

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

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			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).

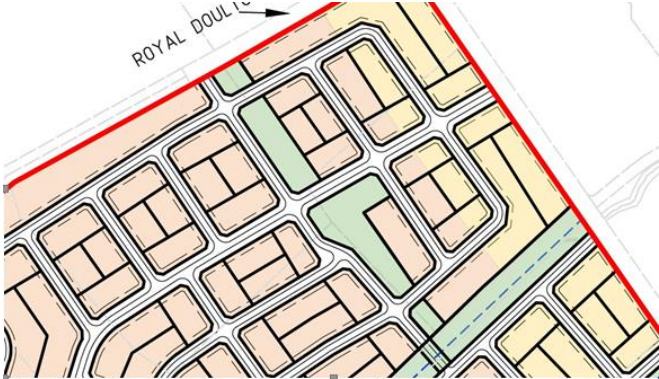
#	Category of information	Specific Request	Reasons for request
OS2	Riparian Yards	Please explain why 20m riparian buffers have not been required in the Precinct provisions.	The Pukekohe-Paerata Structure Plan provides a clear indicative illustration of a 20m riparian buffer along each side of a permanent 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?



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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>	
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

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			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.

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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.

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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

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			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.

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		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>

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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>

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			<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>

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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>

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			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>

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		<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>

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			<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

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		<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>

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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.
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			

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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 Waiohū 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.

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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

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			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.