

## PPC Application – Clause 23 Response

**Applicant:** Golding Meadow Developments Ltd & Auckland Trotting Club Inc

**Address:** Golding Road, Pukekohe

**Proposed activities:** PPC – Pukekohe Golding Precinct

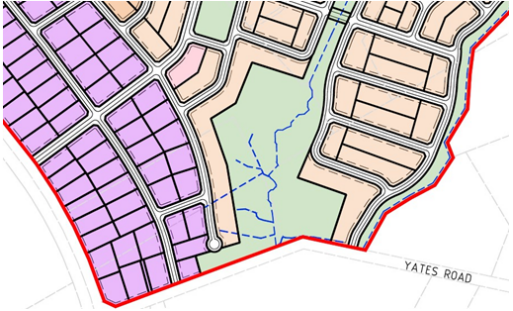
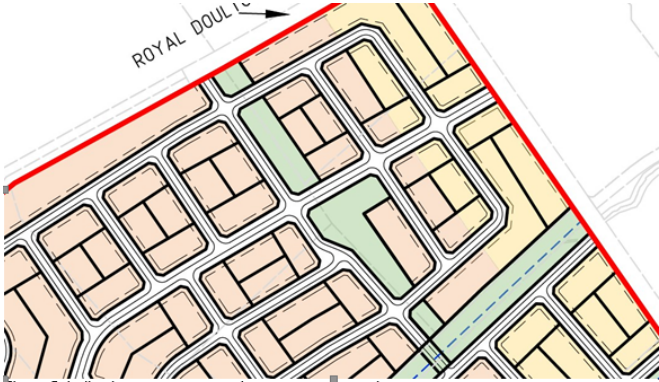
#	Category of information	Specific Request	Reasons for request	Applicant Response
<b>URBAN DESIGN AND LANDSCAPE (SPECIALIST REBECCA SKIDMORE)</b>				
UL1	Connectivity to Rail Station	Please provide a more detailed analysis of distance connectivity from the proposed residential zones within the Site and 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.

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		<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>

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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>
<b>Non CI23(1) request matter/other comments</b>				

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<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><b>OPEN SPACE / PARKS / COMMUNITY FACILITIES (SPECIALIST LEA VAN HEERDEN SENIOR PARKS PLANNING, AUCKLAND COUNCIL)</b></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>

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

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<b>ACOUSTIC (SPECIALIST ANDREW GORDON, AUCKLAND COUNCIL)</b>				
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

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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

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		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

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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>

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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>
<b>ECOLOGY (SPECIALIST LEIGHTON SIMMONS – ECOLOGIST, INFRASTRUCTURE &amp; ENVIRONMENTAL SERVICES, AUCKLAND COUNCIL)</b>				
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.

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		of development on the bat population arising from changes in habitat such as light, and noise.	<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	Please provide clarification of the process that has led to the identification of permanent streams.	<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 E3<sup>1</sup> 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>

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

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				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 <b>nation-wide</b> 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.
<b>Non CI23(1) request matter/other comments</b>				
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.
<b>DEVELOPMENT ENGINEERING (SPECIALIST - DAVID RUSSELL - SENIOR DEVELOPMENT ENGINEER (REGULATORY ENGINEERING SOUTH))</b>				
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.

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		the need for further treatment.		
<b>HEALTHY WATERS (SPECIALIST IRESH JAYAWARDENA HEALTHY WATERS)</b>				
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.

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		<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>
<b>Transport (Specialist Martin Peake, Progressive Transport Solutions)</b>				<b>Prepared by Leo Hills of Commute</b>



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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"> <li>the closest point of the PPC is 1.1km from the train station (as measured at the closest Station Road point).</li> <li>The furthest point along Station Road is 1.8km from the train station.</li> <li>The southern corner at the Golding Road end is 2.7km from the train station.</li> </ul> <p>A revised pedestrian map has been provided (<b>Attachment A</b>). This shows:</p> <ul style="list-style-type: none"> <li>True 1500m walking distance from the closest point of the PPC from the rail station (RED line)</li> </ul> <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.

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		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>

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		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"> <li>The stated plan change area (82.66Ha) is more than the sum of the areas listed in the table.</li> <li>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).</li> <li>The gross Mixed Housing Suburban Urban area (MHSU) is less than the net developable area in the table (4.37Ha compared to 11.3Ha).</li> </ul>	<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 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 use 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 compares 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 <sup>2</sup> . 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.

<sup>2</sup> 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.


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		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><b>Assessment of Trips</b></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><b>Attachment B</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"> <li>• Station Road / East Road</li> <li>• Station Road / Stadium Drive</li> <li>• Golding Road / East Road / East Street</li> <li>• Station Road / Subway Road</li> </ul> <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>

<sup>3</sup> 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.

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		<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>

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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"> <li>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&amp;P) however there is 4-6m from road edge to boundary and</li> </ul>

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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&amp;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"> <li>As development progresses upgrade the frontage of Station Road as per above.</li> </ul> <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><b>Golding Road Set Back Strip</b></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.<sup>4</sup></p>

<sup>4</sup> 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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<b>HERITAGE AND ARCHAEOLOGY (SPECIALIST - ROBERT BRASSEY PRINCIPAL SPECIALIST CULTURAL HERITAGE, AUCKLAND COUNCIL HERITAGE UNIT)</b>				
<b>Non CI23(1) request matter/other comments</b>				
<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 &amp; 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.
<b>PLANNING, STATUTORY AND OTHER MATTERS</b>				
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>

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				<ul style="list-style-type: none"> <li>• 154 Golding Road (Lot 3 DP437089)</li> <li>• 156 Golding Road (Lot 1 DP 437089)</li> <li>• 158 Golding Road (Lot 2 DP 437089)</li> <li>• 162 Golding Road (Lot 5 DP 437089)</li> </ul> <p>Auckland Trotting Club Incorporated</p> <ul style="list-style-type: none"> <li>• 240 Station Road (Lot 1 DP 443991)</li> <li>• 242 Station Road (Lot 1 DP 97787)</li> <li>• 27 Yates Road (Lot 1 DP 62593)</li> </ul> <p>Other parties not named as applicants but that actively support the PPC application and its progress are:</p> <p>Shen &amp; Zheng Investments Limited</p> <ul style="list-style-type: none"> <li>• 25 Royal Doulton Drive (Lot 8 DP 102609)</li> </ul> <p>Shen Development Limited</p> <ul style="list-style-type: none"> <li>• 27/27D Royal Doulton Drive (Lot 2 DP 147918)</li> </ul>
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"> <li>• landowners adjoining or in the vicinity of the PPC area;</li> <li>• Waikato District Council</li> <li>• The Counties Racing Club Incorporated</li> <li>• Ministry of Education</li> </ul>	<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"> <li>• Adjoining landowners outside of the PPC area;</li> <li>• Ministry of Education; and</li> <li>• Waikato District Council.</li> </ul> <p>The Counties Racing Club Incorporated (<b>CRC</b>)</p> <ul style="list-style-type: none"> <li>• Please refer to the attached correspondence.</li> </ul>
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>



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		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.

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		<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>

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		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.

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		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.