

3 August 2023

PPC Application – Clause 23 Requests from Auckland Council including Further Information Requests

Applicant: Aedifice Development No.1 Limited

Address: Golding Road, Pukekohe

Proposed activities: PPC – Golding Road Neighbourhood Centre Zone

#	Category of information	Clause 23 Specific Request (19/09/22)	Reasons for Request	Applicant Responses
PARKS (SPECIALIST BENJAMIN CUNNINGHAM CONSULTANT PARKS PLANNER COLAB PLANNING)				
P1	Possible Parks Vesting	Please review / clarify the proposed precinct provision at I4XX.6.1(3) which suggests that there could be potential future acquisition by Auckland Council.	<p>The Concept Master Plan shows a park in the northernmost corner of the plan change site.</p> <p>The AEE notes that the park will be private; however, the applicant's proposed precinct provisions (see I4XX.6.1(3)) suggest that it could be vested for public ownership if Council accepts it. As a pocket park it does not meet Council criteria for a number of reasons, including its very small size. The primary concern relates to the feasibility and desirability of acquiring the proposed park within the site by the Council in the future, as could be suggested by the applicant's proposed plan change provisions.</p>	The provision has been drafted to provide Council the option to acquire the park. The advantage of this is that it ensures public access and a certain level of maintenance in indefinitely. However, if Council's advice is that the park would not meet their requirements and that it would not want to acquire in future, this provision can be removed.
ECONOMIC (CONSULTANT SPECIALIST DEREK FOY - FORMATIVE)				
E1	Site Area	Please confirm that the area subject to the plan change request is 8,500m ² (0.85ha), and the zoning requested is a NCZ.	Different and conflicting zone types and site areas are referred to in the s32 report and UEL report. The s32 report states on page 6 that the proposal is to rezone 8.5ha of MHUZ to NCZ, and also that the area subject to the plan change is 8,500m ² (i.e. 0.85ha). The UEL report states that the proposal is for 12,241m ² (1.2ha) of Local Centre zone (not NCZ), and consistently assesses the economic merits of the application on the basis that the application is for a Local Centre zone. The UEL report appears to include within that 1.2ha some 2,772m ² of "Combined Housing Sites Area" and 1,181m ² of JOAL Site Area (from UEL report Figure 1). If the UEL report's conclusion is that a LCZ is preferable to a NCZ, that should be stated.	<p>Confirming the area is 8,500m² (0.85ha).</p> <p>The site area and zone reference has been updated in the <i>Revised Economic Assessment</i>.</p>
E2	Other Business Zones	Please provide some explanation as to whether or not the NCZ proposed in PC74 has been considered in the economics assessment. If the PC74 NCZ has not been considered as part of the assessment, please provide an amended assessment that does include that centre as part of the nearby centres network, and assess the potential effects on that centre of the plan change request. This assessment should include an assessment of whether the PC74 NCZ and the NCZ proposed by this plan change would both be sustainable given	The UEL report does not identify the PC74 NCZ as being an operative centre zoning in the area, although has identified other nearby NCZs. While the PC74 decision to approve the plan change request is under appeal, it will be important to understand the impacts on the PC74 NCZ if the current request is approved, and to understand the need for both (potential) neighbourhood centres within close proximity of each other.	The zone reference has been updated in the <i>Revised Economic Assessment</i> , and additional commentary provided in section 6 of the revised report.

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		the market size and their relative locations.		
E3	Size Analysis	Please clarify the relevance of the examples used in relation to the level of neighbourhood centre floorspace per capita in recent residential developments.	The UEL report provides five examples of centres that have established to service new residential developments and uses those to draw conclusions as to the appropriate size of the NCZ proposed at Golding Road. However, the examples used appear to include centre types other than neighbourhood centres, and centres with both a much larger floorspace presence and broader role, such as having a full-service supermarket. That indicates that the comparator centres may have a different role than is intended for the proposed NCZ, and it would be helpful to understand the relevance of the examples given, including whether the proposed centre is intended to play something more than a neighbourhood centre role for the catchment defined. Clarification of this request item could refer to the request for clarification of the centre type proposed under item 1, where the UEL report refers to a local centre zone throughout, not a NCZ.	Additional commentary has been provided on page 8 (Section 3) of the <i>Revised Economic Assessment</i> .
E4	Staging	Please clarify whether any staging is proposed as part of the plan change request.	The UEL report has assessed consistency of the plan change request against AUP and NPS-UD provisions, for a Local Centre zone to be established. It has not assessed consistency for a NCZ, which the s32 report states is the zone sought.	The assessment against the provisions of the LCZ have been revised to an assessment against the provisions of the NCZ in Section 10 of the <i>Revised Economic Assessment</i> .
TRAFFIC AND TRANSPORT (CONSULTANT TRAFFIC ENGINEER MARTIN PEAKE)				
T1	Public Transport Accessibility	Please provide the actual distances that the site subject to the proposed plan change is away from public transport (bus stops and railway station) and update the commentary in the ITA as appropriate.	Section 2.5 Existing Public Transport Accessibility of the ITA sets out distances that the site is from the closest bus stops and train station. These distances appear to relate to PC76 rather than the actual site for this proposed plan change. The distances and commentary should be updated to reflect the actual distances as this would better illustrate how accessible the site is from public transport. It is also noted that the existing site does not currently have any pedestrian facilities connecting to the wider transport network, although they would be provided as PC76 is developed.	<p>Noted. The eastern side of Pukekohe, to the east of the North Island Main Trunk Rail line, is currently served by the Bus Route 391, which provides an orbital route connecting the town centre and Railway Station with the north-eastern part of the town. The nearest bus stop to the subject plan change area is on East Street and some 900 metres from the subject site via Golding Road and East Street, which is equivalent to approximately 12 to 15 minutes' walk distance.</p> <p>The subject site is also located some 1,300 metres east of Pukekohe railway station, which can be accessed via Birch Road and the future collector road through PC76 at the southwestern end of the site. It is anticipated that the neighbourhood centre will only be developed with the completion of the collector road and that this is reflected in the precinct provisions once more than 200 dwellings are established within the precinct. This will provide all the necessary pedestrians and cycling facilities to connect to the train station from the centre.</p>
T2	Active Modes	Provide details of how active modes will be provided for by the precinct to reduce reliance on private vehicle use and encourage safe walking and cycling to the neighbourhood centre and the surrounding areas, including the items listed in Section 5.1 of the ITA.	<p>Section 4.2 Accessibility Design Principles of the ITA sets out the need for providing for walking and cycling infrastructure to minimise the need for private vehicle travel. Section 5.1 sets out a list of measures that are required to ensure a safe environment for active modes and indicates that these are included for in the precinct provisions.</p> <p>Measures to provide for walking and cycling to the plan change area are not provided for within the precinct, including in relevant objectives and policies.</p>	<p>The approved precinct provision includes a section to set specific transport infrastructure requirement for the development within the precinct, which is summarised in Section 2.1.1 in the report. The precinct provision within PC76 also provides the guidance for the future road within the PC76 as summarised in Section 3.7.</p> <p>Generally, the following walking and cycling facilities are required to be provided for the future development within the PC76 precinct and this will include development of the neighbourhood centre.</p> <ul style="list-style-type: none"> • Pedestrian footpath to be provided on both sides of all new roads;

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			The plan change will increase the demand for cycling and walking on the adjacent road network and requirements for movements across the proposed east-west collector road and Golding Road compared to Plan Change 76.	<ul style="list-style-type: none"> • Pedestrian footpath to be provided on the frontage of roads bounding the precinct area as those frontages are developed; • Cycling provision to be provided on all collector roads (the new east-west collector road, Golding Road and Birch Road); • A pedestrian footpath to be provided as part of the upgrade of Ngahere Road alongside Roosevelt Park. <p>All of these facilities will connect to the anticipated collector road as and when the new local roads are provided completing the connection to the neighbourhood centre.</p>
T3	Trip Generation	<p>Provide justification for the use of the 3.7 trips/100m2 taking into account the typical activities indicated on the concept master plan for the centre.</p> <p>Confirm whether the assessment against 67 dwellings that would be lost with the neighbourhood centre has taken into account dwellings that could be included in the centre either above retail / businesses or as separate buildings as shown on the concept master plan).</p>	<p>Section 4.3 - Mode Trip Generation assumes a trip rate of 3.7 trips / 100m2. This trip rate is considered low considering the indicated types of activities illustrated on the concept master plan, which includes a supermarket of 1,512m2.</p> <p>The concept master plan indicates that the plan change area would retain an area of land for residential use (2,772m2). The ITA states that the proposed neighbourhood centre would take up an area equivalent to 67 dwellings. It is not clear if this assumption has taken into account the fact that the neighbourhood centre could also include dwellings.</p>	<p>The concept masterplan is only indicative and the trip generation has been based on trip rates of other typical neighbourhood centres.</p> <p>The trip rate of 3.7 trips / 100m2 has been used for other approved zoning for Business – Neighbourhood Centre Zone. The traffic assessments of PC25 and PC40 in Warkworth have used same trip generation rates for Business – Neighbourhood Centre Zone.</p> <p>The new zoning is expected to have a mixture of commercial activities with up to 5,000 m² gross floor area (GFA). Based on the information provided by retail expert engaged to this application, it is expected that 80% of retail trips would be internal to the area and 20% would be external to the area. This is equivalent of 37 vph external to the area during the weekday PM peak hour and to a less amount during the weekday AM peak hour and other times of the day.</p> <p>It is also understood that the masterplan does indicate approximately 67 dwellings on the site subject to this plan change area, which is equivalent to 36 vph and 37 vph during the weekday AM and PM peak hours respectively.</p> <p>Other than that, the proposed zoning includes a strip of land for housing which is expected to accommodate approximately 15 houses. This would generate approximately 8 vph during the weekday AM and PM peak hours.</p> <p>Therefore, the net increase of trip generation external to the precinct area is considered negligible</p>
T4	Assessment of traffic effects	<p>Provide an assessment of the operation of the key intersections including east-west collector road / Golding Road intersection and the East Street / Golding Road roundabout with the proposed neighbourhood centre taking into account:</p> <ul style="list-style-type: none"> • Any revised trip rate as a result of item T3. 	<p>Section 4.3 of the ITA states that 80% of the trips associated with the site would be “internal to the area”. The Economics report states that the primary catchment for the site will be PC76 plus the area east of Golding Road which has a lodged plan change. As a result there would be additional vehicle movements across Golding Road which were not originally anticipated or assessed as part of plan change 76. Therefore, the traffic effects of the additional traffic movements at the east-west collector road / Golding Road intersection due to traffic associated with the proposed</p>	<p>The Economics Report states the catchment includes:</p> <ul style="list-style-type: none"> • Primary West (PC76) • Primary East (lodged application at 50 Pukekohe East Road and 47 Golding Road) • Secondary North (existing residential north of East Street) • Secondary South (including PC74)

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		<ul style="list-style-type: none"> Traffic associated with “internal” movements between the neighbourhood centre and the lodged plan change east of Golding Road Traffic associated with the lodged plan change east of Golding Road Pass-by traffic along Golding Road and trips associated with the secondary catchments identified in the Economics report Traffic associated with Plan Change 74 	<p>neighbourhood centre should be assessed to demonstrate that an intersection at this location would continue to operate efficiently and safely.</p> <p>The ITA Section 5.3 states that there will be pass-by trips along Golding Road that would divert to the site. Whilst these would already be on Golding Road, these trips would result in different turning movements and result in an additional vehicle movement per visit through the Golding Road / collector road intersection.</p> <p>The Economics report illustrates a secondary catchment area which would use the neighbourhood centre. Whilst trips from these locations which are already developed are likely to already be accessing facilities and services, they are likely to increase the number of vehicle movements in and around Golding Road, including the Golding Road / Collector Road intersection.</p> <p>Furthermore, it is noted that traffic associated with plan change 74 which has been approved, has not previously been taken into account but should form part of the receiving environment.</p> <p>The assessment should take into account any changes to the trip rate as a result of Item T3.</p>	<p>As mentioned in the Economics Report, the secondary catchments are expected to have little demand for the proposed neighbourhood centre as there are / would be existing and potential future centres that are more accessible for day-to-day goods and services.</p> <p>The total primary catchment area is expected to support 3,200 m² – 4,570 m² of local centre GFA, which is equivalent to up to 91% of the anticipated commercial / retail GFA for the proposed zoning. Therefore, the statement that 80% of the trips associated with the site would be “internal to the area” is considered appropriate for the assessment.</p> <p>For through traffic from east of Golding Road, the lodged application for 50 Pukekohe East Road and 47 Golding Road has prepared a trip distribution and it is anticipated that approximately 60 to 80 trips would utilise the new east-west collector road in the peak hours. This level of traffic addition is well within the capacity of a collector road and the anticipated intersection operation.</p> <p>In terms of pass-by trips, they are already using Golding Road for some other trip (e.g. work to home, or visiting other sites elsewhere), and who take advantage of the presence and convenience of the as part of that original trip. This traffic is not additional to the traffic flows already on Golding Road and is simply diverted into the site. While this element of pass-by traffic does not result in additional vehicles being added to the road network, it will result in a redistribution of turning movements at the main access points to the site (e.g. the access points to future tenancies and the new Collector Road / Golding Road intersection).</p> <p>In terms of the traffic generation effect at the immediate location to the centre, the precinct provisions should require an assessment of all the critical intersections including those immediately adjacent to the centre zone. This would be a more appropriate time to assess traffic related effects, when the actual scale and types of retail activities are confirmed.</p> <p>It should also be noted that to a large extent the potential customers for this neighbourhood centre will come largely from the immediate residential activity in the plan change areas and passing traffic on Golding Road. There are currently no retail options, and therefore this people would have been travelling to other destination and using the wider road network. As the new neighbourhood local centre are introduced, the options for customers increase which in most cases will reduce the distances that customers are travelling. Therefore, those customers that are attracted to this store will result in reduced vehicle activity around other surrounding local centres and on the wider road network.</p>
T5	Vehicle Access	Provide an assessment of the proposed vehicle crossing on Golding Road to demonstrate that a vehicle crossing can be provided safely and that it would not affect	The precinct plan includes a new access onto Golding Road. This is proposed as a Restricted Discretionary activity with the only assessment criteria being compliance with Policy I4XX.3(3); this policy only requires a flush median on Golding Road. No assessment of the safety or efficiency of	The proposal is to rezone 8,500 m ² of land located within the recently approved Kohe Precinct (PC76) in Pukekohe, from Residential - Mixed Housing Urban Zone to Business – Neighbourhood Centre Zone.

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		the efficient operation of Golding Road. The assessment should consider the effects on any separated cycle facility along Golding Road.	<p>an access onto Golding Road has been provided. This is particularly important as Golding Road is anticipated to be an arterial road.</p> <p>In addition, PC76 included access restrictions on Golding Road which whilst not currently included within the proposed precinct provisions for this plan change, the table in Appendix 1 of the proposed provisions makes reference to access restrictions on Golding Road.</p> <p>The proposed access on Golding Road would be contrary to the intentions of the access restrictions included in PC76 where non-compliance with the Site Access standard is a Discretionary Activity.</p> <p>Golding Road has an undulating topography and therefore visibility to a vehicle crossing could result in safety issues. A vehicle crossing would also affect the safe and efficient operation of a separated cycle facility along Golding Road.</p>	<p>The concept plan indicates that the potential access points for the zone are anticipated via the new Collector Road identified in the approved Precinct Plan and Golding Road. However, tenancies, types of activities and the detailed layout are yet to be confirmed.</p> <p>The final transport layout would be subject to the future resource consent applications and any vehicle crossing would be assessed at the time.</p>
T6	<i>Precinct Provisions</i>	Please provide details of how the precinct will require the assessment of the traffic effects of the neighbourhood centre, including how it will ensure an on-going assessment in accordance with the special information requirements of PC76 I4xx.8.2(2), as recommended by the ITA in Section 5.3.	An assessment of the traffic generation effects of the plan change has not been undertaken and Section 5.3 of the ITA states that this would be undertaken at resource consent stage and that the triggers in the AUP would apply. However, E27.6.1(2)(b) states that the development thresholds in E27.6.1(1) do not apply where a development is being undertaken in accordance with provisions approved on the basis of an ITA of similar trip generation or traffic effects. Therefore, there is no certainty that the traffic effects of the neighbourhood centre would be assessed. Furthermore, PC76 required assessments to be undertaken for the first dwelling and for a cumulative total of each 60 additional dwellings. The ITA recommends in Section 5.3 that the traffic assessment required in the plan change 76 provisions be undertaken for a development of the proposed neighbourhood centre. A similar condition is not included in the precinct provisions.	It is recommended to include any development of the neighbourhood centre for traffic assessment consistent with the current information requirements of PC76.
T7	<i>Precinct Provisions</i>	Provide details as to how the precinct provisions are consistent with the transport provisions for PC76, including but not limited to Standard I4XX.6.4.6 and Special Information Requirements I4XX8.2 and 8.3.	<p>The ITA states that there are no changes to the transport provisions included in Plan Change 76.</p> <p>However, PC76 includes Standard I4XX.6.4.6 which provides restrictions on vehicle access including across shared space footpaths or protected cycle lanes. Non-compliance with this standard was a Discretionary activity. This standard has not been included in the proposed precinct provisions. Therefore, the restrictions provided for within PC76 would not apply to those roads that front onto the proposed neighbourhood centre zone.</p> <p>Furthermore, as noted in item T5, the Special Information Requirements in Ixxx8.2 and 8.3 are not included within the precinct.</p>	It is recommended to include the same provision in the new precinct provision as in the approved PC76 for the restriction of vehicle access onto the existing or planned shared path.
T8	<i>Precinct Provisions</i>	Please provide details of the appropriate transport Assessment Criteria that correspond to the Matters of Discretion identified in I4XX8.1.(2).	The Matters of Discretion in I4XX.8.1(2) list a number of transport related matters. However, there are no equivalent transport related Assessment Criteria.	Refer to <i>Revised Traffic Memo</i>
PLANNING, STATUTORY AND OTHER MATTERS (CONSULTANT PLANNER PETER REABURN CATO BOLAM CONSULTANTS)				
P1	<i>Site / Plan Change Address</i>	Please confirm the correct address.	19 Golding Road does not appear to be the correct address of the subject land.	Lot 3 DP 185893 is the address. For some reason Council maps don't come up with the postal address.

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P2	<i>Road Reserve</i>	Please clarify whether that part of the PPC located within a road reserve is intended to be part of the plan change.	This “indent” in the road reserve cannot be zoned, at least without a prior road stopping. If it is the intention to utilise the area as part of the plan change please provide information on whether that is a matter that has been discussed with Auckland Transport.	The Precinct Plan has been updated to include this area of road reserve. It will be retained as a pedestrian mall, which doesn't require AT approval.