

AUCKLAND UNITARY PLAN OPERATIVE IN PART

PROPOSED PLAN CHANGE 74 (Private): Golding Meadows and Auckland Trotting Club Inc

SUMMARY OF DECISIONS REQUESTED

Enclosed:

- **Explanation**
- **Summary of Decisions Requested**
- **Submissions**

Explanation

- You may make a “further submission” to support or oppose any submission already received (see summaries that follow).
- You should use Form 6.
- Your further submission must be received by 10 June 2022.
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.

Summary of Decisions Requested

Plan Change 74 (Private) - Golding Meadows and Auckland Trotting Club Inc					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
1	1.1	Jason Wu	jasonrock83@hotmail.com	Accept the plan change with the amendments requested	Accept, subject to land proposed to be zoned Business Light Industry Zone being zoned Residential-Mixed Housing Urban Zone on the basis that the area is best suited to this zoning in an area close to the Pukekohe Town Centre and Pukekohe Train Station.
1	1.2	Jason Wu	jasonrock83@hotmail.com	Accept the plan change with the amendments requested	Accept, subject to the land at 25, 26A and 27B Royal Doulton Drive (includes land outside the current plan change area) being rezoned as part of the plan change
2	2.1	Zhi Hui Zhong	waizhong123@icloud.com	Accept the plan change	Accept the plan change, no amendments sought
3	3.1	Christine Montagna	c.montagna@xtra.co.nz	Decline the plan change	Decline, on the basis that the trotting activities create jobs and removal of it will be a massive loss to Franklin
4	4.1	Bronwyn Maclean	bronwyn.mcmurtry@gmail.com	Decline the plan change	Decline, on the basis that the trotting activities maintain needed large green spaces, and are needed for trotting trainers most of whom will lose their livelihoods
5	5.1	Ngāti Te Ata Attn: Karl Flavell	karl_flavell@hotmail.com	Decline the plan change	Decline until completion of a Cultural Values Assessment which adequately addresses effects on Ngāti Te Ata history, cultural values and iwi environmental preferences
6	6.1	Shaojie Zheng	charlie@fruitworld.co.nz	Accept the plan change	Accept the plan change with no amendments on the basis that the area and current and future generations will benefit from the zonings as proposed
7	7.1	Vicky Maree Roose (Jamieson)	vmroose@gmail.com	Accept the plan change	Accept the plan change in its current form
8	8.1	Franklin A & P Society Attn: Richard Peter Barton Holst	accounts@pukekoheshowgrounds.co.nz	Accept the plan change	Accept the plan change as it will be an indirect benefit to the Society including visibility and foot traffic and facilities at the grounds
9	9.1	Save Pukekohe Park Petition Attn: Christine Montagna/ Robert Hart	c.montagna@xtra.co.nz bob.hart@raywhite.com	Decline the plan change	Decline, on the basis of opposition to residential development and support for the equine, farming and rural activities in this environment which are supported or facilitated by the Auckland Trotting Club (the submission is accompanied by a petition with approximately 160 signatories)
10	10.1	Peter Francis Montagna	peter@blackwoodlegal.co.nz	Decline the plan change	Decline, on the basis that existing fertile soils, flora and fauna, rural lifestyle, rural activities and rural amenity should be maintained
11	11.1	Patrica Makene		Decline the plan change	Decline, on the basis of concern about employment and export industry effects and that trotting activities should be retained
12	12.1	Anil Sachdeva	anilsachdeva2001@yahoo.com	Accept the plan change with the amendments requested	Accept, subject to additional land (outside the current plan change area) at 120, 124, 150, 170 and 194 Station Road being rezoned as part of the plan change

Plan Change 74 (Private) - Golding Meadows and Auckland Trotting Club Inc					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
13	13.1	Auckland Regional Public Health Service (ARPHS) Attn: John Whitmore	JohnWh@adhb.govt.nz	Decline, but if approved, seeks amendment	Decline, or if not declined address specific relief raised in the submission in relation to the proposed provisions being inadequate to address the potential effects of motorsport noise on public health. Specific relief includes amendments to provisions relating to protection from (rather than mitigation of) adverse health effects due to motorsport noise, the proposed acoustic barrier (including when required and height, and associated road design) additional attenuation measures, 55dB LAeq threshold (rather than 55dB LAeq), replacement of the proposed Area A to cover the whole of the Residential-Mixed Housing Urban Zone, amendments to the dwelling internal noise standards
14	14.1	Watercare Services Limited Attn: Mark Iszard	Mark.Iszard@water.co.nz	Accept the plan change	Accept, subject to provisions as proposed in the plan change being adopted, on the basis that the proposed water and wastewater capacity and servicing requirements have been adequately assessed as part of the plan change and are technically feasible
15	15.1	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	Decline unless deficiencies in the plan change assessments and information are addressed and that there is an appropriate assessment of the impact on yields, potential network effects or network mitigations arising from the application of the medium density residential standards enabled by recent legislative amendments. Modelling and assessment of the transport effects of the plan change's proposed rezoning and intensification needs to be based on a more realistic trip rate and the impact on yields, potential network effects or network mitigations and consequential amendment or addition of the precinct mechanisms and / or provisions required to give effect to the delivery of them including their timing or staging
15	15.2	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	Decline, unless funding and financing concerns are resolved and that enabled growth makes a proportionate contribution towards the future transport infrastructure it will benefit from in the wider planned strategic road network. At this time there is no appropriate growth funding mechanism developed

Plan Change 74 (Private) - Golding Meadows and Auckland Trotting Club Inc					
Summary of Decisions Requested					
Sub #	Sub Point	Submitter Name	Address for Service	Theme	Summary
15	15.3	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	Decline on the basis that the provisions in the plan change have not correctly or adequately provided for identified future network upgrades or (if not declined) incorporate robust provisions and / or appropriate mechanisms to provide for: any network upgrades required on Royal Doulton Drive and Golding Road (including intersections and road construction standards); integration of precinct networks and improvements with the identified but as yet undefined supporting networks comprising an east-west route from Golding Road over the rail line to Manukau Road, including the intersection with Golding Road and intersection of Royal Doulton Drive and Golding Road; precinct provisions to address road noise from future East-West Arterial; application of vehicle access restrictions as required on Golding Road and Royal Daulton Drive; removing the requirement to vest a 6m strip on Golding Road and replacement with any appropriate provisions which provide for the future transport improvements outlined above; addition of Golding Road and Royal Daulton Road to a road construction standards table with the required detail; Alignment of the proposed North-South collector in an optimal location which is readily capable of being extended northward as part of development of the land it is located on, to connect with the proposed Arterial Ring Route
	15.4	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	Amend the Precinct Plan to include provisions to ensure that subdivision and development is integrated with the delivery of the transport infrastructure and services required to provide for the transport needs of the precinct, connect with the surrounding network and avoid, remedy or mitigate adverse effects. Concerns include staging, the feasibility of key connections where they cross multiple landowners and streams, construction of the future Arterial Ring Route, and inappropriate amounts of business traffic travelling through the proposed residential areas to access the proposed light business area. Provisions required may include thresholds or triggers, or clear assessment and consenting processes, aligned to related objectives and policies
15	15.5	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	If not declined, support the proposed Business Light Industry zoning in providing for employment and reducing the need for people to travel to work

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	15.6	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	Decline, unless amendments are made or mechanisms are put in place to address concerns relating to the proposed network, including: overprovision of collector roads where local roads could be built; key connections' feasibility where they cross multiple landowners and streams; the North-South collector road's indirect route and not giving effect to the structure plan. requirement for connection through to Yates Road;no indication as to the required treatment for collector/collector or collector/ arterial intersections and at what development stage this may be required; risk of business traffic travelling through the residential areas to access light business area. Also noting mapping inconsistencies: ITA easternmost collector road not shown on precinct plan map, Local road on master plan not aligned on precinct plan
15	15.7	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	Decline, unless provisions are included relating to minimum road reserve widths and key design elements and functional requirements of new and existing roads (example given in Appendix A of the submission)
15	15.8	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	Decline, unless there are provisions addressing frontage upgrade requirements to Royal Doulton Drive, Golding Road, Station Road and Yates Road, and provisions or mechanisms (including on the Precinct Plan) addressing walking and cycling connections to Pukekohe Station and on Station Road, Yates Road and Golding Road
15	15.9	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	Decline unless interventions for walking and cycling (w&c) are clearly shown in the precinct provisions including: Showing w&c connections to Station Rd (towards Pukekohe Station);Showing w&c facilities on Station Rd, Yates Rd and Golding Rd; Amending provisions to clearly show who is responsible for delivering infrastructure and provide appropriate thresholds to ensure development does not continue without w&c infrastructure
15	15.10'	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	Decline, unless provisions are amended to consider the whole of life costs and effectiveness of treatment of publicly vested stormwater assets
15	15.11	Auckland Transport Attn: Teresa George	teresa.george@at.govt.nz	Decline the plan change	Confirmation sought about whether any protected wetlands will affect the proposed precinct network or zoning
16	16.1	John Harris C/-Simpson Grierson Attn: Sarah Mitchell	sarah.mitchell@simpsongrierson.com	Decline the plan change	Decline, unless matters addressed in the submission are addressed including establishing a defensible boundary, and extension of the boundary of the plan change area between the proposed area and the existing Pukekohe Urban area (including 26 Royal Doulton Drive)
16	16.2	John Harris C/-Simpson Grierson Attn: Sarah Mitchell	sarah.mitchell@simpsongrierson.com	Decline the plan change	Decline, unless matters addressed in the submission are addressed including whether the proposed zoning / activities are most appropriately located or whether they may be more appropriately located on other Future Urban zoned land

Plan Change 74 (Private) - Golding Meadows and Auckland Trotting Club Inc					
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16	16.3	John Harris C/-Simpson Grierson Attn: Sarah Mitchell	sarah.mitchell@simpsongrierson.com	Decline the plan change	Decline, unless matters addressed in the submission are addressed including potential adverse effects on surrounding Future Urban Zone land
16	16.4	John Harris C/-Simpson Grierson Attn: Sarah Mitchell	sarah.mitchell@simpsongrierson.com	Decline the plan change	Decline, unless matters addressed in the submission are addressed including whether the location and capacity of the proposed roading network, roading upgrading and trigger rules are the most appropriate and will also best serve other Future Urban zoned land in the vicinity
16	16.5	John Harris C/-Simpson Grierson Attn: Sarah Mitchell	sarah.mitchell@simpsongrierson.com	Decline the plan change	Decline, unless matters addressed in the submission are addressed including appropriate provisions to ensure infrastructure (including power, water and wastewater) takes into account surrounding Future Urban Zone land
17	17.1	Golding Meadows and Auckland Trotting Club Inc Attn: Sir William Birch	sirwilliambirch@bslnz.com	Accept the plan change with the amendments requested	Accept, subject to specified amendments to the Auckland Unitary Plan to achieve alignment with the Medium Density Housing Standards. Amendments include objectives, policies and rules, and any subsequent amendments that may be required
17	17.2	Golding Meadows and Auckland Trotting Club Inc Attn: Sir William Birch	sirwilliambirch@bslnz.com	Accept the plan change with the amendments requested	Accept, subject to specified amendments to the Auckland Unitary Plan tree schedule (trees at 162 Golding Road, 27 Yates Road and 240 Station Road)
18	18.1	The New Zealand Transport Agency (Waka Kotahi) Attn: Brendan Clarke	brendan.clarke@nzta.govt.nz	Neutral	Neutral, noting the need to ensure multi-nodal connectivity and reduction in reliance on private car-based travel
19	19.1	Heather Isabel Clark	heatherisabelclark@yahoo.co.nz	Neutral, but if approved, seeks amendment	Neutral, with concerns about whether there should be more appropriate provisions relating to avoidance, remedying or mitigating adverse effects
19	19.2	Heather Isabel Clark	heatherisabelclark@yahoo.co.nz	Neutral, but if approved, seeks amendment	Neutral, with concerns about whether there are appropriate provisions relating to the adequacy and location of transport, water and wastewater infrastructure
19	19.3	Heather Isabel Clark	heatherisabelclark@yahoo.co.nz	Neutral, but if approved, seeks amendment	Neutral, with concerns about whether the plan change should be extended northwards to include properties on the northern side of Royal Doulton Drive
20	20.1	Ministry of Education Attn: Vicky Hu	vicky.hu@beca.com	Neutral, but if approved, seeks amendment	Neutral, with concerns relating to adequate planning for schools, including associated safe walking and cycling connectivity - amendments to provisions are proposed
21	21.1	KiwiRail Holdings Limited (KiwiRail) Attn: Jodie Mitchell	jodie.mitchell@kiwirail.co.nz	Accept the Plan Change subject to provisions being retained	Accept, subject to provisions as proposed in the plan change being adopted - includes precinct description, Objectives 3 and 4, Policy 4, activity table
22	22.1	Station Road Residents Group Attn: Sir William Birch	sirwilliambirch@bslnz.com	Accept the plan change with the amendments requested	Accept, subject to additional land (outside the current plan change area) as specified in the submission being rezoned as part of the plan change. The sites are at 120, 124, 150/152, 170 and 194 Station Road
23	23.1	Wobinda Farms Limited Attn: Peter Fuller	peter.fuller@quaychambers.co.nz	Accept the plan change with the amendments requested	Accept, subject to confirmation of adequate provision of parks and green corridors and riparian margins
23	23.2	Wobinda Farms Limited Attn: Peter Fuller	peter.fuller@quaychambers.co.nz	Accept the plan change with the amendments requested	Accept, subject to confirmation of adequate and appropriate provisions for cycling and walking linkages, widening of Golding Road and further consideration of the number of road linkages to Golding Road
23	23.3	Wobinda Farms Limited Attn: Peter Fuller	peter.fuller@quaychambers.co.nz	Accept the plan change with the amendments requested	Accept, subject to satisfactorily addressing downstream water quantity and quality effects
23	23.4	Wobinda Farms Limited Attn: Peter Fuller	peter.fuller@quaychambers.co.nz	Accept the plan change with the amendments requested	Accept, subject to satisfactorily addressing reverse sensitivity effects including dust and spray drift

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24	24.1	Auckland Council Attn: Warren MacLennan	warren.maclennan@aucklandcouncil.govt.nz	Decline, but if approved, seeks amendment	Decline unless Auckland Council's concerns around infrastructure funding, financing and delivery and any other relevant matter are addressed (approve if they are addressed)
25	25.1	Fire and Emergency New Zealand Attn: Nola Smart	nola.smart@beca.com	Accept the plan change	Accept the plan change on the basis that water supply will be in accordance with the New Zealand Fire Service Fire fighting Water Supplies Code of Practice SNZ PAS 4509:2008
26	26.1	Jenny Maree Walter	jennywalter@outlook.com	Decline the plan change	Decline, on the basis of inappropriate provisions made for addressing the urban-rural interface at Golding Road and inadequate provisions made for addressing the adverse effects of noise
26	26.2	Jenny Maree Walter	jennywalter@outlook.com	Decline the plan change	Decline, on the basis of inappropriate zoning, in particular at the Golding Road interface
26	26.3	Jenny Maree Walter	jennywalter@outlook.com	Decline the plan change	Decline, on the basis of inappropriate provisions made for addressing for addressing the adverse effects of noise
27	27.1	Jason Woodyard	jason@woodyard.co.nz	Accept the plan change	Accept the plan change, no amendments sought

Submissions

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

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Jason Wu

Organisation name:

Agent's full name:

Email address: jasonrock83@hotmail.com

Contact phone number:

Postal address:
7 Skye Road

East Tamaki Heights
Auckland 2016

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:

Property address: 27B Royal Doulton Drive

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

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

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

1.1

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

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

1.2

Submission date: 29 March 2022

Attend a hearing

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

Declaration

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

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

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

No

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

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

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: zhi hui zhong

Organisation name:

Agent's full name:

Email address: waizhong123@icloud.com

Contact phone number:

Postal address:
112 pukekohe east road
pukekohe
auckland 2677

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:
i am ok with the approved plan

Property address:

Map or maps:

Other provisions:

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

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

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

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

2.1

Details of amendments:

Submission date: 30 March 2022

Attend a hearing

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

Declaration

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

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

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

No

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

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

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Christine Montagna

Organisation name:

Agent's full name:

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

Contact phone number: 027 2745893

Postal address:
245 Logan Road Pukekohe 2120
Pukekohe
Auckland 2677

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:
Golding Road Private Plan Change BSL Ref: 4294
Golding Road and Station Road, Pukekohe

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

Map or maps:

Other provisions:
We oppose the rezoning of the 82.66ha (approximately) site from Future Urban Zone ("FUZ") and Special Purpose— Major Recreation Facility Zone ("SP-MRFZ")

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

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

The reason for my or our views are:
The trotting industry in Franklin creates jobs and removal of it will be a massive loss to Franklin

3.1

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

Submission date: 14 April 2022

Attend a hearing

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

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

Declaration

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

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

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

No

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

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

The following customer has submitted a Unitary Plan online submission.

Contact details

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

Submission details

This is a submission to:

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

My submission relates to

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

Property address:

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

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

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

4.1

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

Submission date: 16 April 2022

Attend a hearing

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

Declaration

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

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

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

No

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

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NGĀTI TE ATA

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

20th April 2022

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

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

To: Birch Surveyors

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

INTRODUCTION

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

SUBMISSION

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

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

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

RELIEF

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

20th April 2022



Karl Flavell

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

Ph: 027 9328998

karl_flavell@hotmail.com



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

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

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Shaojie Zheng

Organisation name:

Agent's full name:

Email address: charlie@fruitworld.co.nz

Contact phone number:

Postal address:

Pukekohe

Manukau

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:

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

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

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

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

6.1

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

Details of amendments:

Submission date: 20 April 2022

Attend a hearing

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

Declaration

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

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

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

No

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

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



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

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



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

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

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms (Full Name)

Vicky Maree Roose (Jamieson)

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

Address for service of Submitter

208 Tuhimata Road RD2 Drury 2578

Telephone:

027 5384911

Fax/Email:

vmroose@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number

PC 74

Plan Change/Variation Name

Golding Meadows and Auckland Trotting Club Inc

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

I support the submissions PC74 in its present form

Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

I support the submissions in its present form

7.1

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

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

I wish to be heard in support of my submission

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

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

[Signature]
Signature of Submitter

21/4/2022
Date

(or person authorised to sign on behalf of submitter)

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

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

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

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Richard Peter Barton Holst

Organisation name: Franklin A & P Society

Agent's full name:

Email address: accounts@pukekoheshowgrounds.co.nz

Contact phone number:

Postal address:

PO Box 32

Pukekohe

Auckland 2340

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:

Property address: 58 Station Road, Pukekohe

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

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

8.1

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

Details of amendments:

Submission date: 22 April 2022

Attend a hearing

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

Declaration

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

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

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

No

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

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



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

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Christine Montagna

Organisation name: Save Pukekohe Park Petition

Agent's full name: Christine Montagna

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

Contact phone number: 027 2745893

Postal address:
245 Logan Road Pukekohe 2677
Pukekohe
Waikato 2677

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:

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

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

,

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

Map or maps:

Other provisions:

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

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

,

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

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

9.1

The reason for my or our views are:

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

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

,

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

Submission date: 22 April 2022

Supporting documents

Petition.pdf

Attend a hearing

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

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

Yes

Declaration

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

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

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

Yes

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

- SAVE Pukekohe Park -

PETITION

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

NAME:	ADDRESS:	PHONE:
Jennifer Stott	4 Ravella Rise Flatbush	021 853 0915
Patrick Burns	112/24 HAMILTON RD.	021 355 029
Karen Jacobs	30 Ina Ville Drive	021 747159
Wen, Ga	Huntington Park	022 39 6446
Lisa Elberse	21 Heybridge St, Manurewa	021 501228
Kunal Rao	13 St Leonards Road KELSTON	021 06 22268
Vinuka Singh	12A/132 Starcombe Rd, Flatbush	021 2644243
Gail Herbert	17 Dennis Ave Hillpark	021 230 51 40
SIAN KNIGHT	1/2 BURUNDI AVE, CLONDON PARK	021 0462251
Rita TOFA	26 TYRONE ST, OTARA	022 09 38 29
Jaimee Riddell	13 Dalry Place, Mangere Bridge	021 033 9994
Steve Cameron	13 Dalry Place, Mangere Bridge	021 167 8756
M Wata	48 Storex Rd, Papakatoe	022 045 2216
C. Ruda	69 Beeston Cres, Manurewa	021 286 5882
J. Knight	14 Ewerlea Pl, Aifriston	021 026 22712
K. Juy	6 Harbord Place Waiuku	021 026 01246
Bred Hall	58 Raketutu Road Bombay	09 26 21 705

- SAVE Pukekohe Park- PETITION

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

NAME:	ADDRESS:	PHONE:
Harry Sinfield	29 Carlton Rd	021 081 23372
Emma Smith	29 Carlton Rd	0274494052
Jisa Robertson	4 Moloney Terrace, Pukekohe	081 547 271
Karen Scott	96 Bombay Rd	0213 79 280
Keith Witham	691 Arama Rd	09 294 6679
Rob Nikiel	Pukekohe	0273680623
Oliver Pickford	10a Bledisloe Court	0210585492
Tomato	Home House	
Nina Mackenzie	Onehunga	0211367364
Renee Robertson	Laurelwood Ave, Pukekohe	0275333077
Jay Williams	Jackies Pl Pukekohe	0211542494
Sue Beebe	35 Arzac Rd Pukekohe	0274883313
Mark Aldercrest	14B Karana Rd Mangakangi	0276030300
Sheena O'Flaherty	67 Princes St, Pukekohe	021 251 0008
Ross Fitch	51 Elm	
M. Grackebusch	Te Hiku	0210710455
Christine Barnes	} Karaka North Road Karaka	021619589
Mike Barnes		0272790859

- SAVE Pukekohe Park - PETITION

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

NAME:	ADDRESS:	PHONE:
Speeg	33 Max Street Dr. Pukekohe	0211277100
Ella Keppel	34 Mahi rd	0211400488
Sam M	391 Razorback Road	022 3669769
Shelley	509 Tasman Street	02102279350
Dyal Sutherland	30 Ina Ville Drive	022 362 0508
Caleb Breen	1 Dione Place	0212170634
Jordan Bennenbroek	154 Schlaepfer road	0226007086
Nick PAKAD	31 prospect tce	021-100-0040
TEKURA BREEN	1 Dione Pl	0212170631
Carol Breen	1 Dione Pl	0210542951
William Breen	1 Dione Pl	09 2730289
Marie Breen	1 Dione Place	09 2730289
Adam Gade	259 Parker Lane	02102896787
Laura Donnan	60 Elizabeth St	027 2704556
David Van Dam	28 Martyn Wright Road	021 2992229
Shannon Wharke	18 John Street, Pukekohe	021624291
Charmaine Mullan	2394 Great South Road, Pukekohe	0211696636
Bake Clarke	2394 Great South Road Pukekohe	0211109228
Jay Gering	246 Wairamarama Road	027 7014282
Gabriel Milite	763 Ararimu Road Drury	027988440
Shelley Milite	763 Ararimu Road Drury	"

- SAVE Pukekohe Park-

PETITION

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

NAME:	ADDRESS:	PHONE:
Lynette Harris	Tahiki Rd Clarks Beach	021 76 85 19
John McGeachie	14 Pukekohe	021 222 0574
Julie Bevan	1111 Station Rd Pukekohe	027 813 8265
Conrad Bezuidenhout	Edwards Court, Pukekohe	021 221 8682
Diana Bruin	Patumahoe	027 6 200
Nancy McGeachie	1111 Station Rd Pukekohe	027 561 1144
Vicky Dillon	715 Cape Hill Rd	021 027 10152
Lalerie Fernandes	715 Cape Hill Rd	021 299 9511
Susan Carr	8 Crater Rd	027 676 7772
Aren Lytollis	14 Belwyn Ave Takapuna	027 410 9681
ANNA LINTON	393 HWY RD TITIRANGI	021 348 960
Shelley Barry	West Street Pukekohe	021 167 9227
Maui Doolop	14 Millbrook Drive, Waikanae	09 235 8935
Shelley Barrett	8 Edwards Ct, Pukekohe	027 224 5447
Julia Wang	40A Pieni Road, Pukekohe	021 062 6545
Kirsten Seamer	10 Cameron Town Rd Pukekohe	027 488 6945
William Stoddon	3341 Mill Rd Takapuna	021 456 4288
Andra Seamer	166 Lagoon Rd Pukekohe	027 206 1302

- SAVE Pukekohe Park - PETITION

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NAME:	ADDRESS:	PHONE:
ANISON GREEN	Rouman	02102927656
Davinia Green	Pukekohe	02108567637
Dawn Halford	Kingseat	02102937899
Alison Daldy	Pukekohe	0272777262
BROOKLYN WATSON	Pukekohe	0211506156
Faye Smith	Pukekohe	0211175216
Maria Dunford	Pukekohe	021722735
Karina Chapman	Pukekohe	0211678756
Maria O'Connor	Pukekohe	0210683852
Clare Kirby	Pukekohe	0221220100
Kevin Thurston	Dunwo	0274328861
Kerit Putley Bros	Pukekohe	092363591
Mel Skelton	Pukekohe	092391128
Nadia Wynnell	Pukekohe	02108246547
Ray Nelson	Pukekohe	0274733402
Lyn Hickey	Pukekohe	02133715
#		

- SAVE Pukekohe Park -

PETITION

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

NAME:	ADDRESS:	PHONE:
Susan Joseph	13 Edinburgh Street	09233 7079
Chris P...	7 Beach Road	021 55 12 12
Rhys D...	50 Logan Road Puke	021 105 97 80
Sam Szoli	72 McRobbie Road Kingseat	021 776 20 41
Tina M...	24 Gibson Road Tuckau	21521 6656
Telma Jensen	63 Edinburgh Street	04233 7079
Eva N...	Hill Road the Gardens	
Marion Reddick	168 State Highway two	092326570

- SAVE Pukekohe Park - PETITION

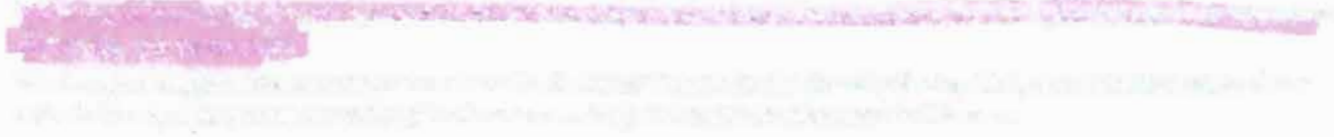
We the undersigned being members, residents, employers, employees and users of these facilities of Pukekohe Park oppose Plan Change PC 74 residential development from Station Road, Yates Road and Goldings Road)are supportive of the Equine, Farming and rural activities that occur in this environment which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

NAME:	ADDRESS:	PHONE:
Nikayla Hocking	15a Anzac road Pukekohe	0223983741
Raman Kumar	1-34 Riverston Dr Manurewa	0210337741
Chris Beane	3 Albert Street, Pukekohe	0226183060
Hannah Morgen	105 Pearson road Portmatua	0211025665
Tayla Brown	108A Paparata Rd, RD1, Bombay	0211455120
Michael Coffin	67a Harrisville Road	021 265 5919
Kylie Northwood	99 Kiteheer Rd - Waikanae	0223647575
Ian Pool	Due to privacy not putting this	
Richard Brown	108A Paparata Rd, RD1, Bombay	0272380403
Lisa Brown	108A Paparata Rd, RD1, Bombay	0272519974

- SAVE Pukekohe Park -

PETITION

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



NAME:	ADDRESS:	PHONE:
Steven Warwick Duncan	1951 Buccavuill Rd	09 238 3150
[Signature]	1781 Miranda Rd	027 279 6605
[Signature]	111 Swanson Rd Mendon	09 837 1002

- SAVE Pukekohe Park - PETITION

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

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

- SAVE Pukekohe Park - PETITION

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

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

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

- SAVE Pukekohe Park - PETITION

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

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

NAME:	ADDRESS:	PHONE:
Lynette Joseph	16 Aulidius Place	0223195707
Joseph Joseph	16 Aulidius Place	0223195707
Sustine Joseph	63 Edwington Street	0922 09887077
Dayna Thompson	98 Geelong Road	02108187640

- SAVE Pukekohe Park- PETITION

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

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

- SAVE Pukekohe Park - PETITION

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

NAME:	ADDRESS:	PHONE:
Stacey Bates	133 Ramway Rd, Pukekohe	2371022
Gabriel Milite	763 Ararimu Road Ararimu	2948090
Nikki Morris	67 Miller Rd, Mangere Bridge	5294769
Ben Jamson	67 Miller Rd, Mangere	5294769
Amber Simmonds	40 Greenhill cres	0212752705
Haylee-jane Turner	4A unit 1 Tawaiki St Porsonby Auckland	02180654491
Jordan Newnam	38 Bright St Eden Terrace	
Jordan Davidson	21 Amberley cres Sand Bay	0274985239
Vander O'malley	41 Kungakerepi Maruham	0277033132
Stacey Bates	899 Upper Queen street	0212696604
Stacey Bates	899 Upper Queen street	02102755886
a Millard	109 Runciman Rd RD2 Pukekohe	092383096
Allan Surtees	41 Hooper Ave Pukekohe	021540450
Keegan Parkes	39 Grade James Road	0210303478

- SAVE Pukekohe Park -

PETITION

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

NAME:	ADDRESS:	PHONE:
Jemma Williams Ratcliff	67 Miller Rd, Mangere Bridge	02108200429
Jason Ratcliff	67 Miller Rd, Mangere Bridge	02102582001
Brian Edge	67 Miller Rd, Mangere Bridge	0212397244
Sarah Gregory	2131 Sadiace Way Brans Bay	0272159126
Brett Jones	69 Park Rd, Tihirangi	021682616
Nugina Lala	7 King Edward Ave Epsom	0210358117
Victor LaPanki	1/2 Kearney Place Massey, Auckland	0211122843
Dean Blackburn	2 Connemara Court West Harbour	0274740872
Andrew Simmonds	5A Ngatiawa St DeTee Hill	0274155117
SAMANTHA VAN SIEDEN	132 SEDDON STR, PUKEKOHE	0216689010
REINIER VAN SIEDEN	132 SEDDON STR, PUKEKOHE	0216689574
Karen Reyncke	110 Vic Str West Pukekohe	02102678380
Victor Reyncke	" "	02102966584
Conrad Dezuiderhout	40 Edwards Court, Pukekohe	0212218682
Reinier Van Sieden	132 Seddon St Pukekohe	0216689010
Samuel Dale	62 Arguth Ave, Mt Albert	0211834520

- SAVE Pukekohe Park -

PETITION

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

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

NAME:	ADDRESS:	PHONE:
Stacey Bates	135 Tamara Rd, Pukekohe	23711022
Gabriel Milite	765 Ararimu Road Ararimu	2948090
W.R.B. Morris	67 Miller Rd, Mangere Bridge	5394769
Ben Jamison	67 Miller Rd, Mangere	5394769
Anda Swannick	40 Greenhill cres	0212752705
Hyacinth Turner	44 unit 1 Tower Rd St Georges Auckland	0212654491
David Neumann	38 Bright St Eden Terrace	
Imogen Hamilton	21 Cambridge Ave Grafton	0274485239

- SAVE Pukekohe Park - PETITION

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

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

NAME:	ADDRESS:	PHONE:
Christine Rose	355 Foster Rd, RDI Kumeu	4125668
Virginia Woolf	14 Woodhall Rd; Epsom	021630161

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

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Robert Hart

Organisation name: Save Pukekohe Park Petition

Agent's full name: Christine Montagna

Email address: bob.hart@raywhite.com

Contact phone number: 027 2745893

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

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:

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

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

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

Map or maps:

Other provisions:

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

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

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

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

The reason for my or our views are:

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

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

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

Submission date: 22 April 2022

Supporting documents

Petition_20220422143507.801.pdf

Attend a hearing

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

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

Yes

Declaration

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

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

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

No

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

- SAVE Auckland Trotting Park -

PETITION

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

NAME:	ADDRESS:	PHONE:
Jennifer Stott	4 Ravello Rise Flatbush	021 853 0915
Patrick Burns	112/24 HAMILTON RD.	021 355 029
Karen Jacobs	30 Ina Ville Drive	021 747159
Wen, Gea	Huntington Park	022 39 6446
Lisa Elberse	21 Heybridge St, Manurewa	021 501228
Kunal Rao	13 St Leonards Road KELSTON	021 06 22268
Vinuka Singh	12A/132 Starcombe Rd, Flatbush	021 2644243
Gail Herbert	17 Dennis Ave Hillpark	021 230 51 40
SIAN KNIGHT	1/2 BURUNDI AVE, CLENDON PARK	021 0462251
Rita TOFA	26 TYRONE ST, OTARA	022 09 38 29
Jaimee Riddell	13 Dalry Place, Mangere Bridge	021 033 9994
Steve Cameron	13 Dalry Place, Mangere Bridge	021 167 8756
M Wata	48 Storex Rd, Papakatoe	022 045 2216
C. Ruda	69 Beeston Cres, Manurewa	021 286 5882
J. Knight	14 Ewerlea Pl, Alfriston	021 026 22712
K. Jay	6 Harbord Place Waiwaka	021 026 01246
Bred Hall	58 Raketutu Road Bombay	09 26 21 705

- SAVE Auckland Trotting Park- PETITION

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

NAME:	ADDRESS:	PHONE:
Harry Sinfield	29 Carlton Rd	021 081 23372
Emma Smith	29 Carlton Rd	0274494052
Jisa Robertson	4 Moloney Terrace, Pukekohe	081 547 271
Karen Scott	96 Bombay Rd	0213 79 280
Keith Witham	621 Arama Rd	09 294 6679
Rob Nikiel	Pukekohe	0273680623
Oliver Pickford	10a Bledisloe Court	0210585492
Tomato	Home House	
Nina Mackenzie	Onehunga	0211367364
Renee Robertson	Laurelwood Ave, Pukekohe	0275333077
Jay Williams	Jackies Pl Pukekohe	0211542494
Sue Beebe	35 Arzac Rd Pukekohe	0274883313
Mark Alderrestre	143 Karana Rd Mangakangi	0276030300
Sheena O'Flaherty	67 Princes St, Pukekohe	021 251 0008
Ross Fitch	51 Elm	
M. Grackebusch	Te Hiku	0210710455
Christine Barnes	} Karaka North Road Karaka	021619589
Mike Barnes		0272790859

- SAVE Auckland Trotting Park - PETITION

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NAME:	ADDRESS:	PHONE:
Speeg	33 Max Street Dr. Pukekohe	0211277100
Ella Keppel	34 Mahi rd	0211400488
Sam M	391 Razorback Road	022 3669769
Shelley	509 Tasman Street	02102279350
Dyal Sutherland	30 Ina Ville Drive	022 362 0508
Caleb Breen	1 Dione Place	0212170634
Jordan Bennenbroek	154 Schlaepfer road	0226007086
Nick PAKAD	31 prospect tce	021-100-0040
TEKURA BREEN	1 Dione Pl	0212170631
Carol Breen	1 Dione Pl	0210542951
William Breen	1 Dione Pl	09 2730289
Marie Breen	1 Dione Place	09 2730289
Adam Gade	259 Parker Lane	02102896787
Laura Donnelly	60 Elizabeth St	027 2704556
David Van Dam	28 Martyn Wright Road	021 2992229
Shannon Wharke	18 John Street, Pukekohe	021624291
Charmaine Mullan	3394 Great South Road, Pukekohe	0211696636
Bake Clarke	3394 Great South Road Pukekohe	0211109228
Jay Gering	246 Wairamarama Road	027 7014282
Gabriel Milite	763 Ararimu Road Drury	027988440
Shelley Milite	763 Ararimu Road Drury	"

- SAVE Auckland Trotting Park-

PETITION

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NAME:	ADDRESS:	PHONE:
Lynette Harris	Tahiki Rd Clarks Beach	021 76 85 19
John McGeach	6 Eucalyptus	021 222 0574
Judith Beaman	1111m Rd 3	027 813 8265
Conrad Bezuidenhout	Edwards Court, Pukekohe	021 221 8682
Diana Bruin	Patumahoe	027 6 200
Nancy McGeach	1111m Rd 3	027 561 1144
Vicky Dillon	715 Ca Hill Bl	021 027 10152
Lalerie Fernandes	715 Capetley Rd	021 299 9511
Susan Carr	8 Crater Rd	027 676 7772
Aren Lytollis	14 Belwyn Ave Takarangi	027 410 9681
ANNA LINTON	393 HWY RD TITIRANGI	021 348 960
Ashley Barry	West Street Pukekohe	021 167 9227
Maui Doolop	14 Millbrook Drive, Waikou	09 235 8935
Ashley Barrett	8 Edwards Ct, Pukekohe	027 224 5447
Julia Wang	40A Pieni Road, Pukekohe	021 062 6545
Kirsten Seamer	10 Cameron Town Rd Pukekohe	027 488 6945
Allan Staddon	3341 m4 Rd Takarangi 2578	021 456 4288
Andra Seamer	166 Logan Rd Pukekohe	027 206 1302

- SAVE Auckland Trotting Park -

PETITION

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NAME:	ADDRESS:	PHONE:
ANISON GREEN	Rouman	02102927656
Davinia Green	Pukekohe	02108567637
Dawn Halford	Kingseat	02102937899
Alison Daldy	Pukekohe	0272777262
BROOKLYN WATSON	Pukekohe	0211506156
Faye Smith	Pukekohe	0211175216
Maria Dunford	Pukekohe	021722735
Karina Chapman	Pukekohe	0211678756
Maria O'Connor	Pukekohe	0210683852
Clare Kirby	Pukekohe	0221220100
Kevin Thurston	Dunwo	0274328861
Kerit Putley Bros	Pukekohe	092363591
Mel Skelton	Pukekohe	092391128
Nadia Wynnell	Pukekohe	02108246547
Ray Nelson	Pukekohe	0274733402
Lyn Hickey	Pukekohe	02133715
#		

We need your signatures by 11/11/10 DECEMBER 1

- SAVE Auckland Trotting Park - PETITION

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

NAME:	ADDRESS:	PHONE:
Susan Joseph	13 Edinburgh Street	09233 7079
Chris Pl...	7 Beach Road	021 55 12 12
Ally D...	50 Logan Road Puke	021 105 9780
Sam Szoli	72 McRobbie Road Kinross	021 776 2041
Tina Hart	24 Gibson Road Turakau	21521 6656
Debra Jensen	63 Edinburgh street	04233 7079
Anna Nettle	Hill Road the Gardens	
Marion Reddick	168 Statehighway two	092326570

- SAVE Auckland Trotting Park - PETITION

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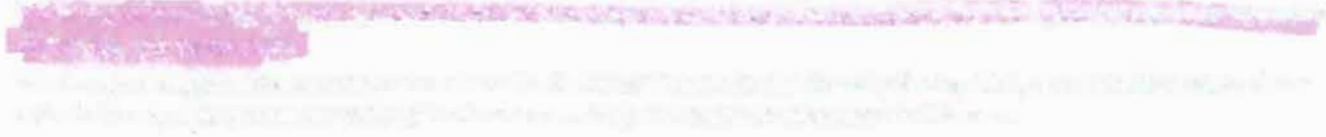
While we recognize the growth demands that are occurring, we need to protect and preserve those facilities and environments that define our racing community.

NAME:	ADDRESS:	PHONE:
Nikayla Hocking	15a Anzac road Pukekohe	0223983741
Raman Kumar	1-34 Riverston Dr Manurewa	0210337741
Chris Beene	3 Albert Street, Pukekohe	0226183066
Hannah Morgen	105 Pearson road Pentlands	0211025665
Tayla Brown	108A Papanata Rd, RD1, Bombay	0211455120
Michael Coffin	67a Harrisville Road	021 265 5919
Kylie Northwood	99 Kitehere Rd - Waikanae	0223647575
Ian Pool	Due to privacy not putting this	
Richard Brown	108A Papanata Rd, RD1, Bombay	0272380403
Lisa Brown	108A Papanata Rd, RD7, Bombay	0272519974

- SAVE Auckland Trotting Park -

PETITION

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NAME:	ADDRESS:	PHONE:
Steven Warwick Duncan	1951 Buncall Hill Rd	09 238 3150
<i>[Signature]</i>	781 Miranda Rd	027 2796607
<i>[Signature]</i>	111 Swanson Rd	09 837 1002

- SAVE Auckland Trotting Park - PETITION

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

- SAVE Auckland Trotting Park - PETITION

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

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

- SAVE Auckland Trotting Park - PETITION

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

NAME:	ADDRESS:	PHONE:
Lynette Joseph	16 Aufidius Place	022 319 9707
Joseph Joseph	16 Aufidius Place	022 319 9707
Sustine Joseph	63 Edwinstone Street	022 09887077
Dayna Thompson	98 Geanon Road	02108187640

- SAVE Auckland Trotting Park- PETITION

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

- SAVE Auckland Trotting Park- PETITION

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

NAME:	ADDRESS:	PHONE:
Stacey Bates	133 Ramway Rd, Pukekohe	2371022
Gabriel Milite	763 Ararimu Road Ararimu	2948090
Nikki Morris	67 Miller Rd, Mangere Bridge	5294769
Ben Jamson	67 Miller Rd, Mangere	5294769
Amber Simmonds	40 greenhill cres	0212752705
Haylee-jane Turner	4A unit 1 Tamariki St Porsonby Auckland	02120654491
Jordan Newnam	38 Bright St Eden terrace	
Timon Davidson	21 Rangiwha Ave Sandown	0274985239
Vaughan O'Malley	41 Kungakere pl Manukau	0277033132
Stacey	899 upper Queen street	0212696004
Stacey	899 upper Queen street	02102755886
a. [unclear]	109 Runciman Rd RD2 Pukekohe	092383096
Allan Surtees	41 Hoopes Ave Pukekohe	021540450
Keegan Parkes	39 Grade James Road	0210303478

- SAVE Auckland Trotting Park - PETITION

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

NAME:	ADDRESS:	PHONE:
Jemima Williams Ratcliff	67 Miller Rd, Mangere Bridge	02108200429
Jason Ratcliff	67 Miller Rd, Mangere Bridge	02102582001
Brian Edge	67 Miller Rd, Mangere Bridge	0212397244
Sarah Gregory	2131 Sadiace Way Brans Bay	0272159126
Brett Jones	69 Park Rd, Tihirangi	021682616
Nugina Lala	7 King Edward Ave Epsom	0210358017
Victor LaBarki	1/2 Kearney Place Massey, Auckland	0211122843
Dean Blackburn	2 Connemara Court West Harbour	0274740872
Andrew Simmonds	5A Ngatiawa St DeTee Hill	0274155117
SAMANTHA VAN SIEDEN	132 SEDDON STR, PUKEKOHE	0216689010
REINIER VAN SIEDEN	132 SEDDON STR, PUKEKOHE	0216689574
Karen Reyncke	110 Vic Str West Pukekohe	02102678380
Victor Reyncke	" "	02102966584
Conrad Dezuiderhout	40 Edwards Court, Pukekohe	0212218682
Reinier Van Sieden	130 Seddon St Pukekohe	0216689010
Samuel Dale	62 Arguith Ave, Mt Albert	0211834520

- SAVE Auckland Trotting Park - PETITION

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

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

NAME:	ADDRESS:	PHONE:
Stacy Bates	135 Karamay Rd, Pukekohe	23711022
Gabriel Milite	765 Ararimu Road Ararimu	29488090
U.R.B. Morris	67 Miller Rd, Mangere Bridge	5394769
Ben Jamison	67 Miller Rd, Mangere	5394769
Arda Swinnards	40 Greenhill cres	0212752705
Haylie-Jane Turner	4A unit 1 Towai Rd. of Poromiro Aulani	0212654491
Jane Neumann	38 Bright St Eden Terrace	
Tina Davidson	21 Cambridge Ln Cressy Park	0274485239

- SAVE Auckland Trotting Park- PETITION

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

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

NAME:	ADDRESS:	PHONE:
Chukshne Rose	355 Foster Rd, RDI Kumeu	4125668
Virginia Woolf	14 Woodhall Rd, Epsom	021630161

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

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Peter Francis Montagna

Organisation name:

Agent's full name:

Email address: peter@blackwoodlegal.co.nz

Contact phone number:

Postal address:

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:

Property address: 245 Logan Road and 205 Golding Road

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

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

10.1

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

Submission date: 22 April 2022

Attend a hearing

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

Declaration

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

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

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

Yes

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

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



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

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Patrica Makene

Organisation name:

Agent's full name:

Email address:

Contact phone number:

Postal address:
 P O Box 86
 Pukekohe
 South Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:
 Private Plan change 74 Pukekohe Golding Precinct

Property address: Yates Road, Golding Road, Pukekohe

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

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

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

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

Submission date: 25 April 2022

Attend a hearing

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

Declaration

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

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

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

Yes

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

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

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Anil Sachdeva

Organisation name:

Agent's full name:

Email address: anilsachdeva2001@yahoo.com

Contact phone number:

Postal address:
5/7 Claude Road
Epsom
Auckland 1023

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:
Station Road, Pukekohe

Property address: 124 Station Road

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

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

12.1

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

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

Submission date: 25 April 2022

Attend a hearing

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

Declaration

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

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

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

No

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

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26 April 2022

Auckland Council
Private Bag 92300
Victoria Street West
Auckland 1142

Dear Sir

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

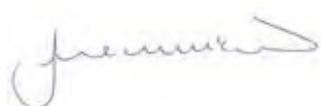
Thank you for the opportunity for Auckland Regional Public Health Service (ARPHS) to provide a submission on Proposed Plan Change 74 (PC74), *Golding Meadows and Auckland Trotting Club Inc*, to the Auckland Unitary Plan (AUP). ARPHS' submission relates to noise impacts on the proposed residential housing.

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

The primary contact point for this submission is:

John Whitmore
Environmental Health Advisor
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Yours sincerely



Jane McEntee
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Auckland Regional Public Health Service



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

Introduction

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

Schedule of Submission Points by ARPHS

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

13.1

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

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

		<p>(1) Either prior to or concurrent with the first subdivision and/or first development for any activity sensitive to noise between the Business – Light Industry Zone and the 55 dB LAeq noise contour illustrated on the Precinct Plan, an acoustic barrier (being a building (including its roof) or structure, or any combination thereof) must be constructed to reducemitigate noise from motorsport activities within the Special Purpose – Major Recreation Facility Zone to ensure that <u>all floor levels of buildings for activities sensitive to noise dwellings</u> are not exposed to noise levels greater than 557 dB LAeq at the western boundary of the Residential – Mixed Housing Urban Zone <u>during category B motorsport events.</u></p> <p>(2) The specification of the acoustic barrier must be at a height of no less than 207m and a length which extends from the Precinct’s north-western boundary to its southern boundary with Yates Road (excluding roads and the 2m front yard setback – Rule H17.6.4). <u>Any road passing through the barrier must immediately turn parallel with the barrier and have a secondary section of barrier providing an acoustically effective overlap.</u> The acoustic barrier must have no individual gaps that is greater than 7m², and must provide a vertical coverage of 93% (as a percentage of the acoustic barriers height and length).</p> <p>(3) Dwellings in the Residential – Mixed Housing Urban Zone Area A illustrated on the Precinct Plan must locate their outdoor living area within and adjoining the rear yard, except that for corner sites dwellings must locate their outdoor living area to adjoin their eastern site boundary.</p> <p>(4) Dwellings in the Neighbourhood Centre Zone must locate their outdoor living area (including balcony, patio or roof terrace) so that it does not orient towards the Light Industry Zone.</p> <p>(5) Any childcare centre must locate the outdoor play area to adjoin their eastern site boundary.</p> <p>(6) Any new building or alteration to an existing building for an activity sensitive to noise in Area A illustrated on the Precinct Plan must:</p> <p>(a) be designed and constructed to achieve an outside to inside noise level reduction of at least Rw27dB for all habitable rooms. The Rw assessment must be in accordance with ISO717-1:1996E Acoustics – Rating of sound insulation in buildings and of building elements Part 1: Airborne sound insulation.</p> <p><u>(a)(b) where compliance with clause (6)(i) above</u></p>
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			<p>requires all external doors of the building and all windows of these rooms to be closed, the have design and construction that as a minimum must:</p> <ul style="list-style-type: none"> • Be mechanically ventilated and/or cooled to achieve an internal temperature no greater than 25°C based on external design conditions of dry bulb 25.1°C and wet bulb 20.1°C. Mechanical cooling must be available for all habitable rooms provided that at least one mechanical cooling system shall service every level of a dwelling that contains a habitable room; and • Provide a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than: <ul style="list-style-type: none"> o 6 air changes per hour for rooms less than 30% of the façade area glazed; o 15 air changes per hour for rooms with greater than 30% of the façade area glazed; o 3 air changes per hour for rooms with facades only facing south (between 120 degrees and 240 degrees) or where the glazing in the façade is not subject to any direct sunlight. • Must be provided with relief for equivalent volumes of spill air. • Where mechanical ventilation and / or cooling systems are installed, they must be individually controllable across the range of airflows and temperatures by the building occupants in the case of each system. <p>(b)(c) Be certified by a suitably qualified and experienced person as meeting that standard prior to its construction; and</p> <p>(c)(d) Compliance must be confirmed as part of any building consent application.</p> <p><i>(7) The above rules must not apply in the event that the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) is rezoned such that no motorsport activity can occur, and existing activity has permanently ceased.</i></p>
7	I4XX.8.2 Acoustic Report	<p>Oppose in part</p> <p>A design report is appropriate to ensure appropriate performance is achieved from the barrier. However, as set out above, this needs to relate to the entire area and Category B events.</p>	<p>Amend the information requirement as follows:</p> <p><i>(1) The first subdivision and/or first development for any activity sensitive to noise between the Business – Light Industry Zone and the 55 dB LAeq noise contour illustrated on the Precinct Plan must be accompanied by an acoustic design report to ensure that the acoustic barrier will meet the requirements listed in Rule I4XX6.5 and that it will</i></p>

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

Conclusion

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

Appendix 1: Auckland Regional Public Health Service

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

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

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

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

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

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

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

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

1. INTRODUCTION

1.1. Watercare's purpose and mission

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

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

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

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

2. SUBMISSION

2.1. General

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

The Applicants propose to rezone approximately 82.66 hectares of land at Pukekohe from Future Urban Zone and Special Purpose - Major Recreation Facility Zone (Franklin Trotting Club Precinct) to a combination of Business – Light Industry Zone (19.974 ha), Residential – Mixed Housing Urban Zone (62.356 ha) and Neighbourhood Centre Zone (0.3365 ha). The proposed Plan Change Area is bounded by Golding Road, Station Road, Royal Doulton Drive, part of Yates Road and a stream that runs in a roughly southerly direction from Golding Road to Yates Road (“**Plan Change Area**”).

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

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

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

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

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

2.2. Specific parts of the Plan Change

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

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

Watercare has reviewed the Plan Change and considers that:

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

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

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

2.3 Water and Wastewater Servicing for the Plan Change Area

2.3.1 Water supply servicing for the Plan Change Area

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

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

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

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

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

³ Included in Appendix R to the application.

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

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

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

2.3.2 Wastewater

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

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

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

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

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

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

3. DECISION SOUGHT

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

4. HEARING

Watercare wishes to be heard in support of its submission.

26 April 2022

Mark Iszard
Head of Major Developments
Watercare Services Limited

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

26th April 2022

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

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

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

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

Yours sincerely



Teresa George
Senior Planner, Land Use Policy and Planning Central

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

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

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

To: Auckland Council
Private Bag 92300
Auckland 1142

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

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 Golding Meadow Developments Ltd and Auckland Trotting Club Inc (**the applicant**) have lodged a Private Plan Change (**PPC 74 or the plan change**) to the Auckland Unitary Plan: Operative in Part (**AUP(OP)**). The plan change seeks to re-zone 82.66ha (approximately) from Future Urban Zone (**FUZ**) to a combination of Residential - Mixed Housing Urban Zone (**MHUZ**), Business – Neighbourhood Centre Zone (**NCZ**) and Business- Light Industry Zone (**LIZ**) and facilitate the removal of Franklin Trotting Club (**FTC**) Precinct which covers the entirety of the land owned by the Auckland Trotting Club and the insertion of the new Pukekohe Golding Precinct across the site.
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an *“effective, efficient and safe Auckland land transport system in the public interest”*¹. Auckland Transport is responsible for the planning and funding of most public transport; promoting alternative modes of transport (i.e. alternatives to the private motor vehicle); operating the local roading network; and developing and enhancing the local road, public transport, walking and cycling network for the Auckland Region.
- 1.3 Auckland Transport is available and willing to work through the matters raised in this submission with the Applicant.
- 1.4 Urban development on greenfield land not previously developed for urban purposes generates transport effects and the need for investment in transport infrastructure



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

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



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

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

2. Strategic context

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

Auckland Plan 2050

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



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

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

Managing Auckland-wide growth and rezoning

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

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

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



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

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

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

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

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

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

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

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

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

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

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



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

Funding and financing

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

Mitigation of adverse transport effects

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



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

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

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

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

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

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

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

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



5. Appearance at the hearing:

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

Name: Auckland Transport

Signature:



Christina Robertson
Group Manager, Growth and Urban Planning Integration

Date: 26 April 2022

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

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Private Bag 92250
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Attachment 1

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

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

15.1



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



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



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



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

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

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

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

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

Table 1 Minimum Road width, function and required Design Elements

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

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

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

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

Note 4: Refer to Assessment Criteria I4XX.7.2



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

To: Auckland Council

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

INTRODUCTION

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

BACKGROUND

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

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REASONS FOR SUBMISSION

General

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

Inadequate consideration given to the wider context

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

that the transport infrastructure provision is considered holistically, rather than taking a piecemeal approach. It is also important that future road connections (as envisaged in the Structure Plan and/or that are required as a result of this Plan Change Request) are a requirement of PPC74; and

- (e) Whether the provision of infrastructure including power, water supply and waste water infrastructure is designed to be of an appropriate capacity and in an appropriate location to service future connections that will be required across the wider FUZ land. Again, a comprehensive approach is required given that the PPC74 area is only one part of a wider area of FUZ south of the existing Pukekohe urban area.

16.5

14. Without giving consideration to these matters, the Council can have no confidence that the Plan Change request is the most appropriate way to achieve the purposes of the Act and/or the objectives and policies of the AUP.

Defensible boundary

15. As noted above, inadequate consideration has been given as to whether the boundary of the PPC74 area is in the most appropriate location. It is the Submitter's position that it should have included additional FUZ land to the north, including the Submitter's land, so that a more comprehensive and integrated approach to planning and infrastructure provision can be achieved. The topography, with its ridgeline to the north of the PPC74 area, would create a strong natural boundary.
16. Contrary to assertions made in the Plan Change Request, the land to the north of the PPC74 area is no more fragmented than the PPC74 area.

Traffic effects

17. The Submitter is also concerned that PPC74 would result in adverse traffic effects on the broader Pukekohe roading network. The Submitter seeks greater clarification as to how the adverse traffic effects external to the PPC74 site will be appropriately avoided, remedied or mitigated.
18. The Submitter is not confident from the information that has been provided so far that the provisions (including the proposed trigger rules) will appropriately address the effects on the transport network arising from the development that will be enabled by PPC74.
19. It is particularly concerned in relation to effects on traffic movements and intersection capacity on Golding Road. There appears to be a high level of reliance on the Council or other landowners identifying and implementing the network improvements that will be required. This is not the most appropriate method and will potentially create traffic effects on the wider network.
20. In addition, there is very little substantive discussion in the supporting documents that form part of the Plan Change Request regarding the future east-west arterial road that is proposed by the Structure Plan along the current alignment of Royal Doulton Drive. The Precinct Plan and proposed provisions do not provide for this future arterial road, other than to impose a vehicle access restriction along part of the northern boundary of the PPC74 area. While the proposed trigger rule in *Table 14XX.6.1.1 Transport Infrastructure Requirements* requires a 6m strip to be set aside for future widening/vesting for AT works to upgrade Golding Road to an arterial road, the same is not required for the future east-west arterial road. A similar setback from Royal Doulton Drive (at a width deemed appropriate by transport

experts or Auckland Transport) should also be required, to provide for this future arterial road.

21. The Applicants appear to consider that this infrastructure is not relevant to the Plan Change request and does not need to be addressed further. However, this is not an appropriate or reasonable approach given the strategic importance of this future roading connection. The new arterial is critical to addressing the traffic effects on Golding Road that are likely to arise from the development of the PPC74 area, including the substantial area of new light industrial zoning. Provisions that ignore a key piece of infrastructure that has been proposed in the vicinity, and leave it to be entirely funded by others and provided for on neighbouring properties at an unknown time in the future, are not the most effective or efficient. It needs to be addressed now, so that the benefit and burden of this roading improvement can be appropriately shared.

Inconsistency with the Structure Plan

22. As acknowledged in the Plan Change Request, the Trotting Club site is not zoned FUZ, is not identified in the Structure Plan for future urbanisation and is not included in the FULSS.
23. Further consideration and assessment is required regarding the effects of urbanising this substantial area of land, given that this was not undertaken as part of the structure planning exercise. The nature and extent of adverse effects of light industrial and residential zoning will be substantively different from those generated by the Trotting Club operations, and these effects were not envisaged by the Structure Plan and its supporting assessments.
24. There is also uncertainty as to when the Trotting Club land will be ready to be developed, given the proposed lease arrangements, and whether the continuation of the Trotting Club operations will delay the delivery of the infrastructure required for the PPC74 area and surrounding FUZ land within the timeframes set out in the Structure Plan.

DECISIONS SOUGHT

25. Mr Harris seeks the following decision from Auckland Council: *Decline PPC74, unless the matters addressed in this submission are adequately resolved, including but not limited to:*
- (a) The extension of the boundary of the PPC74 area;
 - (b) More appropriate provisions to address the infrastructure requirements (including transport, water and wastewater), that take into account the surrounding FUZ land. These provisions need to ensure the necessary infrastructure is provided for, is adequately sized and appropriately located and is provided within the required timeframes;
 - (c) More appropriate provisions to ensure that the adverse effects that will be generated by the urbanisation of the PPC74 land are adequately avoided, remedied or mitigated.
26. Mr Harris wishes to be heard in support of his submission.

27. Mr Harris would consider presenting a joint case if others make similar submissions.

26 April 2022



W S Loutit / S J Mitchell
Counsel for Mr John Harris

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SUBMISSION ON PRIVATE PLAN CHANGE 74

To: Planning Technician
Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Golding Meadows and Auckland Trotting Club Inc

1.1 INTRODUCTION

1. This is a submission on Private Plan Change 74 (**PC 74**).
2. The submitter could not gain an advantage in trade competition through this submission.
3. The submitter has interests in a number of properties that are subject to the Plan Change. These properties are identified in the PC request and in the Schedule of Properties (Appendix A).

1.2 SPECIFIC INTERESTS

1. With respect to PC 74, the submitter (comprised of two separate entities) are the applicants and are the majority landholders within the extent of PC 74.

1.3 RELIEF SOUGHT

1. The specific relief sought and the reasons for said relief are outlined in the table enclosed within **Table 1**.

1.4 REASONS FOR RELIEF SOUGHT

1. In general terms, the relief sought by the submitter:
 - a. Will meet the purpose and principles in Part 2 of the RMA;
 - b. Will enable people to provide for their social and economic wellbeing by enabling further development opportunities;
 - c. Will use natural and physical resources (primarily the underlying land) efficiently; and
 - d. Will give effect to higher order statutory planning instruments as required by the RMA (s75(3)).

1.5 OTHER

1. The submitter wishes to be heard in support of its submission.
2. If others make a similar submission, the submitter will consider presenting a joint case with them at any hearing.

Table 1 – Relief Sought

#	Part of Plan Change	Support/Oppose	Relief Sought	Reasons
1	Precinct Provisions (Appendix D1)	Support in Part	<p>Amend the notified Pukekohe Golding Precinct provisions with the version (V4 February 2022) enclosed within Attachment A. The amendments proposed by this submission and version 4 are:</p> <p>i. Delete the following paragraph from I4XX.1</p> <p>The Precinct gives effect to the Medium Density Residential Standards ('MDRS') introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment [Act 2021].</p> <p>ii. Insert Objectives 9 and 10 to address the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 as follows:</p> <p><u>Objectives required by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021</u></p> <p><u>(9) A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.</u></p> <p><u>(10) A relevant residential zone provides for a variety of housing types</u></p>	<p><u>DENSITY STANDARDS</u></p> <p>The PC was accepted for notification and processing by the Planning Committee at the meeting held on 30 November 2021. At this time, the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill 2021 (the Bill) was yet to be enacted.</p> <p>Notwithstanding this, the PC recognised the implications of the Bill and proposed to incorporate the Medium Density Residential Standards (Density Standards) in the bespoke precinct provisions. It was considered that the Density Standards could be applied to the site via the PC as there are no known qualifying matters that preclude the application of the standards.</p> <p>The Bill received Royal assent on the 20 December 2021 and the RMA has since been amended. The Density Standards of the Act differ to those in the Bill thus it is appropriate that the PC be amended. The Council have indicated a preference for the Density Standards to be addressed on a region-wide basis and therefore it is appropriate to delete bespoke provisions from the plan change.</p> <p>Ultimately, the relief sought will ensure that the PC is consistent with the RMA in this regard. It will also not disrupt the future Intensification Planning Instrument to be notified by Auckland Council prior to 20 August 2022.</p>

17.1

#	Part of Plan Change	Support/Oppose	Relief Sought	Reasons
			<p><u>and sizes that respond to:</u></p> <p>(a) <u>housing needs and demand;</u> <u>and</u></p> <p>(b) <u>the neighbourhood's planned urban built character, including 3-storey buildings.</u></p> <p>iii. Amend Policy 1 to read as follows:</p> <p>Enable an intensive urban form and character through a range of dwelling options by applying, <u>including incorporation of</u> the Medium Density Residential Standards introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, and the provision for local convenience activities to serve the neighbourhood.</p> <p>iv. Delete rules (A2) to (A3) from Table I4XX.4.2 and the exception below the table header.</p> <p>v. Delete clauses (3) to (4) of rule I4.XX.5.</p> <p>vi. Delete rules I4XX.6.6.1 to I4XX.6.6.7 relating to the density standards.</p> <p>vii. Delete the matters of discretion I4XX.7.1(3) and (4) and assessment criteria I4XX.7.2(3).</p>	

#	Part of Plan Change	Support/Oppose	Relief Sought	Reasons
			Any other consequential amendments as necessary are also sought.	
	Schedule 10 of the AUP	Support in Part	List the proposed tree/groups of trees X1 to X3 in Schedule 10 Notable Tree Schedule to the AUP as enclosed within Attachment A .	<p><u>SCHEDULED TREES</u></p> <p>A Notable Tree Assessment was completed in November 2021 by Peers Brown Miller and identified three groups of trees that meet the nomination criteria. The revised provisions include a table with proposed amendments to the Notable Tree Schedule.</p>

17.2



Sir William Birch

FNZIS LCS Registered Professional Surveyor
For and on behalf of the submitter

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Contact person: Sir William Birch

Date: 26 April 2022

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INSERT LIST OF MAP CHANGES TO ZONE, OVERLAYS, CONTROLS

1. Amend Zones as illustrated on drawing by Birch Surveyors Project Number 4294 Zone Plan Revision M. This changes the Future Urban Zone and Special Purpose – Major Recreation Facility Zone (Franklin Trotting Club).
2. Insert Precinct Plan 1 and 2 as illustrated on drawings by Birch Surveyors Project Number 4294 Precinct Plan Revision M.
3. Delete the Special Purpose – Major Recreation Facility Zone (Franklin Trotting Club) Precinct.
4. Insert new Significant Ecological Area as illustrated on drawing by Birch Surveyors Project Number 4294 Overlay Plan Revision M.
5. Insert new Vehicle Access Restriction as illustrated on drawing by Birch Surveyors Project Number 4294 Overlay Plan Revision M.

Style Definition: AUP Nmbr 1: Indent: Left: 0.75 cm,
Hanging: 0.75 cm

Style Definition: AUP Nmbr 2: Indent: Left: 1.5 cm,
Hanging: 0.75 cm

AMEND SCHEDULE 3 SIGNIFICANT ECOLOGICAL AREA - TERRESTRIAL SCHEDULE:

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

ID	Factor Met
SEA_T_XXXX	1, 2, 3

AMENDMENTS TO SCHEDULE 10 NOTABLE TREE SCHEDULE

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

1

Proposed Private Plan Change X (Pukekohe Golding Precinct) to the Auckland Unitary Plan (Operative in Part)
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I4XX. Pukekohe Golding Precinct

I4XX.1. Precinct Description

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

The Business - Light Industry Zone is located on Station Road. It provides a buffer between the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) to the west of Station Road and the residential development to the east in the Precinct.

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

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

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

A vehicle access restriction control applies to the southern side of Royal Daulton Road and the western side of Golding Road to restrict direct vehicle access to these roads, therefore preserving the future arterial road opportunity of these roads from multiple vehicle crossings or from vehicles reverse manoeuvring on to the roads.

The Precinct requires the construction of an acoustic barrier to attenuate noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) prior to or concurrently with the residential subdivision of land between the Business - Light Industry Zone and the 55 dB LAeq noise contour illustrated on the Precinct Plan.

Area A illustrated on the Precinct Plan applies to the first urban residential block in the Residential – Mixed Housing Urban Zone to the east of the Business – Light Industry Zone. Area A is land where additional attenuation measures (building and site design) are required to ensure an appropriate acoustic environment is established following the construction of an acoustic barrier. Area A is based on the implementation of the acoustic barrier.

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

- Residential - Mixed Housing Urban
- Business – Neighborhood Centre

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- Business – Light Industry Zone

~~The Precinct gives effect to the Medium Density Residential Standards ('MDRS') introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021.~~

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

14XX.2. Objectives

- (1) Develop a residential environment to the east of industrial activities which allows for a range of housing densities and typologies and incorporates the opportunity for a neighbourhood centre.
- (2) Enable industrial activities develop on land adjoining Station Road, separating activities sensitive to noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) to the west.
- (3) Provide a well-connected and safe urban road network that supports a range of travel modes and provides a strong definition of public open spaces.
- (4) Transport infrastructure is integrated and coordinated with subdivision and development and provides connections to the wider transport network and upgrades to the road network adjoining the Precinct.
- (5) Subdivision and development is coordinated with the delivery of water, wastewater and stormwater infrastructure.
- (6) Reverse sensitivity effects on the adjacent Special Purpose – Major Recreation Facility Zone (Pukekohe Park) are mitigated.
- (7) The ecological values of streams, wetlands and the significant ecological area are protected and enhanced.
- (8) Stormwater management measures mitigate adverse effects of development and enhance the receiving environment.

Objectives required by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021

- (9) A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- (10) A relevant residential zone provides for a variety of housing types and sizes that respond to:
 - (a) housing needs and demand; and
 - (b) the neighbourhood's planned urban built character, including 3-storey buildings.

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

14XX.3. Policies

Development

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

Transport

- (3) Require subdivision and development to provide an interconnected urban road network which includes necessary upgrades to existing infrastructure adjoining the Precinct and connections to existing and future networks outside the Precinct.
- (4) Require subdivision and development to provide walking and cycling networks and connections to existing and future networks outside the Precinct.
- (5) Require vehicle access restrictions for sites adjoining Golding Road and Royal Daulton Road in recognition that they will become future arterials.

Infrastructure

- (6) Require subdivision and development to be co-ordinated with the provision of necessary infrastructure and network utilities, including identified upgrades outside the Precinct.

Stormwater Management and Ecology

- (7) Require subdivision and development to protect and enhance wetlands, streams and the significant ecological area.
- (8) Require subdivision and development to plant the riparian margin of streams and wetlands and to provide at source hydrological mitigation, attenuation and quality treatment to prevent stream bank erosion and to enhance in-stream morphology, and stream and wetland water quality.

Reverse Sensitivity

- (9) Provide for industrial activities on land immediately adjoining Station Road to:
 - a. provide a buffer between the residential zones and the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) to the west of Station Road;

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

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

I4XX.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Tables I4XX.4.1-4 below.

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

Note: A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity unless that activity is specifically listed in Tables I4XX.4.1-4.

Table I4XX.4.1 - Activity table all Zones

Activity		Activity status
Use and Development		
(A1)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 in the Residential – Mixed Housing Urban Zone	
(A2)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H12.4.1 in the Business – Neighbourhood Centre Zone	
(A3)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H17.4.1 in the Business – Light Industry Zone	
(A4)	Activities that do not comply with any of the standards listed in I4.XX6.1 to I4XX.6.5	D

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Subdivision		
(A5)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A6)	Subdivision in accordance with the Precinct Plan	RD
(A7)	Subdivision not in accordance with the Precinct Plan	D
(A8)	Subdivision that does not comply with any of the standards listed in I4XX.6.1 to I4XX.6.5	D

Table I4XX.4.2 – Residential – Mixed Housing Urban Zone

The rules in activity table H5.1.1 (A3) and (A4) do not apply to the Precinct.

Activity		Activity status	Standards to be complied with
Use and Development			
(A1)	Show home	P	Standards in I4XX.6.6
(A2)	Up to three dwellings per site	P	Standards in I4XX.6.6
(A3)	Four or more dwellings per site	RD	Standards in I4XX.6.6

Table I4XX.4.3 – Business – Light Industry Zone

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

Table I4XX.4.4 – Business – Neighbourhood Centre Zone

Activity		Activity status
Use and Development		

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(A1)	Activities that do not comply with the standard listed in I4XX.6.5	D
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I4XX.5. Notification

- (1) Any application for resource consent for an activity listed in Tables I4XX.4.1, I4XX.4.3 or I4XX.4.4 Activity table above will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

~~(3) Any application for resource consent for the following activities will be considered without public notification:~~

~~up to three dwellings per site in the Residential—Mixed Housing Urban Zone that does not comply with any of I4XX.6 Standards~~

~~(a) Except where the following standards:~~

- ~~(i) Standard I4XX.6.6.1 Building height~~
- ~~(ii) Standard I4XX.6.6.2 Height in relation to boundary;~~
- ~~(iii) Standard I4XX.6.6.3 Setbacks;~~
- ~~(iv) Standard I4XX.6.6.4 Building coverage;~~
- ~~(v) Standard I4XX.6.6.5 Impervious area;~~
- ~~(vi) Standard I4XX.6.6.6 Outdoor living space (per unit); and~~
- ~~(vii) Standard I4XX.6.6.7 Outlook space (per unit)~~

~~(4) Any application for resource consent for the following activities will be considered without public or limited notification or the need to obtain the written approval from affected parties:~~

~~(a) four or more dwellings per site in a residential—apply, the zone that comply with all of the following standards:~~

- ~~(i) Standard I4XX.6.6.1 Building height~~
- ~~(ii) Standard I4XX.6.6.2 Height in relation to boundary;~~
- ~~(iii) Standard I4XX.6.6.3 Setbacks;~~

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- ~~(iv) Standard I4XX.6.6.4 Building coverage;~~
- ~~(v) Standard I4XX.6.6.5 Impervious area;~~
- ~~(vi) Standard I4XX.6.6.6 Outdoor living space (per unit); and~~
- ~~(vii) Standard I4XX.6.6.7 Outlook space (per unit)~~

~~I4XX.6 Standards~~

The overlay and Auckland-wide standards apply in this precinct in addition to the following standards.

I4XX.6.1 Transport Infrastructure Requirements

- (1) Subdivision and development (including construction of any new road) must be undertaken concurrently with the following planned and funded infrastructure OR must not precede the upgrades outlined in Table I4XX.6.1.1.

Table I4XX.6.1.1 Transport Infrastructure Requirements

Transport Upgrade		Trigger
(T1)	Pedestrian connection to Station Road	The first site/dwelling.
(T2)	Footpath connection from the precinct boundary to the nearest existing pedestrian footpath on the eastern side of Station Road	The first site/dwelling.
(T3)	Station Road upgraded as an urban Collector Road (development side only)	Prior to or in conjunction with any development or subdivision requiring direct or indirect access to Station Road
(T4)	Yates Road upgraded as an urban Collector Road (development side only)	Any development with frontage to Yates Road.
(T5)	Golding Road – 6m strip to set aside for future widening/vesting for AT works to upgrade Golding Road to an arterial road.	Any development with frontage to Golding Road.

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

I4XX.6.2 Riparian and Buffer Planting

- (1) The riparian margins of any permanent or intermittent stream must be planted at the time of subdivision or land development to a minimum width of 10m measured from the top of the stream bank or, where the stream edge cannot be identified by survey, from the centre line of the stream. This standard does not apply to that part of a riparian margin where a road or public walkway crosses over the stream and/or passes through or along the riparian margin.
- (2) The riparian margins of any natural wetland must be planted at the time of subdivision or land development to a minimum width of 10m measured from the wetland's fullest extent. This standard does not apply to that part of a riparian margin where a road or public walkway crosses over the wetland and/or passes through or along the riparian margin.
- (3) The margin of the Significant Ecological Area must be planted at the time of any subdivision or land development adjacent to the feature to a minimum width of 5m measured from the edge of the canopy.
- (4) The planting required by clauses (1)-(3) above must:
- (a) use eco-sourced native vegetation where available;
 - (b) be consistent with local biodiversity;
 - (c) be planted at a density of 10,000 plants per hectare, unless a different density has been approved on the basis of plant requirements.

I4XX.6.3 Site Access

Purpose:

- Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings
- (1) Where subdivision and development adjoins a road with a 3m shared footpath or protected cycle lane on the site's frontage, rear lanes (access lot) or access from side roads must be provided so that no vehicle access occurs directly from the site's frontage over the 3m shared footpath or the road frontage.

I4XX.6.4 Stormwater Management

IXX.6.4.1 Hydrological Mitigation

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- (1) All new or redeveloped impervious surfaces (including roads) exceeding 50m² must provide:
 - (a) retention (volume reduction) of at least 5mm runoff depth for the impervious area for which hydrology mitigation is required; and
 - (b) detention (temporary storage) and a drain down period of 24 hours for the difference between the predevelopment and post-development runoff volumes from the 95th percentile, 24 hour rainfall event minus the 5 mm retention volume or any greater retention volume that is achieved, over the impervious area for which hydrology mitigation is required
- (2) Clause (1) does not apply where:
 - (a) a suitably qualified person has confirmed that soil infiltration rates are less than 2mm/hr or there is no area on the site of sufficient size to accommodate all required infiltration that is free of geotechnical limitations (including slope, setback from infrastructure, building structures or boundaries and water table depth); and
 - (b) rainwater reuse is not available because:
 - (i) the quality of the stormwater runoff is not suitable for on-site reuse (i.e. for non-potable water supply, garden/crop irrigation or toilet flushing); or
 - (ii) there are no activities occurring on the site that can re-use the full 5mm retention volume of water.
 - (c) the retention volume can be taken up by detention as follows:
 - (i) provide detention (temporary storage) and a drain down period of 24 hours for the difference between the pre-development and post development runoff volumes from the 95th percentile, 24 hour rainfall event minus any retention volume that is achieved, over the impervious area for which hydrology mitigation is required.
 - (d) For clauses (a) and (b) to apply, the information must have been submitted with a subdivision application preceding the development or a land use application.
- (3) If at the time of subdivision a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

IXX.6.4.2 Water Quality

- (1) Any new roofing for any building must comprise inert materials.
- (2) Runoff from all impervious surfaces (including roads) other than roofing meeting clause (1) above must provide for onsite quality treatment. The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)';

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

IXX.6.4.3 Water Quantity

- (1) For any subdivision or development in the “Western Catchment” shown on Precinct Plan 2 the following applies.
- (a) In addition to the temporary detention required under IXX6.4.1, detention must be provided onsite for storm events up to and including the 1% AEP event.
- (b) If at the time of subdivision a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

IXX.6.4.4 Operation and Maintenance of devices

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

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

Purpose:

- To provide an acoustic barrier to attenuate noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) prior to, or concurrently with the residential subdivision of land between the Business - Light Industry Zone and the 55 dB L_{Aeq} noise contour illustrated on the Precinct Plan.
 - To design dwellings in Area A illustrated on the Precinct Plan to include noise attenuation measures.
 - To manage the location of outdoor living areas in Area A illustrated on the Precinct Plan so that buildings provide acoustic attenuation to outdoor living spaces.
- (1) Either prior to or concurrent with the first subdivision and/or first development for any activity sensitive to noise between the Business - Light Industry Zone and the 55 dB L_{Aeq} noise contour illustrated on the Precinct Plan, an acoustic barrier (being a building (including its roof) or structure, or any combination thereof) must be constructed to mitigate noise from motorsport activities within the Special Purpose – Major Recreation Facility Zone to ensure that dwellings are not exposed to noise

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levels greater than 57 dB LAeq at the western boundary of the Residential – Mixed Housing Urban Zone.

- (2) The specification of the acoustic barrier must be at a height of no less than 7m and a length which extends from the Precinct's north-western boundary to its southern boundary with Yates Road (excluding roads and the 2m front yard setback – Rule H17.6.4). The acoustic barrier must have no individual gap that is greater than 7m², and must provide a vertical coverage of 93% (as a percentage of the acoustic barriers height and length).
- (3) Dwellings in Area A illustrated on the Precinct Plan must locate their outdoor living area within and adjoining the rear yard, except that for corner sites dwellings must locate their outdoor living area to adjoin their eastern site boundary.
- (4) Dwellings in the Neighbourhood Centre Zone must locate their outdoor living area (including balcony, patio or roof terrace) so that it does not orient towards the Light Industry Zone.
- (5) Any childcare centre must locate the outdoor play area to adjoin their eastern site boundary.
- (6) Any new building or alteration to an existing building for an activity sensitive to noise in Area A illustrated on the Precinct Plan must:
 - (a) be designed and constructed to achieve an outside-to-inside noise level reduction of at least Rw27dB for all habitable rooms. The Rw assessment must be in accordance with ISO717-1:1996E Acoustics – Rating of sound insulation in buildings and of building elements Part 1: Airborne sound insulation.
 - (b) where compliance with clause (6)(i) above requires all external doors of the building and all windows of these rooms to be closed, the design and construction as a minimum must:
 - Be mechanically ventilated and/or cooled to achieve an internal temperature no greater than 25°C based on external design conditions of dry bulb 25.1 °C and wet bulb 20.1 °C. Mechanical cooling must be available for all habitable rooms provided that at least one mechanical cooling system shall service every level of a dwelling that contains a habitable room; or
 - Provide a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than:
 - 6 air changes per hour for rooms less than 30% of the façade area glazed;
 - 15 air changes per hour for rooms with greater than 30% of the façade area glazed;
 - 3 air changes per hour for rooms with facades only facing south (between 120 degrees and 240 degrees) or where the glazing in the façade is not subject to any direct sunlight.

- Must be provided with relief for equivalent volumes of spill air.
 - Where mechanical ventilation and / or cooling systems are installed, they must be individually controllable across the range of airflows and temperatures by the building occupants in the case of each system.
- (c) Be certified by a suitably qualified and experienced person as meeting that standard prior to its construction; and
- (d) Compliance must be confirmed as part of any building consent application.
- (7) The above rules must not apply in the event that the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) is rezoned.

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~~14XX.6.6~~ **Development Controls – Show Home**

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

A show home in the Residential - Mixed Housing Urban Zone – Medium Density Residential Standards

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~~The following development controls apply to activities listed in Activity Table 14XX.4.2 of this precinct and Activity zone must comply with standards as listed for activity (A3) Up to Three Dwellings per site in Table H5.4.1 of Activity table in the Residential – Mixed Housing Urban Zone instead of the development standards listed in Standard H5.6.3 to H5.6.16.~~

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~~For the purposes of the following standards:~~

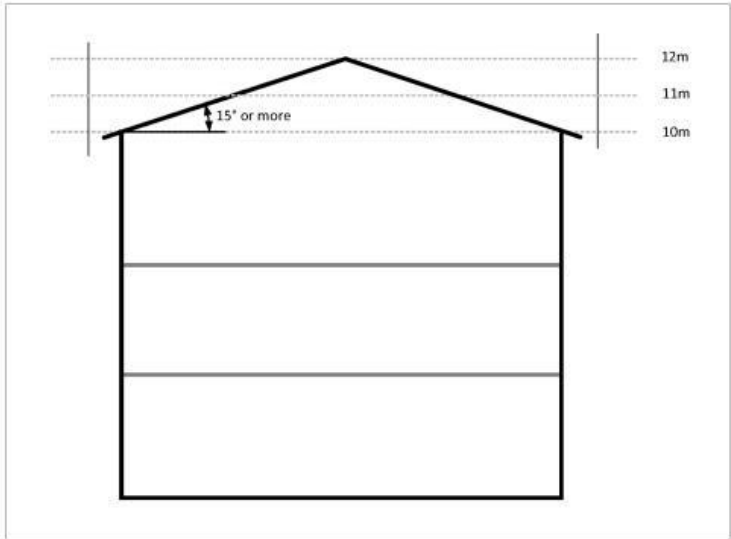
- ~~(a) Any definitions listed in Schedule 3A of the Resource Management (Enabling Housing Supply and Other Matters) Amendment [Act 2021] non-compliance shall apply instead of those listed in Chapter J.4~~
- ~~(b) Any definitions listed in section 77E of the Resource Management (Enabling Housing Supply and Other Matters) Amendment [Act 2021] shall apply instead of those listed in Chapter J.4~~
- ~~(c) Any definitions listed the national planning standards shall apply instead of those listed in Chapter J.4~~

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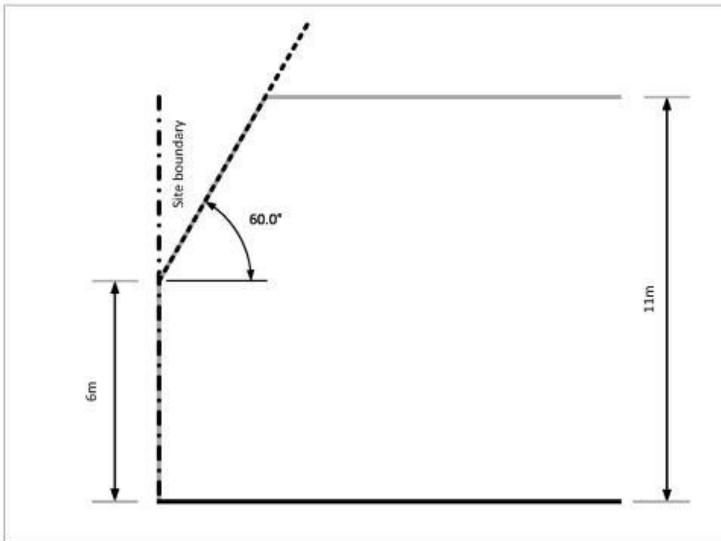
14XX.6.6.1. Building Height

(2) ~~Buildings must not exceed 11 metres in height, except that 50% of a building's roof in elevation, measured vertically from the junction between wall and roof, may exceed this height by 1 metre, where the entire roof slopes 15° or more, as shown on the following diagram.~~



14XX.6.6.2. Height in relation to boundary

~~(3) Buildings must not project beyond a 60° recession plane measured from a point 6 metres vertically above ground level along all boundaries, as shown on the following diagram. Where the boundary forms part of a legal right of way, entrance strip, access site, or pedestrian access way, the height in relation to boundary applies from the farthest boundary of that legal right of way, entrance strip, access site, or pedestrian access way.~~



~~(4) This standard does not apply to:~~

- ~~(a) a boundary with a road;~~
- ~~(b) existing or proposed internal boundaries within a site;~~
- ~~(c) site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.~~

14XX.6.6.3. Setbacks

~~(5) Buildings must be set back from assessed against the relevant boundary by the minimum depth listed provisions in the yards table below:~~

Yard	Minimum depth
Front	2.5 metres
Side	1 metre
Rear	1 metre (excluded on corner sites)

~~(2) This standard does not apply to site boundaries where there is an existing common wall between 2 buildings on adjacent sites or where a common wall is proposed.~~

~~I4XX.6.6.4. Building coverage~~

~~(6) The maximum building coverage must not exceed 50% of the net site area.~~

~~I4XX.6.6.5. Impervious area~~

~~(7) The maximum impervious area must not exceed 60% of the site area.~~

~~I4XX.6.6.6. Outdoor living space (per unit)~~

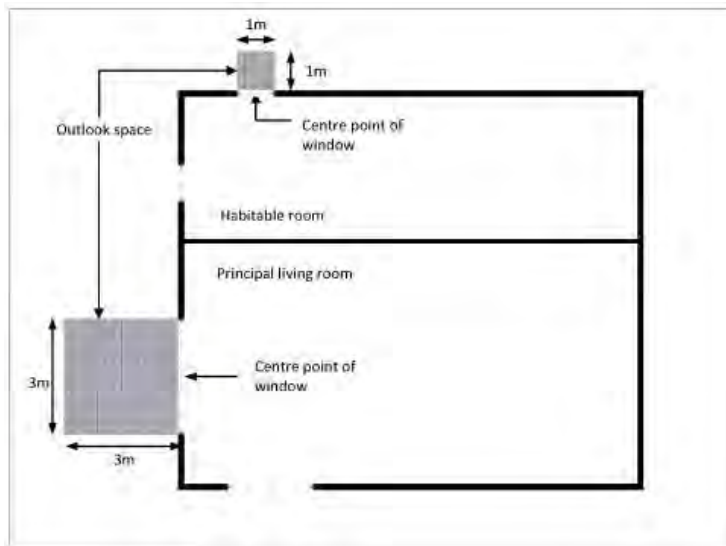
~~(8) A residential unit at ground floor level must have an outdoor living space that is at least 15 square metres^{H5} and that comprises ground floor or balcony or roof terrace space that:~~

- ~~(a) where located at ground level, has no dimension less than 3 metres; and~~
- ~~(b) where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; and~~
- ~~(c) is accessible from the residential unit; and~~
- ~~(d) is free of buildings, parking spaces, and servicing and manoeuvring areas.~~

~~I4XX.6.6.7. Outlook space (per unit)~~

~~(9) An outlook space must be provided from habitable room windows as shown in the diagram below. Where the room has 2 or more windows, the outlook space must be provided from the largest area of glazing.~~

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- (10) The minimum dimensions for a required outlook space are as follows:
- (a) a principal living room must have an outlook space with a minimum dimension of 3 metres in depth and 3 metres in width; and
 - (b) all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
- (11) The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.
- (12) Outlook spaces may be within the site or over a public street or other public open space.
- (13) Outlook spaces required from different rooms within the same building may overlap.
- (14) Outlook spaces must:
- (a) be clear and unobstructed by buildings; and
 - (b) not extend over an outlook space or outdoor living space required by another dwelling.

14XX.6.7 Vacant Sites Subdivision – Residential – Mixed Housing Urban Zone

~~(15)(a) Compliance with the E38 standards for lot size and/or shape factor is not required for any allotment where it is practicable to construct one dwelling in accordance with the applicable permitted activity standards listed in Rule 14XX.6.6C1.9.~~

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14XX.7. Assessment – restricted discretionary activities

14XX.7.1 Matters of discretion

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

- (1) All activities (excluding development standard infringements):
 - (a) Consistency with the objectives and policies of the precinct.
 - (b) Consistency with the precinct plan.
- (2) Subdivision
 - (a) Transport including development of road, access, walking and cycling infrastructure, and traffic generation
 - (b) Naturalising of the stream morphology and integration with stormwater management

~~(3) Residential – Mixed Housing Urban Zone – Medium Density Residential Standards~~

- ~~(a) For development standard infringements the council will restrict its discretion to the following matters (and the matters listed in C1.9 do not apply):~~
- ~~(i) any policy which is relevant to the standard;~~
 - ~~(ii) the effects of the infringement of the standard;~~
 - ~~(iii) the effects on the urban built character of the zone;~~
 - ~~(iv) the effects on the amenity of neighbouring sites;~~
 - ~~(v) the effects of any special or unusual characteristic of the site which is relevant to the standard;~~
 - ~~(vi) the characteristics of the development;~~
 - ~~(vii) any other matters specifically listed for the standard; and~~

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~~(viii) where more than one standard will be infringed, the effects of all infringements.~~

~~(4) For four or more dwellings per site the council will restrict its discretion to the following matters (and the matters listed in C1.9 do not apply):~~

~~(a) the effects on the neighbourhood character, residential amenity, safety, and the surrounding residential area from all of the following:~~

~~(i) building intensity, scale, location, form and appearance;~~

~~(ii) traffic; and~~

~~(iii) location and design of parking and access.~~

~~(b) Infrastructure and servicing~~

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14XX.7.2 Assessment criteria

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

- (1) All activities (excluding development standard infringements):
 - (a) The extent to which the proposal is consistent with the objectives and policies of the precinct or achieves the equivalent or better outcome.
 - (b) Whether subdivision and development is in general accordance with the precinct plan.
- (2) Subdivision:
 - (a) Whether the collector roads are provided generally in the locations on the precinct plan.
 - (b) Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility and supports a walkable road network.
 - (c) Whether roads are aligned with the stream network, or whether pedestrian and/or cycle paths are provided along one or both sides of the stream network, where they would logically form part of an integrated open space network (which includes opportunities to vest the stream network).
 - (d) Whether subdivision and development provides for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the precinct over time.
 - (e) The design and layout of the roading network including urban blocks,

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connections, and walking and cycling infrastructure.

- (f) The design to restore natural banks, meanders and patterns of the stream
- (g) Design and integration of stormwater management requirements with the open space network.

~~(3) Residential – Mixed Housing Urban Zone, Medium-Density Residential Standards~~

~~(a) For development control infringements the council will consider the criteria listed in H5.8.2.~~

~~(b) for four or more dwellings on a site the council will consider the criteria listed in H5.8.2.(2) (b), (c), (d), (e)(f), (g) and (h).~~

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I4XX.8 Special information requirements

I4XX.8.1 Riparian Planting Plan

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

I4XX.8.2 Acoustic Report

- (1) The first subdivision and/or first development for any activity sensitive to noise between the Business - Light Industry Zone and the 55 dB L_{Aeq} noise contour illustrated on the Precinct Plan must be accompanied by an acoustic design report to ensure that the acoustic barrier will meet the requirements listed in Rule I4XX6.5 and that it will perform as an effective acoustic barrier. The acoustic report must include noise modelling outputs and demonstration of how the noise model has been calibrated to the noise level contours set out in the Precinct Plan.

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I4XX.8.2 Traffic Assessment

- (1) For every 100 dwellings/lots (based on a cumulative total within the Precinct) a Traffic Assessment must be provided which assesses the need for:
 - (a) Any upgrade of the Station Road / East Street intersection
 - (b) Any upgrade of the Golding Road / East Street existing roundabout

As triggered by the traffic related effects of development within the Precinct.

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I4XX.9 Precinct plan

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FORM 5

Submission on a notified proposal for Private Plan Change 74 – Golding Meadows and Auckland Trotting Club Inc under Clause 6 of Schedule 1 Resource Management Act 1991

26 April 2022

Auckland Council
 Plans and Places
 Private Bag 92300
 Auckland 1142
 Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

CC: applications@bslnz.com

Name of submitter: The New Zealand Transport Agency

This is a submission on Private Plan Change 74 – Golding Meadows and Auckland Trotting Club Inc (**Plan Change**) to the Auckland Unitary Plan (Operative in Part).

The New Zealand Transport Agency (**Waka Kotahi**) could not gain an advantage in trade competition through this submission.

Waka Kotahi role and responsibilities

Waka Kotahi is a Crown Entity established by Section 93 of the Land Transport Management Act 2003 (LTMA). The objective of Waka Kotahi is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest. Waka Kotahi roles and responsibilities include:

- Managing the State Highway system, including planning, funding, designing, supervising, constructing, maintaining and operating the system.
- Managing funding of the land transport system, including auditing the performance of organisations receiving land transport funding.
- Managing regulatory requirements for transport on land and incidents involving transport on land.
- Issuing guidelines for and monitoring the development of regional land transport plans.

Waka Kotahi interest in this proposed Plan Change stems from its role as:

- A transport investor to maximise effective, efficient and strategic returns for New Zealand.
- A planner of the land transport network to integrate one effective and resilient network for customers.

- Provider of access to and use of the land transport system to shape smart efficient, safe and responsible transport choices.
- The manager of the State Highway system and its responsibility to deliver efficient, safe and responsible highway solutions for customers.

Waka Kotahi supports planned development in appropriate area and considers that this should occur in a manner which does not compromise the effectiveness, efficiency, resilience and safety of the transport network. Therefore, Waka Kotahi seeks to participate in these proceedings to ensure that the nature of the development does not adversely affect the transport network.

In this case the land is located in land identified for future urban growth, and is closely aligned with the Future Urban Land Supply Strategy (FULSS), which identifies the land subject to this Plan Change as being 'Development Ready' between 2023–2028. The Plan Change is also largely consistent with the Pukekohe–Paerata Structure Plan.

Government Policy Statement on Land Transport.

Waka Kotahi also has a role in giving effect to the Government Policy Statement on Land Transport (GPS). The GPS is required under the LTMA and outlines the Government's strategy to guide land transport investment over the next 10 years. The four strategic priorities of the GPS 2021 are safety, better travel options, climate change and improving freight connections. A key theme of the GPS is integrating land use, transport planning and delivery. Land use planning has a significant impact on transport policy, infrastructure and services provision, and vice versa. Once development has happened, it has a long-term impact on transport. Changes in land use can affect the demand for travel, creating both pressures and opportunities for investment in transport infrastructure and services, or for demand management.

Waka Kotahi gives effect to the GPS through a number of strategic plans including:

- Arataki – our ten-year view of the step changes and actions needed to deliver on the government's current priorities and long-term outcomes for the land transport system;
- Toitu Te Taiao – Our sustainability action plan. This notes two big challenges around reducing greenhouse gases and improving public health;
- Keeping Cities Moving – our national mode shift plan based around shaping urban form, making shared and active modes more attractive and influencing travel demand and transport choices.

In this instance, the existing transport network is heavily constrained, however considerable planning has been and is being undertaken to upgrade and future-proof the strategic transport network, by both providing additional road capacity and improving public transport. Some projects (namely Papakura to Pukekohe rail electrification) have funding allocated, however there is still a wider lack of funding in the area. Any new development that is primarily car-centric and does not provide adequate alternatives (for example walking and cycling connectivity beyond the site and to key public transport nodes), will add additional strain to the existing roading network.

Carbon emissions

New Zealand has a target to achieve a net zero carbon target as mandated by the Climate Change Response Act by 2050. The Transport sector is a significant contributor to greenhouse gas emissions through carbon emissions from vehicle use. This is responsible for 47% of total domestic carbon emissions.

The Emissions Reduction Plan will be released shortly and will set out how New Zealand will meet its first emissions budget (2022–2025) and set the path towards meeting our long-term climate targets. While the text of the plan is not yet available, it is apparent private vehicle use will be a core focus.

As such, it is vital that any new development maximises any opportunities to maximise multi-modal connectivity beyond the site, to contribute to a broader mode shift, and to reduce the strain on the existing roading network. Further, with investment committed to the electrification of the rail line from Pukekohe to Papakura, there is an opportunity for the Plan Change to provide ample connectivity (in particular walking and cycling) to the Pukekohe station and thereby reduce carbon emissions.

Decision sought

Waka Kotahi is neutral with regards to this Plan Change, however wishes to signal the need for the Plan Change to ensure appropriate multi-modal connectivity beyond the site and provides other measures to ensure that the reliance on private car-based travel is reduced.

18.1

Hearings

Waka Kotahi does not wish to be heard in support of its submission.

Signature of person authorised to sign on behalf of Submitter:



Brendan Clarke

Senior Planner, Waka Kotahi

Address for Service of person making submission:

NZ Transport Agency

Contact Person: Brendan Clarke

Email: Brendan.clarke@nzta.govt.nz

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

To: Auckland Council

Name of Submitter: Heather Isabel Clark

1. This is a submission on Proposed Private Plan Change 74: Golding Meadows and Auckland Trotting Club Inc (**PPC74** or the **Plan Change Request**) to the Auckland Unitary Plan (Operative in Part) (**AUP**).
2. I could not gain an advantage in trade competition through this submission.
3. My submission relates to the entire Plan Change Request.
4. I am neutral on the Plan Change request. I have owned my property at 110 Golding Road, immediately opposite the PPC74 area, for approximately 38 years. My property is also zoned Future Urban Zone in the AUP and is within the Pukekohe-Paerata Structure Plan 2019 area.
5. While I neither support nor oppose the Plan Change request, I am concerned about the adverse environmental effects of the future development, including in relation to traffic effects on Golding Road and the surrounding road network. If roading upgrades or new roading connections are needed this should be a requirement of the plan change provisions. I am also concerned whether the infrastructure, including power, water supply and waste water infrastructure, will be designed and appropriately located to take into account the requirements of the surrounding Future Urban zoned land. I also question whether the northern boundary of the PPC74 area is in the most appropriate location or whether it should include the properties on the northern side of Royal Doulton Drive.

19.1

19.2

19.3
6. The decision I seek from Auckland Council is that, if it decides to approve the Plan Change Request, that the decision addresses the matters raised in this submission, including:
 - (a) the extension of the boundary of the PPC74 area;
 - (b) more appropriate provisions to ensure that the necessary infrastructure (including transport, water and wastewater) is provided within the required timeframes and is adequately sized and appropriately located; and
 - (c) more appropriate provisions to ensure that the adverse effects that will be generated by the urbanisation of the PPC74 land are adequately avoided, remedied or mitigated.
7. I wish to be heard in support of my submission.
8. I would consider presenting a joint case if others make similar submissions.

26 April 2022

Heather Isabel Clark

Address for service of the Submitter:

Heather Clark
110 Golding Road
RD 2
Pukekohe 2677
Mobile: 021 268 2791
Email: heatherisabelclark@yahoo.co.nz

FORM 5

Submission on a publicly notified proposal for policy statement or plan, change or variation under Clause 6 of Schedule 1, Resource Management Act 1991.

To: Auckland Council

Name of submitter: Ministry of Education ('the Ministry')

Address for service: C/- Beca Ltd
PO Box 6345
Wellesley
Auckland 1141

Attention: Vicky Hu

Phone: 09 301 3772

Email: vicky.hu@beca.com

This is a submission on the Proposed Plan Change 74 (Private) Golding Meadows and Auckland Trotting Club Inc.

Background

The Ministry is the Government's lead advisor on the New Zealand education system, shaping direction for education agencies and providers and contributing to the Government's goals for education. The Ministry assesses population changes, school roll fluctuations and other trends and challenges impacting on education provision at all levels of the education network to identify changing needs within the network so the Ministry can respond effectively.

The Ministry has responsibility for all education property owned by the Crown. This involves managing the existing property portfolio, upgrading and improving the portfolio, purchasing and constructing new property to meet increased demand, identifying and disposing of surplus State school sector property and managing teacher and caretaker housing. The Ministry is therefore a considerable stakeholder in terms of activities that may impact on existing and future educational facilities and assets in the Auckland region.

The Ministry of Education's submission is:

Future school network impacts

The Proposed Plan Change 74 (PPC) is seeking to rezone approximately 82.7ha of land (the PCA) from Future Urban Zone and Special Purpose – Major Recreation Facility Zone to a combination of:

- Residential – Mixed Housing Urban Zone (62.36ha);
- Business – Light Industry Zone (19.97ha); and
- Business – Neighbourhood Centre Zone (0.34ha).

The PPC also seeks to remove the Franklin Trotting Club Precinct and apply a new Precinct - Pukekohe Golding Precinct across the PCA. Although the rezoning of this land was anticipated as it is Future Urban Zone, the PPC would enable urban growth at densities that are greater than currently enabled, thereby increasing the demand on the local school network in Pukekohe.

In 2019, the Ministry developed the National Education Growth Plan 2030 (NEGP)¹, which provides a co-ordinated approach for addressing school-aged population growth across New Zealand. The NEGP identifies a number of catchments across the country and considers the anticipated demand and growth patterns so that the Ministry can ensure the school network is delivered in the right place at the right time.

The NEGP acknowledges that the development of this land was always anticipated, given the Future Urban Zoning and sequencing plans for Pukekohe in the Future Urban Land Supply Strategy (FULSS)². According to the FULSS, the land was scheduled to be released between 2023 – 2027, and an additional 7,200 dwellings is anticipated over the next decade.

The Ministry anticipate additional capacity within its network will likely be required to service the growth of this plan change and the wider growth of Pukekohe. The Ministry will endeavour to liaise with the Applicant to discuss opportunities for educational facilities within the PCA. In addition, through this submission the Ministry is seeking that educational facilities be provided for within the precinct provisions to accommodate future educational facilities to enable the Ministry to service the growth and urban expansion of Pukekohe.

Walking and cycling provisions

The Ministry supports the proposed walking and cycling provisions through the PPC area, as it provides safe, efficient links in and throughout the area. Quality pedestrian and cycle connections to schools and through neighbourhoods have health and safety benefits for children and reduce traffic generation at pick up and drop off times. All future schools should be well serviced by safe and accessible pedestrian and cycling links and it is considered that the proposed provisions would require adequate consideration of walking and cycling provisions.

The Ministry's position on the Proposed Plan Change

The Ministry is neutral on the Proposed Plan Change if the provisions outlined below are accepted.

The Ministry acknowledges that the proposed plan change will contribute to providing additional housing within the wider Auckland Region. This will, however, require additional capacity in the local school network to cater for this growth as the area develops and potentially drive the need for a new school in the community.

The Ministry understands that the Council must meet the requirements under the National Policy Statement on Urban Development 2020 (NPS-UD) to provide development capacity for housing and business. The Ministry wishes to highlight that Policy 10 of the NPS-UD states that local authorities should engage with providers of development infrastructure and additional infrastructure (schools are considered additional infrastructure) to achieve integrated land use and infrastructure planning. In addition to this, subpart 3.5 of the NPS-UD states that local authorities must be satisfied that the additional infrastructure to service the development capacity is likely to be available.

Growth as a result of the PPC and wider urban growth will require careful planning and communication between the Applicant, Auckland Council and the Ministry to meet community demand for educational facilities.

The Ministry therefore has an interest in:

- How development is planned and sequenced, particularly in terms of infrastructure provision such as roading as this will impact where and when schools can be established.

¹ National Education Growth Plan 2030, Auckland and Tai Tokerau, Ministry of Education, 2019. Available at: <https://www.education.govt.nz/our-work/publications/budget-2019/negp/#Auckland>

² Auckland Future Urban Land Supply Strategy, Auckland Council, 2018. Available at: <https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-by-laws/our-plans-strategies/topic-based-plans-strategies/housing-plans/Documents/future-urban-land-supply-strategy.pdf>



- Ensuring the Precinct provisions specifically acknowledge and provide for schools. This is critical given schools are an essential piece of social and community infrastructure. An absence of supportive provisions can place obstacles in the way of the establishment of education facilities in future years.
- How safe walking and cycling infrastructure will be planned.
- The urban form and amenity provided through connectivity and usable areas of public open space.

The Ministry broadly supports provisions in the plan change that seek to put in place a framework that will deliver integrated communities with a street and block pattern that supports the concepts of liveable, walkable and connected neighbourhoods. This includes a transport network that is easy and safe to use for pedestrians and cyclists and is well connected to public transport, shops, schools, employment, open spaces and other amenities.

Decision sought

Overall, the Ministry is neutral on the PPC in its current form if the following relief and consequential amendments can be accepted.

20.1

Additions are shown as underlined and deletions as ~~strikeouts~~.

- **Objectives:**
 - (3) *Provide a well-connected and safe urban road network that supports a range of travel modes and provides a strong definition of public open spaces and safe connections to educational facilities.*
 - (9) *Development within the Precinct is supported by educational facilities.*
- **Policies**
 - (4) *Require subdivision and development to provide safe walking and cycling networks and connections to existing and future networks outside the Precinct and to educational facilities.*
 - (5) *Enable educational facilities to establish within the Precinct*
- **Matters of Discretion**
 - (2) **Subdivision**
 - (a) *Transport including development of road, access, walking and cycling infrastructure, and traffic generation including to educational facilities.*
- **Assessment Criteria**
 - (2) **Subdivision and Transport:**
 - (b) *Whether a high quality and integrated network of local roads is provided within the precinct that provides a good degree of accessibility and supports a walkable road network including to existing or planned educational facilities.*



(e) *The design and layout of the roading network including urban blocks, connections, and walking and cycling infrastructure including to existing or planned educational facilities.*

Given the level of increase in housing provision in Pukekohe as a result of this PPC, the Ministry requests regularly engagement with Auckland Council and the Applicant to keep up to date with the housing typologies being proposed, staging and timing of this development so that the potential impact of the plan change on the local school network can be planned for. The key Ministry contact email is Resource.Management@education.govt.nz

The Ministry wishes to be heard in support of its submission.



Vicky Hu

Planner – Beca Ltd

(Consultant to the Ministry of Education)

Date: 26 April 2022

26 April 2022

Auckland Council
Plans and Places
Private Bag 92300
Auckland 1142
Attn: John Duguid

By email to: unitaryplan@aucklandcouncil.govt.nz

SUBMISSION ON PUBLICLY NOTIFIED PROPOSAL FOR PLAN, CHANGE OR VARIATION (FORM 5)

Plan Change 74: Pukekohe Golding Precinct

NAME OF SUBMITTER:

KiwiRail Holdings Limited (KiwiRail)

ADDRESS FOR SERVICE:

Level 1
Wellington Railway Station
Bunny Street
PO Box 593
WELLINGTON 6140
Attention: Jodie Mitchell

Ph: 027 202 3822

Fax: 04 473 1460

Email: jodie.mitchell@kiwirail.co.nz

KiwiRail Submission on Auckland Unitary Plan Operative in Part Plan Change 74

KiwiRail Holdings Limited (KiwiRail) is the State-Owned Enterprise responsible for the management and operation of the national railway network. This includes managing railway infrastructure and land, as well as rail freight and passenger services within New Zealand. KiwiRail is also the requiring authority for land designated "Railway Purposes" (or similar) in district plans throughout New Zealand.

KiwiRail is interested in Plan Change 74 (**PC74**) for several reasons:

1. The PC74 area lies adjacent to one of New Zealand's key main railway lines, the North Island Main Trunk line (**NIMT**). The NIMT carries both rail freight traffic and Metro passenger services, and forms part of the golden triangle network for rail freight between Auckland, Tauranga and Hamilton. The soon to be upgraded Pukekohe Station is located approximately 1.1km to the north of PC74. KiwiRail seeks to protect the railway corridor to enable its ongoing use for operational purposes.
2. KiwiRail has obtained planning approval and commenced design work for the Papakura to Pukekohe electrification (P2P) project. The investment will extend the electrified rail network from Papakura to Pukekohe, and includes a range of supporting network upgrades:
 - Electrification of 19km of track, including installation of overhead equipment (OLE), new traction power feed and signalling upgrades;



- provision of two additional platform faces and stabling for twelve 3-car Electric Multiple Units at Pukekohe;
- passive provision for future construction of three new Drury stations and additional tracks; and
- safety enhancements at level crossings.

KiwiRail supports the Plan Change, subject to the matters raised in this submission being appropriately addressed to ensure that any adverse effects of the proposal on the transport network can be adequately avoided or mitigated.

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

KiwiRail wishes to speak to our submission and will consider presenting a joint case at the hearing with other parties who have a similar submission.

If you have any queries, please don't hesitate to contact me.

Yours faithfully,



Jodie Mitchell
Senior RMA Advisor
KiwiRail

26 April 2022





Sub #	Provision number	Support/Oppose/ Seek Amendment	Submission/Comments/Reasons Plan Change 74	Relief Sought (as stated or similar to achieve the requested relief)
Plan Change 74				
1	I4XX.1. Precinct Description	Support	KiwiRail supports the proposed precinct description, as this acknowledges the Residential - Mixed Urban Zone as the predominant residential zone because of the Precincts opportunities for new greenfield development in close proximity to the town centre, rail station, and employment activities.	Support Development anticipated by national strategic and local policy anticipate growth and higher density residential living options should be located in close proximity to public transport.
2	I4XX.1 Precinct Description	Support	<p>KiwiRail supports the recognition in the precinct description of the need to construct an acoustic barrier to attenuate noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) and the residential land between the Business -Light Industry Zone and a noise contour illustrated on the Precinct Plan. Houses in Area A of the proposed precinct plan are also required to have additional noise attenuation measures (building and design) to ensure an appropriate acoustic environment.</p> <p>KiwiRail supports the recognition of the need to address reverse sensitivity effects and to protect the health and amenity of residents.</p> <p>KiwiRail supports forward thinking locating activities sensitive to noise so as to reduce adverse effects for noise sensitive receivers.</p>	Support
3	I4XX.2. Objectives (3) and (4)	Support	<p>KiwiRail supports the recognition of the need to provide a well-connected and safe urban road network that supports a range of travel modes and that transport infrastructure is integrated and coordinated with subdivision and development and provides connections to the wider transport network.</p> <p>The proposed Precinct Objectives seek to ensure that connections provided with the surrounding transport network operate safely and efficiently.</p> <p>Currently there is no signalised active mode crossing from the eastern side of Station Road to Pukekohe Station. Provision of a public crossing to provide pedestrian/micro-mobility connection to Pukekohe Station is required to address wider transport network accessibility. Alternative active modes such as cycling and pedestrian movement should also be catered for at the crossing.</p> <p>Auckland Council is responsible for public crossings, including safety and maintenance. Developer contributions towards road improvements at the crossing may be required so that it operates safely as a result of traffic generated from the development area.</p>	Retain I4XX.2. Objectives (3) and (4) as notified
4	I4XX.3. Policies (4)	Support	KiwiRail supports the requirement for subdivision and development to providing walking and cycling networks and connections to existing and future networks outside the Precinct.	Retain as notified

21.1





Sub #	Provision number	Support/Oppose/ Seek Amendment	Submission/Comments/Reasons Plan Change 74	Relief Sought (as stated or similar to achieve the requested relief)
4	Table I4XX.4.3 Activity table	Support	<p>KiwiRail supports the activities status as set out in the Table which provides for activities sensitive to noise, including workers accommodation as a Non-complying activity. The provision provides an appropriate level of assessment for activities sensitive to noise in the Business – Light Industry Zone given the proximity of Pukekohe Park, specifically the Motorsport activity on the western side of Station Road. This forward thinking is consistent with KiwiRail’s policy and initiatives to support future beneficial outcomes for noise sensitive receivers.</p>	<p><u>Retain</u> as notified</p>



SUBMISSION ON PRIVATE PLAN CHANGE 74

To: Planning Technician
Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Station Road Residents Group

1.1 INTRODUCTION

1. This is a submission on Private Plan Change 74 (**PC 74**).
2. The submitter could not gain an advantage in trade competition through this submission.
3. The submitter has an interest in PC 74 as they own a number of properties that adjoin the Plan Change area. These properties are some 18.43ha in total and comprise those listed below (hereafter referred to as the **sites**):
 - a. 120 Station Road (Lot 1 DP 101010) (2.6534ha);
 - b. 124 Station Road (Lot 2 DP 110158) (4.2570ha);
 - c. 150/152 Station Road (Lot 4 DP 91559) (2.4039ha);
 - d. 170 Station Road (Lot 1 DP 110158) (4.6089ha); and
 - e. 194 Station Road (Lot 2 DP 91559) (4.5100ha).

1.2 SPECIFIC INTERESTS

1. With respect to PC 74, the submitter (comprised of a number of separate parties) are landowners on the northern fringe of the extent of PC 74. The sites (see **Figure 1**) owned by the submitter adjoin Station Road and are currently zoned Future Urban (**FUZ**) under the Auckland Unitary Plan (**AUP**).

1.3 SITE BACKGROUND

1. The sites are generally flat and comparable in use to those comprising PC 74. Rural lifestyle activities are present throughout with dwellings and ancillary buildings spread across open paddocks with shelterbelts and yard areas in the surrounds.
2. With reference to the technical reports prepared for the Pukekohe Paerata Structure Plan (**PPSP**), the sites:
 - a. are classified as production land with a few pre-1980 buildings identified;
 - b. do not contain any ecological (terrestrial or freshwater) features of any significance;
 - c. are located within a landscape character area with a low sensitivity to modification;
 - d. can be serviced by the three-waters network in the locality with the arrangement proposed for PC 74 extended to incorporate the sites;

- e. do not contain any cultural or heritage items identified in the AUP, Cultural Heritage Inventory or ArchSite database.
3. Based on the above, it is considered that there are no constraints to the rezoning of the sites.



Figure 1: The submitters sites edged in yellow.

(Source: GeoMaps)

1.4 RELIEF SOUGHT

1. The relief sought is the inclusion of the sites within PC 74 as an extension to the land being rezoned.
2. Without limiting the generality of the statement above, the specific relief sought and the reasons for said relief are outlined below and in **Table 1**.

1.5 REASONS FOR RELIEF SOUGHT

1. In general terms, the relief sought by the submitter:
 - a. Will meet the purpose and principles in Part 2 of the RMA;
 - b. Will enable people to provide for their social and economic wellbeing by enabling further development opportunities in advantageous location in close proximity to services and amenities in Pukekohe;
 - c. Will use natural and physical resources (primarily the underlying land) efficiently; and
 - d. Will give effect to higher order statutory planning instruments as required by the RMA (s75(3)).

1.6 OTHER

1. The submitter wishes to be heard in support of its submission.
2. If others make a similar submission, the submitter will consider presenting a joint case with them at any hearing.

Table 1 – Relief Sought

#	Part of Plan Change	Support/ Oppose	Relief Sought	Reasons
1	Zoning	Support in Part	<p>The inclusion of the submitter’s sites into the PC for rezoning. The specific zoning sought is identified in Figure 2. For the avoidance of doubt, the zoning sought is a combination of Residential – Mixed Housing Urban (MHUZ) (approximately 16.93ha) and Business – Light Industry (LIZ) (approximately 1.5ha).</p> <p>Such other relief is sought, whether it be alternative, additional or consequential, as may be required to address the matters identified in this submission and/or appendices.</p>	<p>Reasons for the relief sought include (but are not limited to) the following:</p> <ul style="list-style-type: none"> • Pukekohe is growing rapidly and is identified as a “satellite town” in the Auckland Plan 2050 (AP). Areas for residential and business activities need to be unlocked to cater for the growth that will occur over the coming decades (the AP identifies the PPSP land as having the potential to accommodate up to 14,000 additional dwellings to support growth. Currently there is a great demand for residential development in Pukekohe and there is a shortage of live-zoned land to meet this demand. • The site is advantageously located in close proximity to various schools, the Pukekohe Town Centre and the railway station (refer to Figure 4). Furthermore, it is noted that the line between Pukekohe and Papakura will be electrified improving travel across the network. Inclusion of the sites will promote patronage on the network when the upgrades are complete. • The policy direction from Central Government (as evidenced by the National Policy Statement on Urban Development 2020 (NPS-UD) and Resource Management (Enabling Housing Supply and Other Matters) Amendment Act has triggered the need to enable more development opportunities. As a Tier 1 Territorial Authority is required to adhere to these requirements. The inclusion of the sites into the processing of PC 74 aligns with the intent of these documents to provide for more growth in appropriate areas. • The sites have already been earmarked for future urbanisation and structure planned. The rezoning also aligns with the timeframes identified in the Future Urban Land Supply Strategy (FULSS) (2023-2027). Whilst the exact zoning sought is slightly different to the PPSP, the plan does not have pre-emptive status and the level of divergence is considered minimal. • Regarding scope, the sites adjoin the geographical extent of PC 74 and as previously noted are in the same tranche in the FULSS. Potential submitters will not be denied natural justice and still have fair and adequate notice to participate in the process by way of further submissions and hearings. The submission also seeks zoning changes consistent with PC 74 meaning no substantial technical analysis or evaluation under s32 is considered necessary. Notwithstanding this, s32 analysis of the costs/benefits is provided in Appendix A.

22.1

#	Part of Plan Change	Support/ Oppose	Relief Sought	Reasons
				<ul style="list-style-type: none">The applicants for PC 74 have been made aware of the submitters intentions and they generally support growth in the district provided that any live zoning aligns with the statutory framework set by the RMA and is capable of being serviced by the necessary infrastructure.

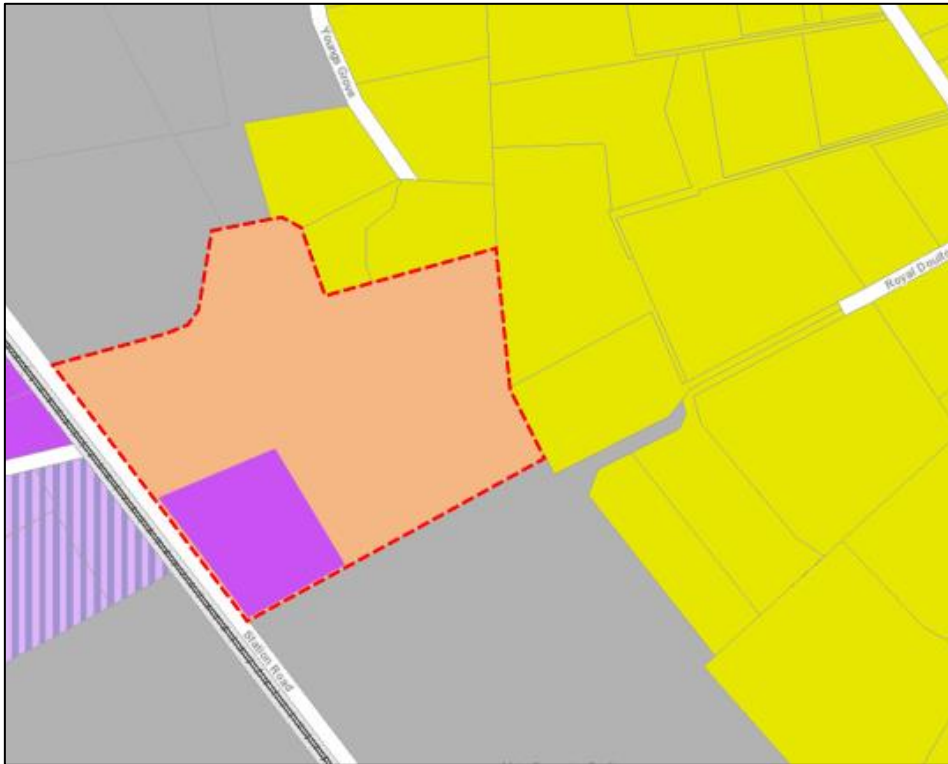


Figure 2: The rezoning sought for the submitter's sites (edged in red dashed line).
(Note: Indicative only and not to scale)

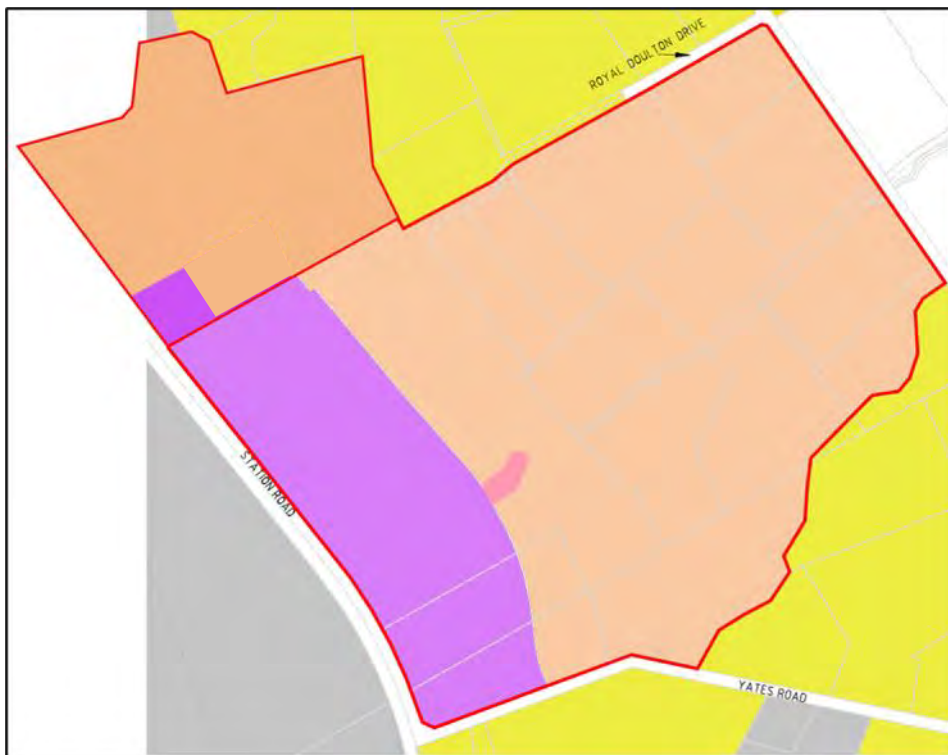


Figure 3: Preliminary view of how the relief sought fits with the proposed PC 74 zoning pattern.
(Note: Indicative only and not to scale)

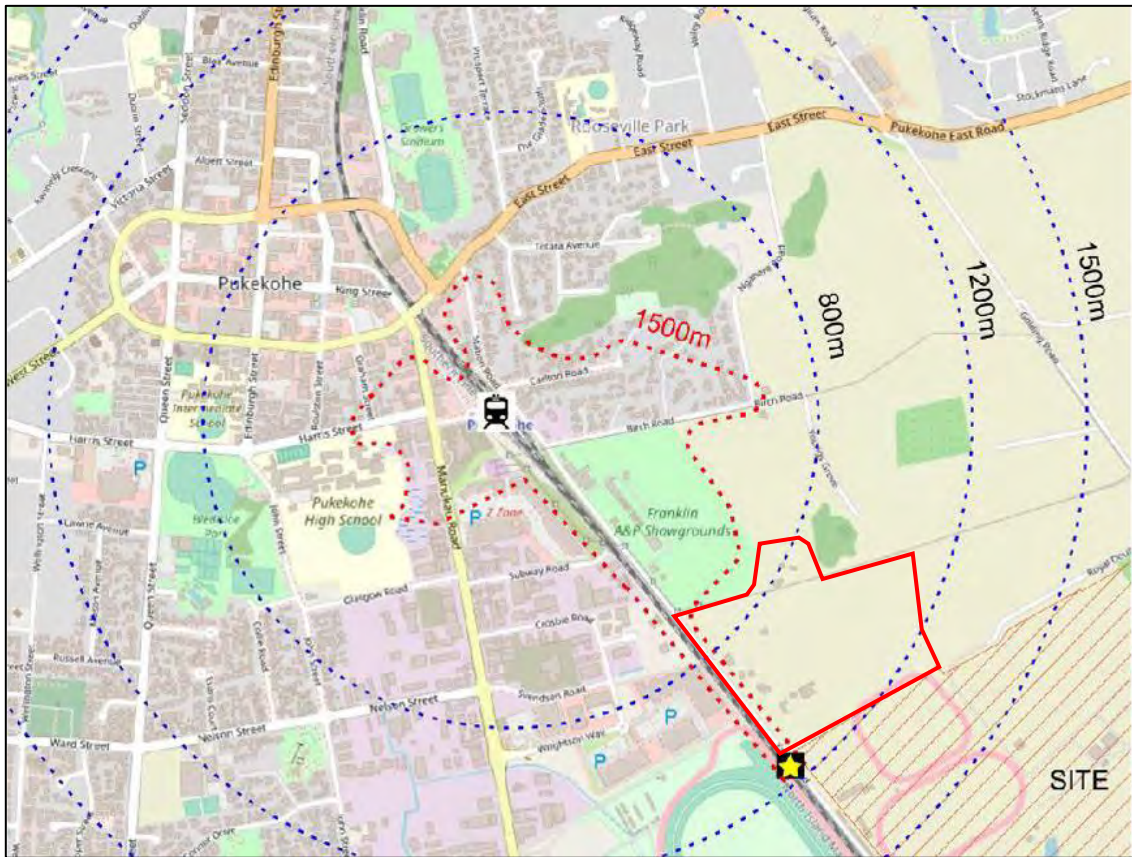


Figure 4: View of the sites (edged in red) and the walking catchment in relation to wider Pukekohe.
(Source: Commute)



Sir William Birch

FNZIS LCS Registered Professional Surveyor
For and on behalf of the submitter

Address for service:
Birch Surveyors Limited
PO Box 475
Auckland
Pukekohe 2340

Phone: 027 294 8321
Email: sirwilliambirch@bslnz.com
Contact person: Sir William Birch

Date: 26 April 2022

APPENDIX A: S32 COST-BENEFIT ANALYSIS

TABLE 1: Option A – Excluding the sites from PC 74 to remain as Future Urban Zone		
	Benefits	Costs
General	There are no identifiable general benefits.	There are no identifiable general costs.
Environmental	There are no identifiable environmental benefits.	There are no identifiable environmental costs.
Social	There are no identifiable social benefits.	There are no identifiable social costs.
Economic – General	The exclusion of the sites from PC 74 could avoid additional time/costs for the processing of the Plan Change.	If not included now, the opportunity cost is that the land will not be rezoned until another Plan Change is initiated the time of which is uncertain. As such, not including the sites now means it is highly likely to remain as FUZ and not able to be utilised for urban use. This will mean no economic benefits (job creation, contribution to the local economy etc.) are generated until such time that rezoning occurs. There is also no guarantee as to the amount of land that will actually be developed once live zoned. In this vein, it is considered that Council should err on the side of providing more. It is noted in the case of the NPS-UD that the provision of housing is <u>not</u> a target but a bottom line.
Economic Growth	There are no identifiable economic growth benefits.	
Employment	There are no identifiable employment benefits.	
Cultural	There are no identifiable cultural benefits.	There are no identifiable cultural costs.

TABLE 2: Option B – Including the sites within PC 74 as per the relief sought		
	Benefits	Costs
General	There are no identifiable general benefits.	There are no identifiable general costs.
Environmental	Any ecological features on-site are likely to be in a degraded state due to current land uses. These can be formally protected through physical protection and enhancement that generally accompanies residential development.	There are no identifiable environmental costs.
Social	Besides providing additional residential/business opportunities it is noted that the sites are in close proximity to the Pukekohe Railway Station (some 1.1km away at the furthest point along Station Road) and the Pukekohe Town Centre. Rezoning of the land will enable	There are no identifiable social costs.

TABLE 2: Option B – Including the sites within PC 74 as per the relief sought

	the compact urban development of this area and increase patronage on the network and likely increase sustainable means of transport being utilised (walking/cycling).	
Economic – General	<p>The sites being included in PC 74 is more efficient than keeping the land as FUZ as this will require a Plan Change to rezone. It is also noted that remaining as FUZ only enables rural production type activities to occur. The economic benefits of changing the zoning would greatly outweigh leaving it as FUZ. The inclusion of the sites also does not require significant changes to any of the underlying technical reports for PC 74.</p> <p>The inclusion of the sites is supported by the technical reporting done for the PPSP which can be provided upon request.</p>	There are no identifiable general economic costs.
Economic Growth	Rezoning will provide for further economic growth in Pukekohe. The largest area for development in this area is identified a Paerata Rise which is not strictly in Pukekohe and is its own separate area. The sites are advantageously located close to the centre of Pukekohe.	There are no identifiable economic growth costs.
Employment	Inclusion of the sites will provide temporary employment opportunities for construction/development and ongoing employment opportunities for the LIZ land.	There are no identifiable employment costs.
Cultural	There are no formally recognized cultural features/items on-site. However, future development of the site could incorporate input from Mana Whenua.	There are no identifiable cultural costs.

1.7 EVALUATION

Balancing the costs and benefits of the two options, rezoning of the sites by way of inclusion in PC 74 (Option B) provides superior outcomes that can occur more efficiently and in a timelier manner given the process is currently underway. Inclusion of the sites will unlock additional land in Pukekohe to accommodate growth that is occurring and will occur in the future and thus is the most appropriate way to achieve the purpose of the RMA.

Whilst the submission is not supported by its own suite of bespoke technical reports, it is considered that the technical reports for the PPSP provide a sufficient knowledge base about the subject matter. These reports cover a breadth and depth such that inclusion of the sites in PC 74 should not be precluded.

SUBMISSION ON PRIVATE PLAN CHANGE 74

To: Planning Technician
Auckland Council
unitaryplan@aucklandcouncil.govt.nz

Name of Submitter: Station Road Residents Group

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 - d. can be serviced by the three-waters network in the locality with the arrangement proposed for PC 74 extended to incorporate the sites;

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3. Based on the above, it is considered that there are no constraints to the rezoning of the sites.



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(Source: GeoMaps)

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#	Part of Plan Change	Support/ Oppose	Relief Sought	Reasons
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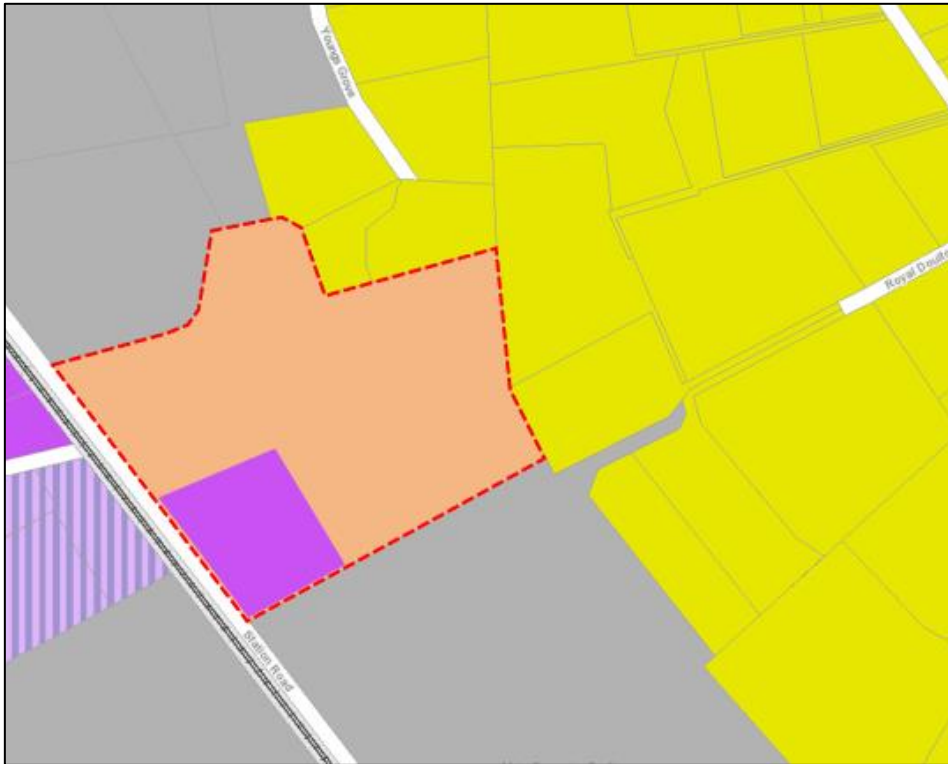


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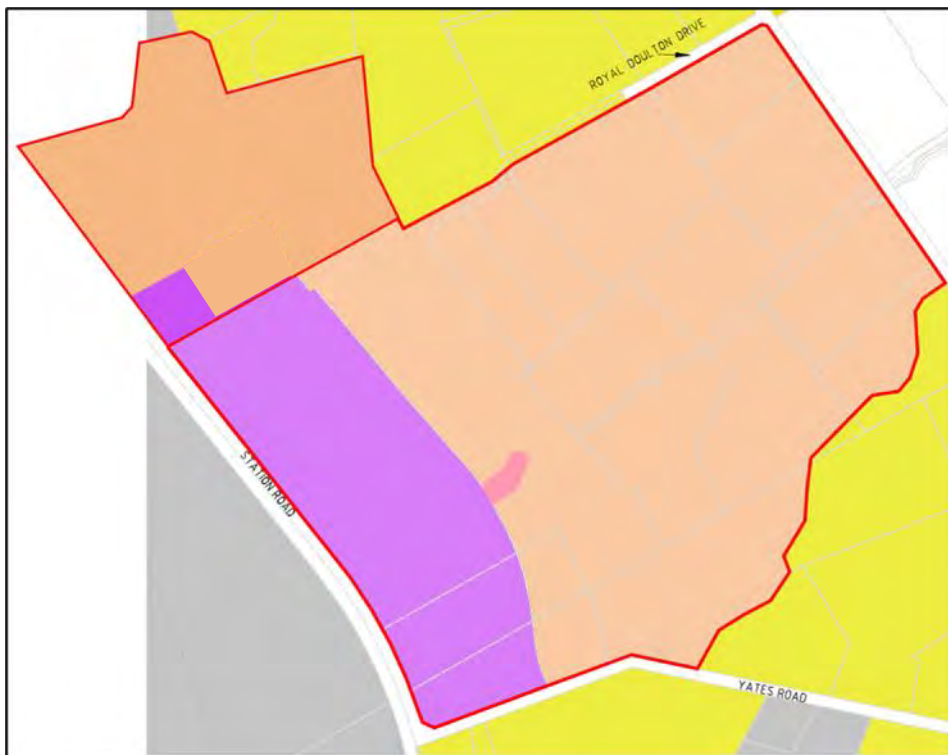


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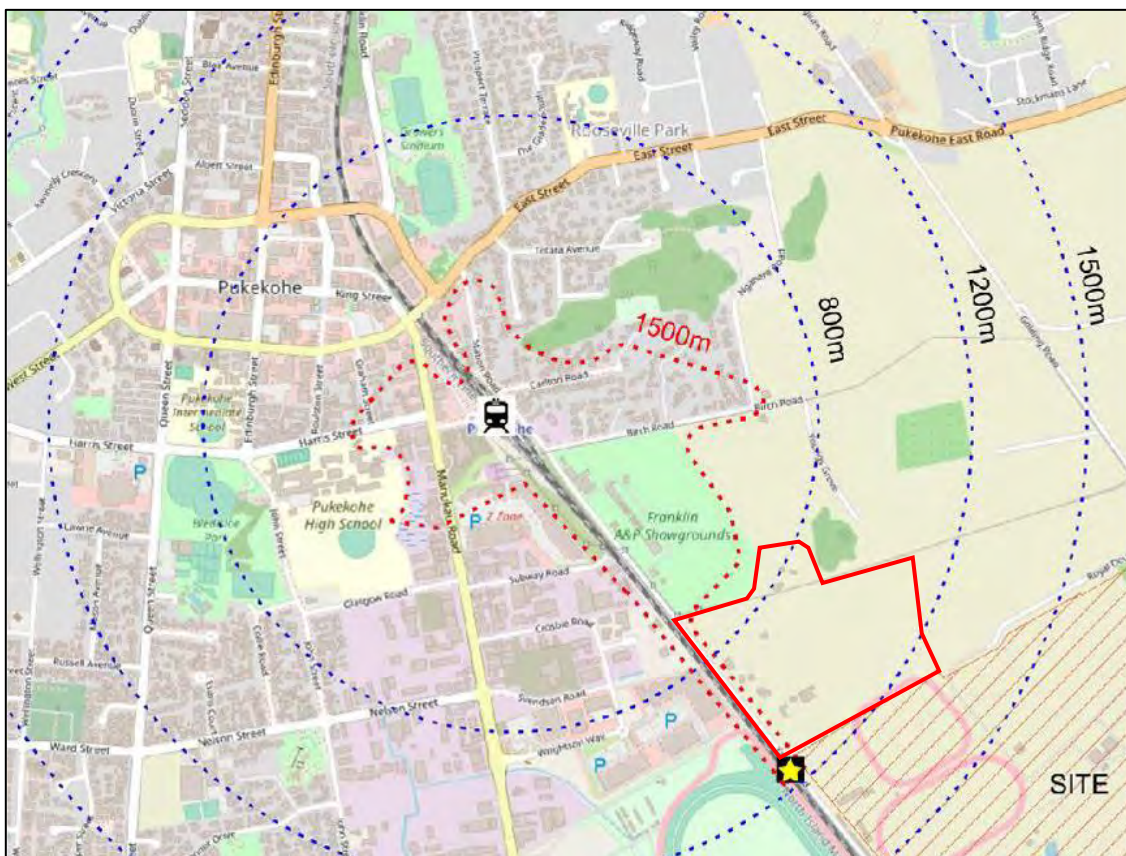


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(Source: Commute)



Sir William Birch

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For and on behalf of the submitter

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Auckland
Pukekohe 2340

Phone: 027 294 8321

Email: sirwilliambirch@bslnz.com

Contact person: Sir William Birch

Date: 26 April 2022

APPENDIX A: S32 COST-BENEFIT ANALYSIS

TABLE 1: Option A – Excluding the sites from PC 74 to remain as Future Urban Zone		
	Benefits	Costs
General	There are no identifiable general benefits.	There are no identifiable general costs.
Environmental	There are no identifiable environmental benefits.	There are no identifiable environmental costs.
Social	There are no identifiable social benefits.	There are no identifiable social costs.
Economic – General	The exclusion of the sites from PC 74 could avoid additional time/costs for the processing of the Plan Change.	<p>If not included now, the opportunity cost is that the land will not be rezoned until another Plan Change is initiated the time of which is uncertain. As such, not including the sites now means it is highly likely to remain as FUZ and not able to be utilised for urban use. This will mean no economic benefits (job creation, contribution to the local economy etc.) are generated until such time that rezoning occurs.</p> <p>There is also no guarantee as to the amount of land that will actually be developed once live zoned. In this vein, it is considered that Council should err on the side of providing more. It is noted in the case of the NPS-UD that the provision of housing is <u>not</u> a target but a bottom line.</p>
Economic Growth	There are no identifiable economic growth benefits.	
Employment	There are no identifiable employment benefits.	
Cultural	There are no identifiable cultural benefits.	There are no identifiable cultural costs.

TABLE 2: Option B – Including the sites within PC 74 as per the relief sought		
	Benefits	Costs
General	There are no identifiable general benefits.	There are no identifiable general costs.
Environmental	Any ecological features on-site are likely to be in a degraded state due to current land uses. These can be formally protected through physical protection and enhancement that generally accompanies residential development.	There are no identifiable environmental costs.
Social	Besides providing additional residential/business opportunities it is noted that the sites are in close proximity to the Pukekohe Railway Station (some 1.1km away at the furthest point along Station Road) and the Pukekohe Town Centre. Rezoning of the land will enable	There are no identifiable social costs.

TABLE 2: Option B – Including the sites within PC 74 as per the relief sought

	the compact urban development of this area and increase patronage on the network and likely increase sustainable means of transport being utilised (walking/cycling).	
Economic – General	<p>The sites being included in PC 74 is more efficient than keeping the land as FUZ as this will require a Plan Change to rezone. It is also noted that remaining as FUZ only enables rural production type activities to occur. The economic benefits of changing the zoning would greatly outweigh leaving it as FUZ. The inclusion of the sites also does not require significant changes to any of the underlying technical reports for PC 74.</p> <p>The inclusion of the sites is supported by the technical reporting done for the PPSP which can be provided upon request.</p>	There are no identifiable general economic costs.
Economic Growth	Rezoning will provide for further economic growth in Pukekohe. The largest area for development in this area is identified a Paerata Rise which is not strictly in Pukekohe and is its own separate area. The sites are advantageously located close to the centre of Pukekohe.	There are no identifiable economic growth costs.
Employment	Inclusion of the sites will provide temporary employment opportunities for construction/development and ongoing employment opportunities for the LIZ land.	There are no identifiable employment costs.
Cultural	There are no formally recognized cultural features/items on-site. However, future development of the site could incorporate input from Mana Whenua.	There are no identifiable cultural costs.

1.7 EVALUATION

Balancing the costs and benefits of the two options, rezoning of the sites by way of inclusion in PC 74 (Option B) provides superior outcomes that can occur more efficiently and in a timelier manner given the process is currently underway. Inclusion of the sites will unlock additional land in Pukekohe to accommodate growth that is occurring and will occur in the future and thus is the most appropriate way to achieve the purpose of the RMA.

Whilst the submission is not supported by its own suite of bespoke technical reports, it is considered that the technical reports for the PPSP provide a sufficient knowledge base about the subject matter. These reports cover a breadth and depth such that inclusion of the sites in PC 74 should not be precluded.

BEFORE THE AUCKLAND COUNCIL

UNDER the Resource Management Act 1991

AND
IN THE MATTER OF A submission on **Plan Change 74 (Private): Golding Meadows and Auckland Trotting Club Inc** to the Auckland Unitary Plan – Operative in Part, under Schedule 1 to the Act

SUBMISSION FOR WOBINDA FARMS LIMITED

26 April 2022 – Version 2

Counsel Instructed:

Mr Peter Fuller
Barrister
Quay Chambers
Level 7, 2 Commerce Street
PO Box 106215
Auckland 1143
021 635 682
Email: peter.fuller@quaychambers.co.nz

May it please the Council:

1. This submission on PC74 (Private): Golding Meadows and Auckland Trotting Club Inc (“**PC74**”) is provided on behalf of Wobinda Farms Limited (**Wobinda**). Wobinda owns the property at 157c Golding Road that is upstream of PC74 and in the Waikato District Council (**WDC**).

Conditional Support

2. Wobinda is generally supportive of PC74. There is demand for more housing and business development in the area and the PC74 land has been subject to planning exercises for the Proposed Auckland Unitary Plan, that zoned part of the land Future Urban Zone (**FUZ**), that was not already live zoned. More recently the area has been structure planned so it is appropriate that the land is now live zoned.
3. Wobinda also supports the zonings identified for PC74;
 - (a) Business – Light Industry Zone (**LIZ**)
 - (b) Business – Neighbourhood Centre Zone (**NCZ**)
 - (c) Residential - Mixed Housing Urban Zone (**MHUZ**)
4. As noted in the PC74 documentation (pp 22 – 23 of the Application), the land on the other side of Golding Rd is currently subject to an appeal (by the Buckland Group) regarding it becoming a rural residential/countryside living area. If approved, this landuse would be more compatible with the zonings in PC74 than the current zoning.
5. A zone change on the WDC side of Golding Road would reduce the risks of agricultural reverse sensitivity, for the future residents of the PC74 area. While not the subject of this proceeding, and in another territorial authority, it is appropriate to consider the landuse activities on neighbouring land.

Parks – green corridors

6. The proposed parks and green corridor connections are fully supported in principle, and the comments about their exact location are noted.

7. It is important that PC74 is future proofed in terms of ensuring that the amenity and recreational needs of the future residents are met. It is understood that there are maintenance requirements/costs associated with parks, but if adequate areas are not secured at the time of subdivision and development, the area will not be able to be easily retrofitted with open space later.
8. This is especially important considering that the residential areas are likely to have to meet the NPS-UD - Medium Density Residential Standards (**MDRS**). MDRS provisions provide for lower amenity value outcomes on-site, so it is even more important that more generous “public” amenity spaces are provided than a conventional lower density residential development.
9. Parks and green corridors also can play an important role in providing for other functions including stormwater treatment and flow attenuation mitigation infrastructure, and cycle and pedestrian pathways.

Riparian margins

10. Adequate riparian stream setbacks are supported to ensure that there is enough width each side of stream riparian margins, and if roads are alongside, that footpaths/cycle ways could be located within the riparian margin, as an alternative to being along-side roads.
11. These areas would have to conform to design safety requirements in terms of not being fenced off with high fences and being able to be passively observed by residences etc.

23.1

Cycling and walking

12. Wobinda fully supports pedestrian and cycling linkages but there should also be more consideration of how the proposed pathways link to the eastern side of Golding Road.
13. The proposed connection along the south-eastern stream, that forms the boundary of PC74, is fully supported (blue hatched line on the Precinct Plan).
14. Because this link is provided for in the Pukekohe-Paerata Paths Plan (2018), Wobinda supports this new walking and cycling connection being recognised in PC74, and the precinct plan, and constructed as part of this development. This connection is an important feature of the future patterns of movement and should

23.2

be secured now rather than relying on any future process that is uncertain as to timing and outcome.

Golding Road

15. Wobinda support adding 6 m to the width of the future arterial road that Golding Rd is planned to become.
16. However, there seems to be a lack of logic in only providing curb and channel on one side of the road. Wobinda would like to see curb on both sides to manage stormwater, and foot paths on both sides to ensure pedestrian safety.
17. It is noted that there are 3 planned new road connections to Golding Rd, and this does appear to be at odds with this becoming an arterial road. Wobinda considers that there could be more internal roading to reduce the number of connections to Golding Rd.
18. Furthermore, the development entrance proposed opposite the ROW to the Wobinda land should be designed to not conflict with increased future use of this ROW (as pre relief being sought on the WDC Plan Change).
19. If Golding Rd is to become a busy arterial, then a roundabout may also be required.
20. Wobinda currently opposes the proposed changes to Golding Rd and connections with the PC74 land.
21. No doubt the applicants will supply further information on this design detail for the Hearing.

23.2

Stormwater

22. While Wobinda is upstream of PC74, it is concerned about the quantity and quality of water flowing from the site, including stormwater. This whole area of course drains into the Waikato River and there should be no backing up of stormwater to the other side of Golding Rd.
23. It is essential that PC74 meets all the relevant regulatory requirements and implements BPO methodologies. For example, there should be enough detention capacity to be "hydrologically neutral" to not cause any additional downstream flooding. This needs to factor in climate change risks.

23.3

Consultation

24. It is noted that consultation has not been undertaken with owners to the east of Golding Rd. It is understood that this is not a requirement, but as neighbouring landowners, sharing a common road, there are matters regarding PC74 that are of interest to Wobinda and other Buckland Group landowners.
25. As discussed above, it is also of some importance that the WDC zoning, and landuse activities on the eastern side of Golding Rd, do not cause reverse sensitivity effects on the new residential areas, for example from dust and spray drift associated with primary production.

23.4

Relief sought

26. For the reasons set out above, it is requested that;
- (a) PC74 be approved but subject to the concerns raised above.
 - (b) Any other relief that gives effect to the points raised in this submission.

DATED at AUCKLAND this 26th day of April 2022

Wobinda Farms Limited
by its barrister and duly authorised agent

Peter Fuller



Peter Fuller
LLB, MPlan, DipEnvMgt, BHortSc
Barrister
Quay Chambers

IN THE MATTER of the Resource Management Act 1991
(RMA)

AND

IN THE MATTER of a submission under clause 6 of the First Schedule to the RMA on Plan Change 74 - Golding Meadows Developments Ltd and Auckland Trotting Club Inc to rezone land between Station Rd and Golding Rd, Pukekohe

SUBMISSION ON NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 74 – GOLDING MEADOWS AND AUCKLAND TROTTHING CLUB INC (PC 74)

To: Auckland Council
Name of Submitter: Auckland Council
Address: 35 Albert Street
Private Bag 92300
Auckland 1142

INTRODUCTION

1. This is a submission on the following proposed private plan change by Golding Meadow Developments Limited & Auckland Trotting Inc (**'The Applicant'**):

Plan Change 74 – Golding Meadows and Auckland Trotting Club Inc (**'PC 74'**)

2. Auckland Council could not gain an advantage in trade competition through this submission.

GENERAL REASONS FOR THE SUBMISSION

3. Future urban areas, such as the PC 74 land, play a critical role in Auckland's future growth.
4. However, at this point in time, Auckland Council has concerns with PC 74 in its entirety as it:
 - a. Does not promote sustainable management of resources, will not achieve the purpose of the RMA, and is therefore inconsistent with Part 2 of the RMA;

- b. Does not manage or enable the efficient and integrated use, development and protection of natural and physical resources;
- c. Does not avoid, remedy or mitigate adverse effects;
- d. Is inconsistent with, or fails to give effect to, provisions of relevant planning instruments;
- e. Does not meet the requirements of section 32 of the RMA; and
- f. Does not meet the requirements of section 75 of the RMA.

SPECIFIC REASONS FOR THE SUBMISSION AND RELIEF SOUGHT

5. In particular, but without limiting the generality of the above, Auckland Council has significant concerns with PC 74 in its entirety for the reasons stated below.

PC74 FAILS TO INTERGRATE INFRASTRUCTURE FUNDING

6. Auckland Council's primary concern with PC 74 is that it does not provide for the strategic infrastructure and the planning and funding of that infrastructure, in conjunction with land use. In particular, the Council is concerned that PC 74 will contribute to cumulative effects on the existing transport network in the Pukekohe - Paerata area, without making a fair contribution to the cost of strategic infrastructure required to mitigate these effects.
7. PC 74 proposes to rezone approximately 82.66 hectares of land at Pukekohe from Future Urban Zone and Special Purpose - Major Recreation Facility Zone (Franklin Trotting Club Precinct) to a combination of Business – Light Industry Zone, Residential – Mixed Housing Urban Zone and Neighbourhood Centre Zone in the Auckland Unitary Plan Operative in Part.
8. The council acknowledges that PC 74 has identified infrastructure necessary to mitigate its direct effects on the adjacent transport network, and that PC 74 proposes precinct provisions requiring these pieces of infrastructure to be implemented prior to approval of subdivisions. Auckland Council understands that the applicant proposes to fully fund this local transport infrastructure.
9. However, although the council considers the applicant has proposed provisions for assessing effects of development enabled by the plan change on local infrastructure (particularly transport), there remain uncertainties about how infrastructure upgrading would be funded. Capital works in this area are not included in the recently amended Long Term Plan.
10. Currently, the majority of the strategic transport network projects for Pukekohe - Paerata area are not identified in the relevant funding documents, being the Auckland Council Long-Term Plan 2021 – 2031, Auckland Council Regional Land Transport Plan 2021 – 2031, and the Auckland Transport Alignment Project 2021 – 2031.
11. In addition, this does not resolve the wider issue of how transport infrastructure costs will be funded or financed. There are currently no other mechanisms in place to resolve this funding shortfall.

12. Without a funding mechanism or alternative solution to this issue in place, the wider infrastructure in Pukekohe - Paerata area will not be sufficient to accommodate the cumulative effects of growth enabled by PC 74 and other development proposals in this Future Urban area. This is likely to result in adverse effects on the safe and efficient operation to the transport network, by adding to existing levels of congestion on the transport network, delaying travel times and by exacerbating existing road safety issues.
13. The wider implication of this financing shortfall is that if growth is approved in the Pukekohe - Paerata area, the cumulative effects created by that growth will mean that Auckland Council will have to divert committed funding from other locations. This is likely to require budgeted funding to be diverted from transport projects in existing urban areas.

INCONSISTENCY WITH STRATEGIC PLANNING DOCUMENTS

14. As a result of PC 74 not addressing the funding shortfall for the transport network, it is considered to be inconsistent with the strategic planning documents that seek integration between decision-making on land use and infrastructure:
 - a. the Auckland Plan 2050 ('**Auckland Plan**')
 - b. Regional Policy Statement ('**RPS**') provisions of the Auckland Unitary Plan ('**AUP**')
 - c. the Long-Term Plan 2021 – 2031 ('**LTP**'); and
 - d. the Regional Land Transport Plan 2021 – 2031 ('**RLTP**')
 - e. the Pukekohe- Paerata Structure Plan Structure Plan ('**PPSP**').
15. The Auckland Plan 2050 is Auckland's long-term spatial plan and is required under the Local Government (Auckland Council) Act 2009. The Auckland Plan Development Strategy sets out the council's strategy for accommodating growth over the next 30 years. The Development Strategy identifies Pukekohe- Paerata as a future urban area, and sets out the sequencing for the land being development-ready.
16. PC 74 is inconsistent with relevant provisions of the Auckland Plan, such as Our Development Strategy - Auckland's Infrastructure, coordinating investment and planning to enable growth:¹

"Ensuring that infrastructure networks have sufficient capacity to service growth is critical. The sequencing of future urban and development areas influences the timing of investment in the strategic networks needed to service these areas. Further investment in local infrastructure will be needed as these areas grow. This will require alignment between the expansion of strategic water and transport networks, and investment in local infrastructure, particularly to service development areas and future urban areas."

17. The Auckland Plan 2050: Development Strategy details the sequencing and timing of future urban land for development readiness. This recognises that sound resource management practice requires planning and sequencing to ensure co-ordination between

¹ Auckland Plan, Our Development Strategy - Auckland's Infrastructure, Coordinating investment and planning to enable growth, at page 238.

infrastructure providers and land release. It is therefore critical that a comprehensive infrastructure funding and financing solution is found before the PC 74 land is rezoned.

18. The National Policy Statement on Urban Development 2020 (“NPSUD”) seeks that local authority decisions on urban development that affect urban environments are “*Integrated with infrastructure planning and funding decisions*”. Auckland Council does not consider that PC 74 is sufficiently integrated with infrastructure funding decisions. Council recognises Objective 4 of the proposed precinct plan, which states:

“(4) Transport infrastructure is integrated and coordinated with subdivision and development and provides connections to the wider transport network and upgrades to the road network adjoining the Precinct.”

19. The RPS provisions of the AUP seek to ensure integration between land use and infrastructure delivery:
- a. Objective B2.2.1(1) seeks to achieve a quality compact urban form that, amongst other things, enables better use of existing infrastructure and efficient provisions of new infrastructure;
 - b. Policy B2.2.2(7) seeks to enable rezoning of land within the Rural Urban Boundary or other land zoned future urban to accommodate urban growth, in ways that support a quality compact urban form and integrate with the provisions of infrastructure, amongst other matters.
 - c. Policy B3.3.2(5) seeks to improve the integration of land use and transport through a number of measures including by ensure transport infrastructure is planned, funded and staged to integrate with urban growth
20. Auckland Council does not consider that PC 74 achieves the integration of land use and transport, as the wider transport infrastructure required to manage the cumulative effects of growth is not funded, nor is it planned at a level of detail sufficient to determine what contribution PC 74 development should make to the cost of this infrastructure.
21. The development of PC 74 will require existing funding commitments within the LTP, RLTP and ATAP to be reprioritised to pay for new infrastructure in the Pukekohe-Paerata area. This would compromise the council’s compact urban form approach to growth as specified in the Auckland Plan by drawing investment away from existing urban areas to future urban areas.
22. The LTP sets out the Council’s budget for the next 10 years through to 2031. The strategic infrastructure required to mitigate the effects of development proposed by PC 74 is not budgeted for in the LTP, and therefore PC 74 is inconsistent with the LTP.
23. The RLTP sets out a 10-year investment programme for transport in Auckland for Auckland Transport, Waka Kotahi New Zealand Transport Agency and KiwiRail. The strategic infrastructure required to mitigate the effects of development proposed by PC 74 is not included in the RLTP, and therefore PC 74 is inconsistent with the RLTP.

RELIEF SOUGHT

24. Auckland Council seeks the following relief:
- a. Decline PC 74 unless the council's concerns around infrastructure funding, financing and delivery are addressed, and any other relevant matter; or
 - b. Approve PC 74 with modifications in the event that the council's concerns around infrastructure funding, financing and delivery, and any other relevant matter can be addressed,
 - c. Such further, other, or consequential relief, including in relation to PC 74's objectives, policies, rules, methods, and maps, that reflects or responds to the reasons for this submission.

24.1

CONCLUSION

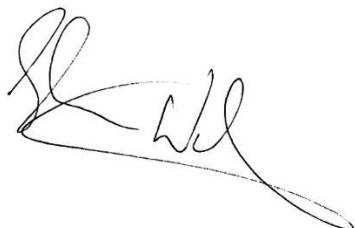
25. Auckland Council wishes to be heard in support of its submission.
26. If others make a similar submission Auckland Council would be prepared to consider presenting a joint case with them at any hearing.

DATED 26th April 2022

On behalf of Auckland Council:



Councillor Chris Darby, Chairperson of the Planning Committee



Glenn Wilcox, Independent Māori Statutory Board Member

SCHEDULE – FURTHER SPECIFIC REASONS FOR THE SUBMISSION AND ALTERNATIVE RELIEF

Infrastructure funding and financing

Item	Specific Reasons for the Submission	Relief Sought
1.	<p>PC 74 is reliant on major transport infrastructure projects to ensure the wider Southern or Pukekohe - Paerata can be developed. However, there is no clear indication of how the infrastructure would be financed and funded.</p> <p>There is a substantive amount of unfunded infrastructure required to service the anticipated development in the Pukekohe Future Urban Zone land. A lack of council funding for infrastructure means that it is unlikely that the infrastructure (except for New Zealand Upgrade Program funded projects) required to support the development will be available when required. In the short term there is not adequate infrastructure to support the development and in the medium term the necessary infrastructure to support the development is not funded through the LTP or RLTP. Council is reviewing the Long-Term Plan which includes the 10-year budget. It is too early to predict any change to infrastructure funding.</p> <p>Sections of the existing transport network are heavily congested and cannot convey more traffic until upgraded, without causing high travel time delay, costs and safety risks.</p> <p>The location of some key transport infrastructure is still to be determined and is subject to notice of requirement processes that are still to be initiated. This affects the ability to determine appropriate land uses and zoning.</p> <p>The proposed infrastructure thresholds and staging rules are not sufficiently robust to address the funding and financing issue.</p>	<p>Decline the plan change, unless the concerns about infrastructure funding and financing are resolved by the following or other means:</p> <ol style="list-style-type: none"> a. Evidence is presented at the hearing that a mechanism has been identified with the agreement of the council that unfunded infrastructure (as of April 2022) will be funded; b. Evidence is presented at the hearing that parts of the plan change area are not constrained by infrastructure funding, timing or location uncertainty and can proceed without significant adverse effects c. Infrastructure development threshold or staging rules can be devised that are enforceable and effective, and supported by robust objective and policy provisions.

	<p>As such and as outlined earlier in this submission, if the funding and financing shortfall for strategic transport infrastructure is not resolved, PC 74 will not be consistent with the relevant strategic planning documents, including the NPSUD, the AUP RPS, and the Auckland Plan 2050.</p>	
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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 74 - Nola Smart on behalf of Fire and Emergency New Zealand
Date: Tuesday, 26 April 2022 5:31:00 pm
Attachments: [Submission - Auckland Council - PC 74 Golding Meadows and Auckland Trotting Club.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Nola Smart on behalf of Fire and Emergency New Zealand

Organisation name: Fire and Emergency New Zealand

Agent's full name:

Email address: nola.smart@beca.com

Contact phone number:

Postal address:
21 Pitt Street

Auckland 1010

Submission details

This is a submission to:

Plan change number: Plan Change 74

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

My submission relates to

Rule or rules:
Please refer to attached letter

Property address:

Map or maps:

Other provisions:
Please refer to attached letter

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

25.1

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

The reason for my or our views are:
Please refer to attached letter

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

Details of amendments:

Submission date: 26 April 2022

Supporting documents
Submission - Auckland Council - PC 74 Golding Meadows and Auckland Trotting Club.pdf

Attend a hearing

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

Declaration

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

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

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

No

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

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



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Form 5

Submission on private plan change to Auckland Unitary Plan

Clause 6 of Schedule 1, Resource Management Act 1991

To: Auckland Council

Submission on: Proposed Private Plan Change 74: Golding Meadows and Auckland Trotting Club Inc.

Name of Submitter: Fire and Emergency New Zealand

This is a submission on the following proposed plan change (the **proposal**): Proposed Private Plan Change 74: Golding Meadows and Auckland Trotting Club Inc. The applicant requests to change the zoning of the Plan Change area (approximately 83 hectares) from Future Urban and Special Purpose – Major Recreation Facility to Business – Light Industry, Residential – Mixed Housing Urban and Neighbourhood Centre Zones. This submission is written on behalf of Fire and Emergency New Zealand (Fire and Emergency).

Fire and Emergency could not gain an advantage in trade competition through this submission.

The specific provisions of the proposal that Fire and Emergency's submission relates to is:

- Whether the water supply infrastructure for firefighting will be in accordance with the requirements of the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice SNZ PAS 4509:2008 (Water Supplies Code of practice) to service the Plan Change area.

25.1

Fire and Emergency's submission is:

In achieving the sustainable management of natural and physical resources under the Resource Management Act 1991 (RMA), decision makers must have regard to the health and safety of people and communities. Furthermore, there is a duty to avoid, remedy or mitigate actual and potential adverse effects on the environment. The risk of fire represents a potential adverse effect of low probability but high potential impact. Fire and Emergency has a responsibility under the Fire and Emergency New Zealand Act 2017 to provide for firefighting activities to prevent or limit damage to people, property and the environment. As such, Fire and Emergency has an interest in the land use provisions of the District Plan to ensure that, where necessary, appropriate consideration is given to fire safety and operational firefighting requirements.

In order for Fire and Emergency to achieve their principle objective which includes reducing the incidence of unwanted fire and the associated risk to life and property, protecting and preserving life, and preventing or limiting injury, damage to property, land, and the environment, Fire and Emergency requires adequate water supply be available for firefighting activities; and adequate access for new developments and subdivisions to ensure that Fire and Emergency can respond to emergencies.

The provision for adequate water supply is therefore critical. It is important to Fire and Emergency that any new subdivision or land use has access to adequate water supply (whether reticulated or non-reticulated). This essential emergency supply will provide for the health, safety and wellbeing of people and the wider community, and therefore contributes to achieving the purpose of the RMA.

The existing water supply in the Plan Change area does not provide sufficient pressure for fire-fighting purposes. The proposal provides a 'best option' of extending the existing reticulation down Golding Road from Pukekohe East Road to supply the area from the west.

Fire and Emergency supports the proposal to construct a reticulated network through the Plan Change area. To complement the rezoning, the Applicant has proposed a new precinct with associated provisions to coordinate development of the Plan Change area with water supply infrastructure. It is essential that water supplies, including for firefighting purposes, are developed at the same time as (or preferably in advance of) land use so that they are available in the event of an emergency. Fire and Emergency supports the current objective set out in the plan change request:

- Objective (5): *Subdivision and development is coordinated with the delivery of water, wastewater and stormwater infrastructure*

Fire and Emergency seek the following decision from the local authority:

Fire and Emergency wish to make a submission in support of the reticulation of the Plan Change area.

Fire and Emergency does not wish to be heard in support of its submission.



Signature of person authorised to sign on behalf of
Fire and Emergency

Date:	26.04.22
Electronic address for service of person making submission:	Nola.Smart@beca.com
Telephone:	09 300 3278
Postal address:	C/- Beca Limited 21 Pitt Street Auckland 1010
Contact person:	Nola Smart

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

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



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

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

For office use only
Submission No:
Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

^{MS}
Mr/Mrs/Miss/Ms (Full Name)

JENNY MAKEE WALTER

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

N/A

Address for service of Submitter

181A GOLDING ROAD, RD2 PUKEKOHE 2677

Telephone:

021 525 171

Fax/Email:

jennywalter@outlook.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number

PC 74

Plan Change/Variation Name

Golding Meadows and Auckland Trotting Club Inc

The specific provisions that my submission relates to are:

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

Plan provision(s)

Or

Property Address

Or

Map

Or

Other (specify)

Please see summary attached

Submission

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

Oppose

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

Please see attached summary

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

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

Please see attached summary

I wish to be heard in support of my submission

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

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

[Signature]

Signature of Submitter
(or person authorised to sign on behalf of submitter)

26/4/2022

Date

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

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

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

I could / could not gain an advantage in trade competition through this submission.
If you could gain an advantage in trade competition through this submission please complete the following:
I am / am not directly affected by an effect of the subject matter of the submission that:
(a) adversely affects the environment; and
(b) does not relate to trade competition or the effects of trade competition.

Submission to Proposed Plan Change 74 Golding Meadows and Auckland Trotting Club Inc.

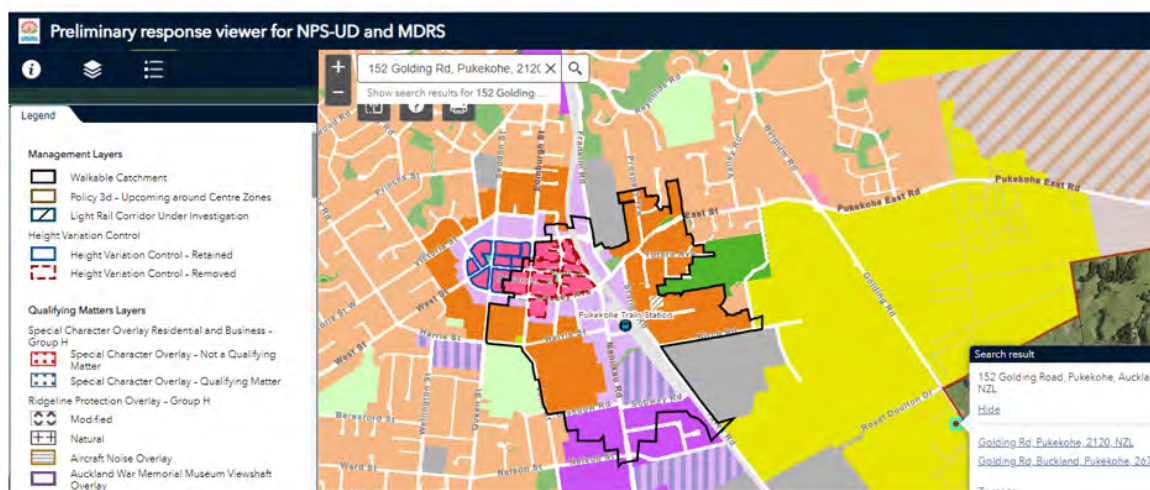
I oppose Proposed Plan Change 74 in its entirety.

The reasons for my submission are as follows:

1. The Plan Change does not include an appropriate Rural/Urban interface with Golding Road (the land opposite in Golding Road is zoned Rural under the Operative Waikato District Plan (Franklin Section) and under the Proposed Waikato District Plan (Decisions Version).
2. Golding Road is a future arterial road and therefore appropriate landscaping treatments should be considered in addition to a vehicle access restriction that has been proposed along the western side of Golding Road and the southern side of Royal Doulton Drive (note typo error in spelling of Royal Doulton Drive in the proposed Precinct provisions (these refer to Royal Daulton Drive). Consideration should be given to a landscaping strip along the Golding Road frontage to provide for long term visual screening and to minimise reverse sensitivity effects at this rural/urban interface. 26.1
3. For consistency, consideration should be given to a lower density zoning at the Rural/Urban interface, such as that at the southwestern edges of the Pukekohe township where land is zoned Residential – Single House Zone or where the Pukekohe Hill Precinct provisions apply, with a minimum site area of 800m² and maximum building coverage of 35%. 26.2
4. The Integrated Transportation Assessment Report prepared by Commute includes Figure 8: Pukekohe – Paerata Structure Plan Map (which is shown as Map 3 in the Pukekohe – Paerata Structure Plan dated August 2019 prepared by Auckland Council) which illustrates a Residential – Mixed Housing Suburban Zone in this locality rather than the proposed Residential - Mixed Housing – Urban Zone under this Proposed Plan Change.
5. The proposed 62.356ha of Residential Mixed Urban Zone extends from the proposed Business – Light Industrial Zone through to Golding Road. The Residential - Mixed Urban Zone provides for dwellings up to 11m in height, with a minimum front yard of 2.5m and a minimum side and rear yard of 1m. Up to three dwellings per site are listed as a proposed Permitted Activity. The maximum building coverage proposed is 50%. This level of intensification is considered inappropriate at a Rural/Urban zone interface and particularly as it is noted that the Residential area is well outside of

the ‘walkable catchment’ under the National Policy Statement – Urban Design (‘NPS-UD’) and Medium Density Residential Standards introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (‘MDRS’), refer plan below:

Walkable Catchment as taken from Auckland Council’s – Geomaps Viewer for Pukekohe under the NPS-UD and MDRS



6. The proposed Plan Change relies on the construction of a 7m high acoustic barrier (wall) prior to or concurrently with the residential subdivision of land between the Business – Light Industry Zone and the 55 dB LA_{eq} noise contour as illustrated on the Precinct Plan. Who will be responsible for maintaining the integrity of this structure? Is this an appropriate structure to be located within the Proposed Plan Change precinct, located on the periphery of the Pukekohe township?

7. The proposed Plan Change relies on the use of covenants on titles within the proposed Residential - Mixed Urban Zoned land to set expectations for incoming residents and create an awareness of potential noise effects from the Pukekohe Park Precinct. Is the residential activity proposed as part of the Plan Change appropriate given the long standing nature of the Pukekohe Racetrack to enable the continued operation of the motor and horse racing activities within the site (and other compatible events such as organized sports and recreation, concerts, events and festivals, functions, gatherings, conferences and meetings, markets, fairs and trade fairs as listed in Table I434.4.1 ‘Compatible Activities’ in the Auckland Unitary Plan (Operative in Part) within the Pukekohe Park Precinct.)

I seek that Auckland Council **declines** Proposed Plan Change 74 in its **entirety**.

26.3

From: [Jason Woodyard](#)
To: [Unitary Plan](#)
Cc: [Jason Woodyard](#)
Subject: SUBMISSION- PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc
Date: Friday, 29 April 2022 3:55:52 pm

Hi

I am the owner of 303 Buckland Rd, Pukekohe.

I am in support of the Plan Change as there is currently a significant shortage of residential and business zoned land in Pukekohe.

27.1

Kind Regards

Jason Woodyard
027 567 8000
jason@woodyard.co.nz