the infrastructure report enclosed with the PC request. The applicants have been in consultation with Watercare who noted in their primary submission that capacity and servicing requirements have been adequately assessed. Requirements for reticulated networks are contained in Chapters E26 and E38.</p>
<p>Stormwater⁷</p>	<p>PC74 is supported by a SMP which addresses stormwater management for the site and which acknowledges the existing regulatory and design requirements. A specific SMAF standard (rule IXX.6.4) included in the</p>

⁴ Pg. 13-14

⁵ Pg. 14-15

⁶ Pg. 16

⁷ Pg. 16-17

THEME	RESPONSE
	<p>precinct provisions. PC74 is considered appropriate and no amendments are recommended.</p> <p>Buffer planting around the SEA and riparian planting to the stream is required by the precinct provisions (rule I4XX.6.2).</p>
Wetlands ⁸	<p>Activities involving wetlands are addressed by Chapter E3, the NES for Freshwater 2020 and the NPS for Freshwater Management 2020. No further rules are required in the plan change.</p>
Open Space ⁹	<p>Specific open space matters (e.g. naming) are not plan change matters. These will be addressed at resource consent stage when the exact nature of open space on the site is known.</p>
Road Naming ¹⁰	<p>Road naming is not a plan change matter and will be addressed at resource consent stage under separate processes when the exact nature of the internal transport network is known.</p>
Biodiversity ¹¹	<p>Terrestrial biodiversity matters are addressed by the provisions of Chapter E15 and direction of Chapter B7 (Natural resources). Aquatic matters are addressed by Chapter E3.</p> <p>Riparian planting and buffer planting around the SEA is required by the precinct provisions (rule I4XX.6.2). Consistency with local biodiversity is a requirement for future planting (rule I4XX.6.2(4)).</p> <p>PC74 is considered appropriate and no amendments are recommended.</p>
Indigenous Vegetation ¹²	<p>Tree surveys have previously been undertaken by Peers Brown Miller with the arboricultural assessment. An ecology report was provided with the plan change request. A number of trees on-site meet criteria for protection and thus are proposed to be added to Schedule 10 (Notable Trees Schedule).</p> <p>The stand of native bush is proposed as an SEA.</p> <p>Buffer planting around the SEA is required by the precinct provisions (rule I4XX.6.2(3)). Consistency with local biodiversity is a requirement for future planting.</p> <p>PC74 is considered appropriate and no amendments are recommended.</p>

⁸ Pg. 17

⁹ Pg. 18

¹⁰ Pg. 18-19

¹¹ Pg. 19-20

¹² Pg. 20

THEME	RESPONSE
Sustainability ¹³	Sustainability measures (such as energy efficiency, sustainable building design etc.) is more appropriately addressed at resource consent stage. In general, PC74 is sustainable as the site is an appropriate location for growth and occur in such a manner that manages the natural resources on-site whilst providing for future generations. The applicant relies upon the operative provisions of the AUP in respect to the proposed Zone and region-wide provisions.
Natural Hazards ¹⁴	Natural hazards will be addressed at resource consent stage in accordance with the rules in Chapter E11, E12, E36 and E38 of the AUP. There is no evidence that PC74 is inappropriate with regards to natural hazards. The SMP demonstrates that the hazards associated with flooding and stormwater can be managed.
Infrastructure ¹⁵	<p>The site is located in close proximity to the Pukekohe Train Station which will be electrified to streamline the service. The Pukekohe town centre and other services and amenities are also in the locality which will be supplemented by the provision of cycling and pedestrian connections as per the precinct provisions.</p> <p>Water sensitive design is factored into the SMP for PC74, along with a specific SMAF standard (rule IXX.6.4) included in the precinct provisions.</p> <p>PC74 is considered appropriate and no amendments are recommended.</p>
Urban Design ¹⁶	<p>PC74 is supported by an urban design report which addresses Chapter B2 (Urban growth and form) and the Neighbourhood Design Statement prepared for the Pukekohe-Paerata Structure Plan.</p> <p>The consideration of Te Aranga and other design approaches to urban design will be addressed at resource consent stage when detailed designs are available. PC74 is considered appropriate and no amendments are recommended.</p>
Auckland Plan 2050 ¹⁷	The Auckland Plan 2050 has been previously assessed in Section 5.6 of the statutory assessment provided in support of PC74. PC74 is considered appropriate and no amendments are recommended.

¹³ Pg. 20

¹⁴ Pg. 21

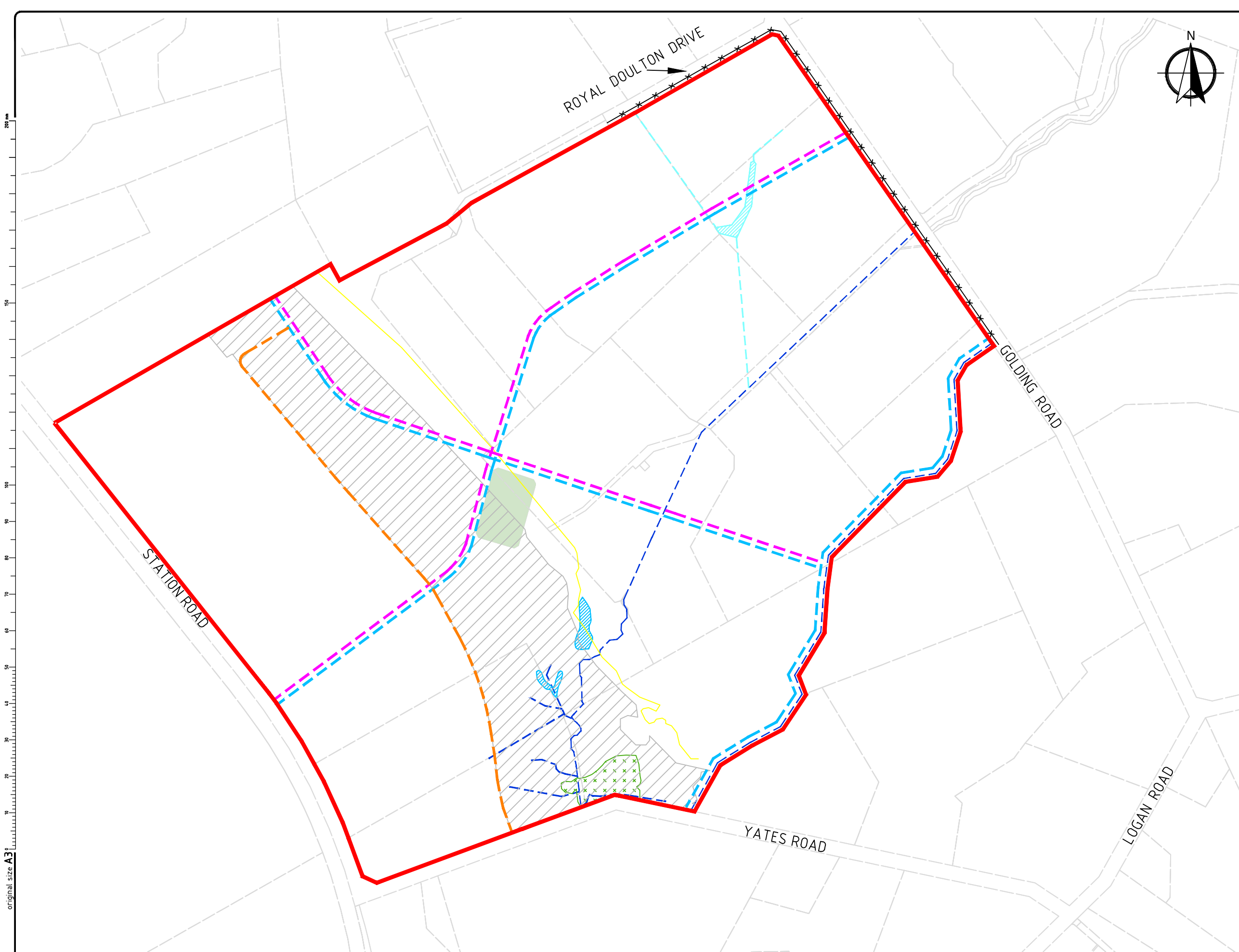
¹⁵ Pg. 22

¹⁶ Pg. 22-23

¹⁷ Pg. 23-24

THEME	RESPONSE
Local Board Plan 2020 ¹⁸	The outcomes of the Local Board Plan 2020 have been previously assessed in Section 5.11 of the statutory assessment provided in support of PC74. PC74 is considered appropriate and no amendments are recommended.

¹⁸ Pg. 24-24



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	
Proposed Significant Ecological Area	
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	

NOTES:

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Birch Planning Surveying Engineering
LAND DEVELOPMENT CONSULTANTS

2A Wesley Street
Pukekohe 2120
PO Box 475
Pukekohe 2340

Ph: 09 237 1111
pukekohe@bslnz.com
www.birchsveyors.co.nz

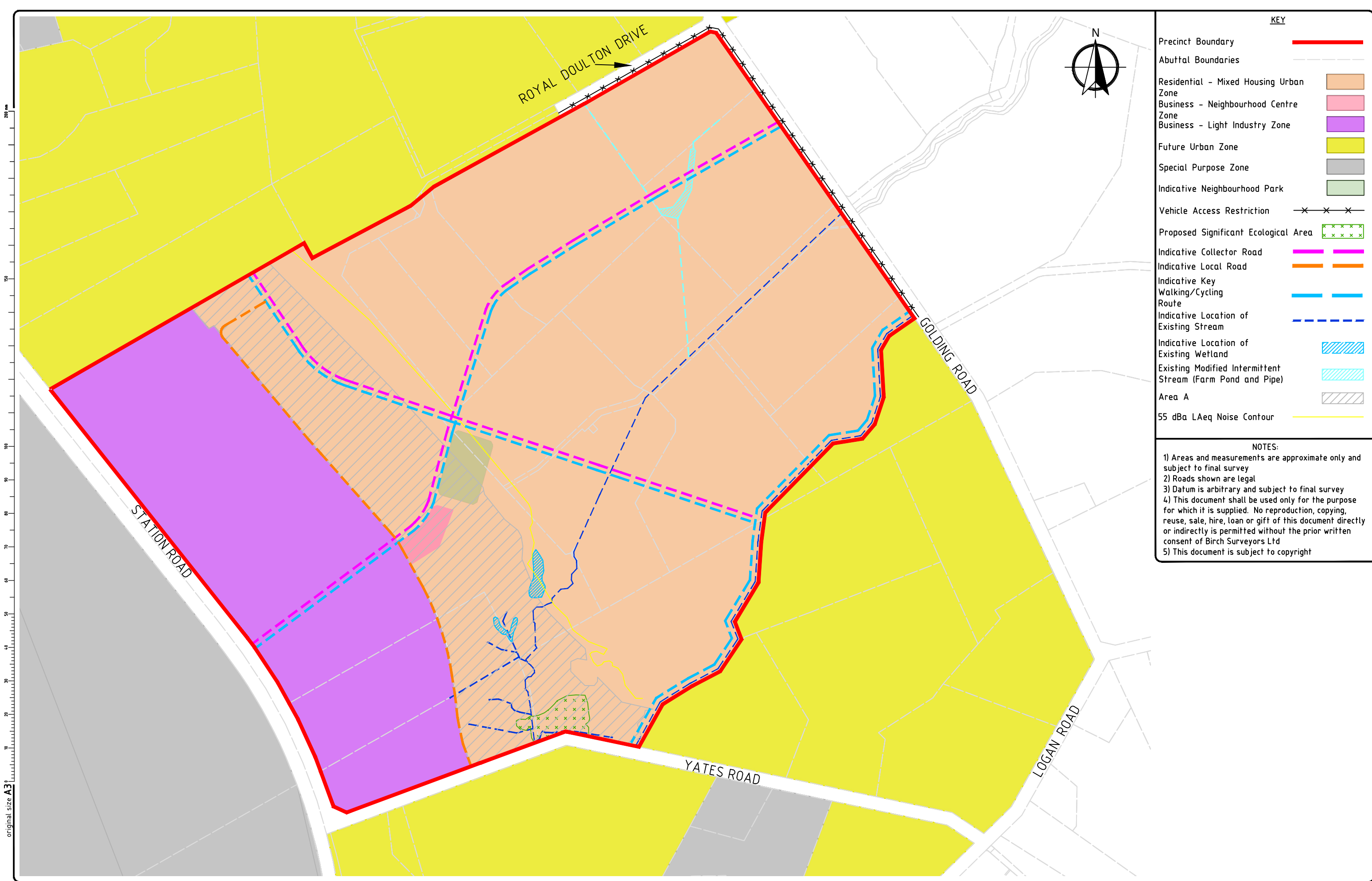
LOCAL AUTHORITY	AUCKLAND COUNCIL
PLANNING MAP	
ZONING	FUTURE URBAN ZONE & MAJOR RECREATION FACILITY ZONE
ACTIVITY	
COMPRISED IN	
TOTAL AREA	82.6666ha
REGISTERED OWNERS	

PROJECT NAME
PRIVATE PLAN CHANGE PUKEKOHE GOLDING PRECINCT

GOLDING ROAD
PUKEKOHE

Surveyed	Date	Project No.	4294	
Designed GRPC	Date	Scale	Hz: 1:5000 @ A3	
Drawn	Date	REV	BY	DATE
BSL	01/2019	J	SS	07/21 Updates
Approved	Date	K	KB	10/21 Overlay Updates
Project Manager		L	TR	10/21 Overlay Updates
		M	KB	11/21 Catchment Update

TITLE	PRECINCT PLAN 1	
Drawing Name	F:_CAD\CP 4294 M.dwg /Precinct Plan 1 (WIP) (SUBMITTED TO FINAL SURVEY)	Rev. M



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	
Proposed Significant Ecological Area	
Indicative Collector Road	
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Existing Modified Intermittent Stream (Farm Pond and Pipe)	
Area A	
55 dBA LAeq Noise Contour	

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	<p>2A Wesley Street Pukekohe 2120 PO Box 475 Pukekohe 2340</p> <p>Ph: 09 237 1111 pukekohe@bslnz.com www.birchsurveyors.co.nz</p>	<p>LOCAL AUTHORITY: AUCKLAND COUNCIL</p> <p>PLANNING MAP: -</p> <p>ZONING: FUTURE URBAN ZONE & MAJOR RECREATION FACILITY ZONE</p> <p>ACTIVITY: -</p> <p>COMPRISED IN: -</p> <p>TOTAL AREA: 82.6666ha</p> <p>REGISTERED OWNERS: -</p>	<p>PROJECT NAME</p> <p>PRIVATE PLAN CHANGE PUKEKOHE GOLDING PRECINCT</p> <p>GOLDING ROAD PUKEKOHE</p>	<p>Surveyed: -</p> <p>Designed: GRPC</p> <p>Drawn: BSL</p> <p>Approved: -</p> <p>Project Manager: -</p>	<p>Date: 2019</p> <p>Date: 01/2019</p> <p>Date: -</p>	<p>Project No. 4294</p> <p>Scale: Hz: 1:5000 @ A3</p> <table border="1" style="font-size: 8px;"> <thead> <tr> <th>REV</th> <th>BY</th> <th>DATE</th> <th>COMMENT</th> </tr> </thead> <tbody> <tr> <td>J</td> <td>SS</td> <td>07/21</td> <td>Updates</td> </tr> <tr> <td>K</td> <td>KB</td> <td>10/21</td> <td>Overlay Updates</td> </tr> <tr> <td>L</td> <td>TR</td> <td>10/21</td> <td>Overlay Updates</td> </tr> <tr> <td>M</td> <td>KB</td> <td>11/21</td> <td>Catchment Update</td> </tr> </tbody> </table>	REV	BY	DATE	COMMENT	J	SS	07/21	Updates	K	KB	10/21	Overlay Updates	L	TR	10/21	Overlay Updates	M	KB	11/21	Catchment Update	<p>TITLE</p> <p>PRECINCT PLAN 1</p>	<p>Drawing Name: F:_CAD\CP 4294 M.dwg /Precinct Plan 1</p> <p>SUBJECT TO FINAL SURVEY</p> <p>Rev: M</p>
	REV	BY	DATE	COMMENT																								
J	SS	07/21	Updates																									
K	KB	10/21	Overlay Updates																									
L	TR	10/21	Overlay Updates																									
M	KB	11/21	Catchment Update																									
522																												

Friday, July 8, 2022

Craig Cairncross
Auckland Council
By email

Dear Craig

CULTURAL IMPACT ASSESSMENT SUPPLEMENT FROM NGĀTI TE ATA

1. On 20 April 2022, Golding Meadow Developments Limited & Auckland Trotting Club Inc (“the applicants”) received a submission on Plan Change 74 (“PC74”) from Karl Flavell (Manager Environment) on behalf of Ngāti Te Ata.
2. The relief sought in the submission (para. 5) is that “a Cultural Values Assessment is undertaken by Ngāti Te Ata to ascertain the the Ngāti Te Ata history, cultural values and iwi environmental preferences regarding the proposed plan change development”.
3. Following receipt of the submission, the applicants have consulted with Karl and requested a Cultural Impact Assessment (“CIA”) be prepared. Karl has since prepared and issued a CIA (enclosed as Attachment A). Analysis of the matters raised in the CIA has been undertaken and a response is enclosed as Attachment B.

Yours sincerely



James Oakley
Planner
Email: jameso@birch.nz
DDI: 09 237 0813

Enclosed

Attachment A – Ngati Te Ata CIA Report Supplement (July 2022)
Attachment B – Memo on Ngati Te Ata CIA (2022-7-8)

APPENDIX EIGHT

PROPOSED AMENDMENTS TO PLAN CHANGE

Version

Base Version for this Version is Version 3 – the Applicant’s response to Hearing Panel Direction 1

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 M. 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 M.
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 M.
5. Insert new Vehicle Access Restriction as illustrated on drawing by Birch Surveyors Project Number 4294 Overlay Plan Revision M.

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

AMENDMENTS TO SCHEDULE 10 NOTABLE TREE SCHEDULE

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

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. It 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.

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 riparian margins and hydrology mitigation. These measures will also will have reciprocal benefits in protecting the ecological values associated with the SEA.

A vehicle access restriction control applies to the southern side of Royal ~~Daulton Road~~ Doulton Drive_ and the western side of Golding Road to restrict direct vehicle access to these roads, therefore preserving the future arterial road opportunity of these roads from multiple vehicle crossings or from vehicles reverse manoeuvring on to the roads.

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 LAeq 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.

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

- Residential - Mixed Housing Urban

- Business – Neighborhood Centre
- Business – Light Industry Zone

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

I4XX.2. Objectives

- (1) 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) 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.
- (3) 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.
- (4) 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.
- (5) Subdivision and development is coordinated with the delivery of water, wastewater and stormwater infrastructure.
- (6) Reverse sensitivity effects on the adjacent Special Purpose – Major Recreation Facility Zone (Pukekohe Park) are mitigated.
- (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.
Objectives required by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021
- (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.

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 to provide an interconnected urban road network which includes necessary upgrades to existing infrastructure adjoining 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.
- (5) Require vehicle access restrictions for sites adjoining Golding Road and Royal Doulton Drive in recognition that they will become future arterials.

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.

Stormwater Management and Ecology

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

Reverse Sensitivity

- (9) 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. support local employment; and
 - c. avoid activities sensitive to noise on land exposed to noise levels greater than 57 dB L_{Aeq} on Category C days.
- (10) Prior to any development within the 55 dB LAeq noise contour in the Precinct, require the establishment of an acoustic barrier(s) to form an buffer between noise from motorsport activities occurring on the Special Purpose – Major Recreational Facility Zone and the Precinct’s residential zones.
- (11) 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.

I4XX.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Tables I4XX.4.1-4 below.

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

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity unless that activity is specifically listed in Tables I4XX.4.1-4.

Table I4XX.4.1 - Activity table all Zones

Activity		Activity status
Use and Development		
(A1)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 in the Residential – Mixed Housing Urban Zone	
(A2)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H12.4.1 in the Business – Neighbourhood Centre Zone	
(A3)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H17.4.1 in the Business – Light Industry Zone	
(A4)	Activities that do not comply with any of the standards listed in I4.XX6.1 to I4XX.6.5	D

Subdivision		
(A5)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A6)	Subdivision in accordance with the Precinct Plan	RD
(A7)	Subdivision not in accordance with the Precinct Plan	D
(A8)	Subdivision that does not comply with any of the standards listed in I4XX.6.1 to I4XX.6.5	D

Table 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.4.4 – 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

- (1) Subdivision and development (including construction of any new road) must be undertaken concurrently with the following planned and funded infrastructure OR must not precede the upgrades outlined in Table I4XX.6.1.1.

Table I4XX.6.1.1 Transport Infrastructure Requirements

Transport Upgrade		Trigger
(T1)	Pedestrian connection to Station Road	The first site/dwelling.
(T2)	Footpath connection from the precinct boundary to the nearest existing pedestrian footpath on the eastern side of Station Road	The first site/dwelling.
(T3)	Station Road upgraded as an urban Collector Road (development side only)	Prior to or in conjunction with any development or subdivision requiring direct or indirect access to Station Road
(T4)	Yates Road upgraded as an urban Collector Road (development side only)	Any development with frontage to Yates Road.
(T5)	Golding Road – 6m strip to set aside for future widening/vesting for AT works to upgrade Golding Road to an arterial road.	Any development with frontage to Golding Road.

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

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 or, where the stream edge cannot be identified by survey, from the centre line of the stream. This standard does not apply to that part of a riparian margin where a road or public walkway crosses over the stream and/or passes through or along the riparian margin.
- (2) The riparian margins 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. This standard does not apply to that part of a riparian margin where a road or public walkway crosses over the wetland and/or passes through or along the riparian margin.
- (3) The margin of the Significant Ecological Area must be planted at the time of any subdivision or land development adjacent to the feature 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 where available;
 - (b) be consistent with local biodiversity;
 - (c) be planted at a density of 10,000 plants per hectare, unless a different density has been approved on the basis of plant requirements.

I4XX.6.3 Site Access

Purpose:

- Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings
- (1) Where subdivision and development adjoins a road with a 3m 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 3m shared footpath or the road frontage.

I4XX.6.4 Stormwater Management

IXX.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 5 mm 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.

IXX.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.

IXX.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 IXX6.4.1, 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.

IXX.6.4.4 Operation and Maintenance of devices

Purpose: To ensure ongoing operational functionality of devices constructed and/or installed to meet standards IXX6.4.2-3 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)(i) 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:

- Be mechanically ventilated and/or cooled to achieve an internal temperature no greater than 25°C based on external design conditions of dry bulb 25.1 °C and wet bulb 20.1 °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
 - 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.
 - Must be provided with relief for equivalent volumes of spill air.
 - 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 must not apply in the event that the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) is rezoned or the Pukekohe Park Precinct Rule I434.6.1 is deleted.

I4XX.6.6 Development Controls Show Home

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

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.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):
 - (a) Consistency with the objectives and policies of the precinct.
 - (b) Consistency with the precinct plan.
- (2) Subdivision
 - (a) Transport including development of road, access, walking and cycling infrastructure, and traffic generation
 - ~~(b)~~ Naturalising of the stream morphology and integration with stormwater management

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.
- (2) Subdivision:
 - (a) Whether the collector roads are provided generally in the locations on the precinct plan.
 - (b) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility 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 (which includes opportunities to vest the stream network).
 - (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 walking and cycling infrastructure.
- (f) The design to restore natural banks, meanders and patterns of the stream
- (g) Design and integration of stormwater management requirements with the open space network.

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 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) Confirm detail on the eco-sourcing proposed for the planting
 - (c) Take into consideration the local biodiversity and ecosystem extent.

I4XX.8.2 Acoustic Report

- (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 I4XX6.5 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.

I4XX.8.2 Traffic Assessment

- (1) For every 100 dwellings/lots (based on a cumulative total within the Precinct) a Traffic Assessment must be provided which assesses the need for:
 - (a) Any upgrade of the Station Road / East Street intersection
 - (b) Any upgrade of the Golding Road / East Street existing roundabout

As triggered by the traffic related effects of development within the Precinct.

I4XX.9 Precinct plan

S42A Appendix 8 Version

Base Version for this Version is Version 3 – the Applicant’s response to Hearing Panel Direction 1 (Note: all changes in Version 3 accepted)

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 M. 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 M.
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 M.
5. Insert new Vehicle Access Restriction as illustrated on drawing by Birch Surveyors Project Number 4294 Overlay Plan Revision M.

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

AMENDMENTS TO SCHEDULE 10 NOTABLE TREE SCHEDULE

<u>ID</u>	<u>Botanical Name</u>	<u>Common Name</u>	<u>Number of Trees</u>	<u>Location/Street address</u>	<u>Locality</u>	<u>Legal Description</u>
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. It 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.

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 riparian margins and hydrology mitigation. These measures will also will have reciprocal benefits in protecting the ecological values associated with the SEA.

A vehicle access restriction control applies to the southern side of Royal ~~Daulton Road~~ Doulton Drive_ and the western side of Golding Road to restrict direct vehicle access to these roads, therefore preserving the future arterial road opportunity of these roads from multiple vehicle crossings or from vehicles reverse manoeuvring on to the roads.

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 LAeq 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.

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

- Residential - Mixed Housing Urban

- Business – Neighborhood Centre
- Business – Light Industry Zone

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

I4XX.2. Objectives

- (1) 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) 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.
- (3) 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.
- (4) 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.
- (5) Subdivision and development is coordinated with the delivery of water, wastewater and stormwater infrastructure.
- (6) Reverse sensitivity effects on the adjacent Special Purpose – Major Recreation Facility Zone (Pukekohe Park) are mitigated.
- (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 along stream corridors.

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 to provide an interconnected urban road network which includes necessary upgrades to existing infrastructure adjoining 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.
- (5) Require vehicle access restrictions for sites adjoining Golding Road and Royal Doulton Drive in recognition that they will become future arterials.

Infrastructure

- (6) Require subdivision and development to be co-ordinated with the provision of necessary infrastructure, **and** network utilities **and open space**, including identified upgrades outside the Precinct.

Stormwater Management and Ecology

- (7) Require subdivision and development to protect and enhance wetlands, streams and the significant ecological area.
- (8) Require subdivision and development to plant the riparian margin of streams and wetlands and to provide at source hydrological mitigation, attenuation and quality treatment (consistent 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

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

Reverse Sensitivity

- (11) 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. support local employment; and
 - c. avoid activities sensitive to noise on land exposed to noise levels greater than 57 dB L_{Aeq} on Category C days.
- (12) 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 an buffer between noise from motorsport activities occurring on the Special Purpose – Major Recreational Facility Zone and the Precinct’s residential zones.
- (13) 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.

I4XX.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Tables I4XX.4.1-4 below.

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

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity unless that activity is specifically listed in Tables I4XX.4.1-4.

Table I4XX.4.1 - Activity table all Zones

Activity		Activity status
Use and Development		
(A1)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 in the Residential – Mixed Housing Urban Zone	

(A2)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H12.4.1 in the Business – Neighbourhood Centre Zone	
(A3)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H17.4.1 in the Business – Light Industry Zone	
(A4)	Activities that do not comply with any of the standards listed in I4.XX6.1 to I4XX.6.5	D
Subdivision		
(A5)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A6)	Subdivision in accordance with the Precinct Plan	RD
(A7)	Subdivision not in accordance with the Precinct Plan	D
(A8)	Subdivision that does not comply with any of the standards listed in I4XX.6.1 to I4XX.6.5	D

Table 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.4.4 – 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

- (1) Subdivision and development (including construction of any new road) must ~~be undertaken concurrently with the following planned and funded infrastructure OR must not precede the upgrades outlined in Table I4XX.6.1.1.~~ comply with the standards in Table I4XX.6.1.1. Note: These standards will be considered to be complied with if the identified upgrade forms part of the same consent, or a separate consent which is given effect to prior to release of 224(c) for any subdivision OR occupation of any new building for a land use only.

Table I4XX.6.1.1 Transport Infrastructure Requirements

Transport Upgrade		Trigger
(T1)	Footpath and separated cycle path <u>Pedestrian</u> connection to Station Road	The first site/dwelling <u>and each subsequent site / dwelling.</u>
(T2)	Footpath and separated cycle path connection from the <u>connection required by (T1) along Station Road to provide a connection to the Pukekohe Rail Station nearest existing pedestrian footpath on the eastern side</u>	The first site/dwelling

	of Station Road	
(T3)	Station Road upgraded as an urban Collector Road (adjoining the precinct boundary development side only)	Prior to or in conjunction with any development or subdivision requiring direct or indirect <u>vehicle</u> access to Station Road
(T4)	Station Road upgraded as an urban Collector Road (to the intersection with East Street)	to be devised
(T4 5)	Yates Road upgraded as an urban Collector Road (kerb and channel development side only)	Any development with frontage to Yates Road.
(T5)	Royal Doulton Drive Golding Road – ?? 6m strip to set aside for future widening/vesting for AT works to upgrade <u>Royal Doulton Drive</u> Golding Road to an arterial road.	Any development with frontage to Golding Road . <u>Royal Doulton Drive</u>
(T6)	Golding Road upgraded as an urban Collector Road (kerb and channel development side only)	Any development with frontage to Golding Road.
(T7)	Golding Road upgraded as an urban Collector Road (to the intersection with East Street)	to be devised
(T8)	Upgrading of Station Road / East Street intersection	to be devised
(T8)	Upgrading of Golding Road / East Street intersection	to be devised
(T8)	Upgrading of Station Road / Subway Road intersection	to be devised

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

(2) Insert table of road design standards

~~(3) The north-south Indicative Collector Road as shown on the Precinct Plan shall be designed so that it can in future be extended across the precinct boundaries at each end of that road.~~

I4XX.6.2 Riparian and Buffer Planting Significant Ecological Area, Streams and Wetlands Protection and Enhancement

- (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 ~~or, where the stream edge cannot be identified by survey, from the centre line of the stream.~~ This standard shall be amended over any does not apply to that part of a riparian margin where a road or public walkway crosses over the stream and/or passes through or along the riparian margin, in which case the riparian margin shall extend to a width of 15m, fully planted at the time of subdivision or land development to a minimum width of 10m measured from the top of the stream and allowing further space to accommodate walkways.
- (2) The ~~riparian margins 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 ~~riparian margin wetland buffer~~ where a road or public walkway crosses over the wetland and/or passes through the buffer area. ~~or along the riparian margin.~~
- (3) The margin of the Significant Ecological Area must be planted at the time of any subdivision or land development adjacent to the feature to a minimum width of 15m measured from the edge of the canopy.
- (4) The planting required by clauses (1)-(3) above must:
 - (a) use eco-sourced native vegetation ~~where available;~~
 - (b) be consistent with local biodiversity;
 - (c) be planted at a density of 10,000 plants per hectare, ~~unless a different density has been approved on the basis of plant requirements.~~
 - (d) Planting shall 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
- (1) Where subdivision and development adjoins a road with an existing or (on the Precinct Plan) planned a 3m 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 3m shared footpath, protected cycle lane or the road frontage.

I4XX.6.4 Stormwater Management

IXX.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 5 mm 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.

IXX.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.

IXX.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 IXX6.4.1, 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.

IXX.6.4.4 Operation and Maintenance of devices

Purpose: To ensure ongoing operational functionality of devices constructed and/or installed to meet standards IXX6.4.2-3 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 LAeq 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 LAeq 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)(i) 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:
 - Be mechanically ventilated and/or cooled to achieve an internal temperature no greater than 25°C based on external design conditions of dry bulb 25.1 °C and wet bulb 20.1 °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
 - 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.
 - Must be provided with relief for equivalent volumes of spill air.
 - 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 must not apply in the event that the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) is rezoned or the Pukekohe Park Precinct Rule 1434.6.1 is deleted.~~

14XX.6.6 Development Controls Show Home

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

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.

14XX.7. Assessment – restricted discretionary activities

14XX.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):
- (a) Consistency with the objectives and policies of the precinct.
 - (b) Consistency with the precinct plan.
- (2) Subdivision
- (a) Transport including development of road, access, walking and cycling infrastructure, and traffic generation.
 - (b) Naturalising of the stream morphology and integration with stormwater management.
 - (c) Open Spaces and open space integration including development of the neighbourhood park and greenways which includes walking and cycling infrastructure.

14XX.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 are provided generally in the locations on the precinct plan.
- (b) The effectiveness and practicality of measures to prevent heavy vehicles from using the east-west collector roads east of the Business – Light Industry Zoned land.
- (c) 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.
- (d) 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 (~~which includes opportunities to vest the stream network~~). subject to the council's discretion as the future asset owner.
- (e) 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.
- (f) The design and layout of the roading network including urban blocks, connections, and safe walking and cycling infrastructure.
- (g) Whether the neighbourhood park is provided generally in the location on the precinct plan.
- (h) The design to restore natural banks, meanders and patterns of the stream
- (i) Design and integration of stormwater management requirements with the open space network.

I4XX.8 Special information requirements

I4XX.8.1 Riparian Planting Plan

- (1) An application for any subdivision or development that requires the restoration of a Significant Ecological Area or wetland buffer margin 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 (i.e. weeds and pest animals) to ensure canopy closure with 5 years and the eradication of pest weeds.

- (a) Confirm detail on the eco-sourcing proposed for the planting.
- (b) Take into consideration the local biodiversity and ecosystem extent.

I4XX.8.2 Acoustic Report

- (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 I4XX6.5 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.

I4XX.8.2 Traffic Assessment

- (1) For every 100 dwellings/lots (based on a cumulative total within the Precinct) a Traffic Assessment must be provided which assesses the need for:
 - (a) Any upgrade of the Station Road / East Street intersection.
 - (b) Any upgrade of the Golding Road / East Street existing roundabout.

As triggered by the traffic related effects of development within the Precinct.

I4XX.9 Precinct plan

Revise indicative walking / cycle routes (position to be determined)

Add the pedestrian / cycle connection over the east-west stream shown in Figure 23 of the ITA on Precinct Plan 1.