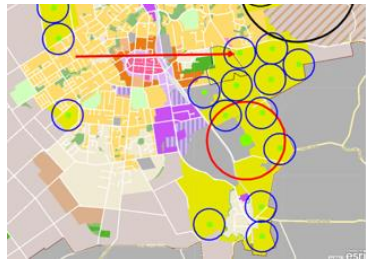
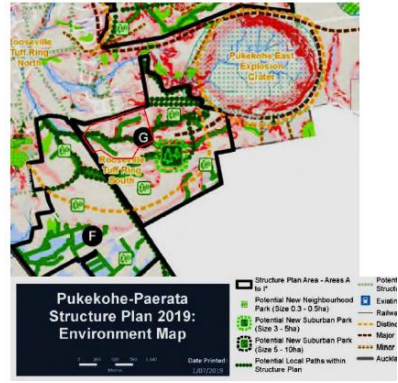



06 June 2023

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

Applicant: Aedifice Development No.1 Limited  
 Address: 47 Golding Road and 50 Pukekohe East Road, Pukekohe  
 Proposed activities: PPC – Pukekohe East-Central Precinct 2

#	Category of information	Clause 23 Specific Request (19/09/22)	Reasons for Request	Applicant Initial Responses (30/09/22 and 07/03/23)	(Clause 23 (2)) Councils Further Requests Arising from Applicant Responses (16/03/23)	Applicant Responses to Further Requests
<b>LANDSCAPE (SPECIALIST STEPHEN BROWN)</b>						
L1	Attributes & Values	Please provide a summary of the key landscape characteristics and values associated with both public vantage points and neighbouring properties (even if these are regarded as being quite limited) that would be impacted by the proposed Plan Change and future subdivision.	<p>The summaries given of effects on Adjoining Properties, the Surrounding Road Network, and the Wider Surrounding Area are quite brief and skim over the effects on any characteristics and qualities of the landscape that might be relevant. Furthermore, while most of the assessment is consistent with the NZILA's <i>Te Tangi a Te Manu (Aotearoa NZ Landscape Assessment Guidelines, 2022)</i>, there are concerns about the emphasis on 'visual effects' in LA4's report, as paragraph 6.8 (second bullet point) makes it clear that:</p> <ul style="list-style-type: none"> <li><i>It is not the change to a view that is an effect, but what such changes are in terms of landscape values. The changes may relate (say) to an expression of the landscape's biophysical well-being, or a meaning associated with it, or its aesthetic qualities.</i></li> </ul> <p>Any assessment of effects should focus less on visual effects and more on changes to the attributes and values of a landscape that are impacted by such changes.</p> <p>The summary requested could be annotated and quite brief, but it would assist with interpretation of the proposal's effects and translate the 'Visual Effects' analysis into findings that are more aligned with the expectations of <i>Te Tangi a Te Manu</i>. This may mean that some conclusions need to be revisited in response to this change in emphasis.</p>	<p>Effects on landscape values are assessed against the existing environment and the relevant statutory provisions. The AUP provisions, given its Future Urban zoning, anticipate significant change and outcomes for the existing landscape values for the site.</p> <p>There are relatively low landscape values and sensitivity associated with the site, which is a relatively degraded, highly modified working environment lacking any significant landscape and natural character values, adjacent to an existing residential area to the north.</p> <p>The site is not high in associative values and is an integral component of the surrounding Pukekohe urban, peri-urban, and semi-rural environment. Similarly, there are relatively low associative and perceptual attributes associated with the site.</p> <p>The only negative outcomes in landscape terms of development enabled by PC2 would be the loss of the remaining rural character, which is anticipated by the relevant AUP planning strategies for the site.</p> <p>The effects of development enabled by PC2 on the landscape values of the site are covered in paragraphs 6.11 – 6.21, and the effects on visual amenity are covered in 6.22 – 6.52 within the original <i>Assessment of Landscape and Visual Effects</i> prepared by LA4 (dated 15.08.22).</p>	No further RFI.	
L2	Statutory Review	Please provide an evaluation of the proposal and its landscape effects against relevant higher order	There is currently no examination of the effects identified against any relevant higher order provisions of the AUP for eastern Pukekohe.	Section 5 of the original <i>Assessment of Landscape and Visual Effects</i> prepared by LA4 (dated 15.08.22) outlines and addresses the provisions most relevant to landscape character and visual amenity matters.	No further RFI.	

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		provisions of the Unitary Plan.				
<b>PARKS (SPECIALIST LEA VAN HEERDEN SENIOR PARKS PLANNER PARKS &amp; COMMUNITY FACILITIES AUCKLAND COUNCIL)</b>						
P1	Passive Open Space / Shared Path	Please provide clarity regarding the ownership and ongoing function / maintenance responsibilities for the proposed areas of Passive Open Space / Shared Path.	<p>The submitted Concept Master Plan illustrates passive public open space along the eastern edge of the precinct with a proposed shared path, but the precinct plan does not demonstrate, through regulatory standards, how this open space will be integrated and activated.</p> <p><u>Subsequent reasons (given 03/10/22) after applicant's initial response.</u></p> <p>Please note and of relevance to the queries raised in the applicant's response under P2, the "passive public open space" as demonstrated on the precinct plan does not meet open space provision policy in terms of shape size and accessibility. We require a neighbourhood park located more centrally within the precinct plan but not towards the southern eastern edge of the precinct plan</p>	No issue with providing a public open space, provisions can be worded accordingly however the location is to remain flexible.	No further RFI.	
P2	Neighbourhood Park	Please demonstrate the provision of a neighbourhood park that will meet the open space provision policy.	<p>The plan change and precinct plan process is one of and if not councils only tool to secure the provision of a park under the RMA and the location and size has an effect on the spatial master planning of any new development (noting that the actual acquisition process sits outside of the RMA). Based on a review of the indicative open space locations shown on the Pukekohe-Paerata Structure Plan 2019, to align them more accurately with the Open Space Provision Policy 2016 provision metrics and physical constraints (primarily hydrology and topography), Parks Planning have identified a provision gap in the circled location shown on the annotated screenshot of the structure plan map below.</p>  <p>There is need for a neighbourhood park in the blue circle – which coincides well with the plan change boundary along the northern edge.</p>	<p>Refer to comment provided under "P1" above.</p>  <p>Note the screenshot of the Council's indicative location does not appear to be from the Pukekohe-Paerata Structure Plan (the "Structure Plan") and needs clarification where this originates. The open spaces in the Structure Plan are as snipped above which shows no reserve at all on the subject site, however we note Councils subsequent response provided.</p>	No further RFI.	

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			<p>The main issue with the location shown on the plan above is its close proximity to Pukekohe East Road and Golding Road which are barriers to access from the north and west respectively. It is advised to locate a 'neighbourhood park' more centrally within the plan change area to provide better and more equitable access to surrounding future residents.</p> <p><u>Subsequent reasons (given 03/10/22) after applicant's initial response.</u></p> <p>To clarify we acknowledge the structure plan identifies the need for a neighbourhood park demonstrated between Golding and Ngahere Road. (see area demonstrated in stipple yellow below).</p>  <p>However, Council's Community Investment Team, Senior Community Policy Advisor and Open Space Provision Specialist recently reviewed the indicative open space provision in the Pukekohe-Paerata Structure Plan to ensure it was consistent with the Open Space Provision Policy (2016) in terms of distribution and size and securing that council can acquire the land (LGA requirement) at the right locations (RMA requirement) in the future.</p> <p>This review was prompted by the stresses on the council arising from the scale and speed of development across Auckland that have recently come to the fore and securing the provision of future parks (NPSUD/ AUP requirements) was correctly quantified and aligned with policy as per the requirement of the RMA and the LGA 2002 to inform the refresh of the council's DC policy currently being undertaken.</p>	<p>Noting the subsequent response provided, we have taken on board the comments provided to date and have also considered the <i>Open Space Provision Policy (2016)</i>. In response, we have sought expert assessment and options from Craig Jones of Visitor Solutions and he has identified two options that meet many of the policy outcomes for the location of the proposed Public Reserve, subject to some design tweaks for access and parking, and levels for recreational neighbourhood park type activities as identified in the Open Space Provision Policy. Mr. Jones has also identified significant issues with the location identified by Ms. Van Heerden for the preferred location in the blue circle adjacent to East Road and Golding Road.</p> <p>It was noted by Mr. Jones that the Councils indicative location is not a good option because:</p> <ul style="list-style-type: none"> <li>• It's a busy road frontage (main road into town).</li> <li>• It will require a fence unless you want balls / kids going onto the main road.</li> <li>• Neighbours will likely erect fences so less optimal sightlines (CPTED issues).</li> <li>• Has less optimal linkages (no shared pathways etc).</li> <li>• It takes out of play good residential land.</li> </ul> <p>The applicants current preferred option provides the following advantages:</p> <ul style="list-style-type: none"> <li>• Interesting landscape (with water features and when replanted in native trees etc).</li> <li>• Very good CPTED characteristics (because it's a low spur it is looked down on from the elevated areas either side = very open sight lines from the proposed side roads and residential units)</li> <li>• Can be reached from either side (I think easily done with a floating boardwalk rather than large foot bridges = lower dev cost).</li> <li>• Has areas we can bench creating a flattish area for casual ball sports etc.</li> <li>• Nice links with shared pathway.</li> </ul> <p>The applicant is willing to provide the necessary open space provision, but this needs to be provided in the optimal location that balances competing public / private interests. Post further discussions with the applicants project team and Council experts, a confirmed location is expected to be shown on the Precinct Plan as part of the future PPC next steps.</p>		

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			<p>The map (above) (reasons for requests) shows the <b>revised</b> locations of open space across the Pukekohe-Paerata Structure Plan area based on a service needs gap analysis.</p> <p>This supersedes the indicative locations shown in the structure plan. The neighbourhood park is no longer required between Golding and Ngahere Road. The existing open space (Roosevelt Park; approx. 11.4ha) meet council open space provision targets for that area, particularly a neighbourhood park within 400m walking distance for that area and so the gap location has been demonstrated to the north west, within this particular precinct plan.</p> <p>There is a gap within the open space provision policy to adequately secure the provision of a neighbourhood park for future communities that will meet the open space provision policy.</p> <p>The reason why we say it must meet open space provision policy is threefold:</p> <ol style="list-style-type: none"> <li>1) to make sure the park demonstrated is more or less of the location and standard that enables council to acquire that land for the communities in the future.</li> <li>2) ensure any developer in the future secures the provision of this open space as part of their development that will enable them to demonstrate meeting open space provision policies as required under both the NPS-UD and underlying AUP zoning Policies.</li> <li>3) The location of such a park (3-5ha) can have a spatial effect on the master planning of any new development that affects road layouts, access etc.</li> </ol> <p>The “passive public open space” as demonstrated on the precinct plan does not meet open space provision policy in terms of shape size and accessibility.</p> <p>We require a neighbourhood park located more centrally within the precinct plan, that can be fronted by a minimum of two roads to meet the gap within the open space provision policies</p>			
<i>ECOLOGY (SPECIALIST JASON SMITH, MORPHUM ENVIRONMENTAL)</i>						

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E1	Objectives and Policies	Please explain why objectives and policies relating to the benefits of riparian vegetation and the enhancement of ecological functions are not proposed in the plan change, or alternatively suggest appropriate provisions.	<p>The precinct plan should be updated to include objectives and policies that highlight the benefits of riparian vegetation (including but not limited to habitat provision, migration pathways, overland contaminant filtration and stream bank stability), as well as, a mechanism to ensure the planting is delivered as proposed (such as a standard linked to future activities, commonly subdivision). It is further considered appropriate to incorporate additional provisions that relate to the enhancement of ecological functions. Recent examples of provisions can be found in Plan Changes 48 – 50:</p> <p>Objective: Freshwater, sediment quality, and biodiversity are improved. Policy: Contribute to improvements to water quality, habitat and biodiversity, including by providing planting on the riparian margins of permanent and intermittent streams.</p>	<p>We will amend the riparian planting related provisions to reflect those as arrived at through caucusing for PC-76. Similar to the following:</p> <p><u>Objectives:</u></p> <ol style="list-style-type: none"> <li>1. Provide for the health and well-being of streams and wetlands within the Precinct.</li> <li>2. The network of key watercourses is protected and enhanced where practical in a manner which assists to manage the risk of flooding and provide open space areas for recreation as well as walking and cycling connections.</li> </ol> <p><u>Policies:</u></p> <ol style="list-style-type: none"> <li>1. Requiring planting of riparian margins of streams and wetlands.</li> </ol> <p>Exact wording can be agreed in due course.</p>	No further RFI.	
E2	Width of Riparian Buffer	Please explain why a wider (than 10m) riparian buffer is not justified considering any future earthworks that may be required to stabilise the stream and manage the flood plain.	<p>The EIA states that the Pukekohe-Paerata Structure Plan takes a precautionary approach seeks a 20m riparian buffer for permanent and intermittent streams. Note that the Plan also states that there has been additional analysis on the issue of stream bank erosion since the preparation of the 2019 stormwater management plan. The 18 July 2019 version of the stormwater management plan reflects stream bank erosion risks to, and caused by, development. It states that 20m either side of all streams may be needed for earthworks to stabilise the stream and manage the flood plain and that further assessment will be carried out to refine this approach around intermittent streams at the plan change stage.</p> <p>The application material contains no assessment of stream erosion, and accordingly why a 20m margin should not be provided.</p>	<p>We note that the 10m riparian buffer has been accepted for PC-76 and there are provisions agreed in caucusing for that addressing these matters. We will ensure similar provisions are included in response to this matter. Similar to the following:</p> <p><u>XXX Riparian and Buffer Planting</u></p> <ol style="list-style-type: none"> <li>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. This standard does not apply to that part of a riparian margin where a road, public walkway, or cycleway crosses over the stream. This standard also does not apply where no earthworks are proposed within 50m any stream.</li> <li>2. The buffer of any natural wetland must be planted at the time of subdivision or land development to a minimum width of 10m measured from the wetland's fullest extent This standard does not apply to that part of a wetland buffer where a road or public walkway crosses over the buffer or where no earthworks are proposed within 50m any wetland.</li> <li>3. The planting required by clauses (1)-(3) above must: <ol style="list-style-type: none"> <li>a) use eco-sourced native vegetation;</li> <li>b) be consistent with local biodiversity;</li> <li>c) be planted at a density of 10,000 plants per hectare;</li> <li>d) be undertaken in accordance with the Special Information Requirements in XXX;</li> <li>e) Be legally protected and maintained to establishment for a period of five years.</li> </ol> </li> </ol>	No further RFI.	




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				Exact wording can be agreed in due course.		
E3	Riparian Buffer Planting	Please explain what mechanism is proposed to ensure the delivery of riparian planting.	No mechanism is proposed to ensure the delivery of riparian planting.	<p>This has been included the PC-76 provisions in response to caucusing and we propose the same or similar provisions to be included for this PPC.</p> <p>Refer to commentary and provisions noted under E2 above. In addition – Special Information Requirements may include:</p> <p><b>XXX Special information requirements</b>  <b>XXX Riparian Planting Plan</b></p> <p>1. An application for any subdivision or development that requires the planting of a riparian or buffer margin must be accompanied by a planting plan prepared by a suitably qualified person. The planting plan must:</p> <ol style="list-style-type: none"> <li>Identify the location, species, planting bag size and density of the plants;</li> <li>Include a management plan to achieve establishment within 5 years and the eradication of pest weeds.</li> <li>Confirm detail on the eco-sourcing proposed for the planting</li> <li>Take into consideration the local biodiversity and ecosystem extent.</li> </ol>	No further RFI.	
E4	Riparian Buffer protection mechanism	Please explain what method is proposed for protecting and maintaining riparian buffers.	The application material infers that the riparian margins would be vested to Council. However, no correspondence has been included in the application material to confirm that Council is willing to accept this land for vesting; nor have alternative measures to protect the vegetation in perpetuity been identified if Council in unwilling to accept this land for vesting.	<p>This has been included the PC-76 provisions in response to caucusing and we propose the same or similar provisions to be included for this PPC.</p> <p>This includes the onus on the developer to legally protect and maintain the planting until establishment for a period of 5 years, noting after this these stormwater reserve areas will be owned and managed by Healthy Waters (i.e. vested).</p>	No further RFI.	
<b>HEALTHY WATERS (CONTACT: SUSAN ANDREWS: PRINCIPAL - HEALTHY WATERS 027 211 1016)</b>						
SW 1	Flood risk and hazard	Please provide the Flood model with all the relevant files.	The flood model is referred to in the SMP but has not been provided in its digital form. This is a fundamental piece of information to inform an assessment of stormwater, flooding and freshwater effects of the plan change Only a Flood modelling methodology report has been provided.	A TuFlow model has been prepared and is to be provided to Healthy Waters for review and approval. Refer to <b>Attachment 1</b> .	Please update the following items (underlined) in the .tcf files and re-run the models to provide waterRIDE output and rainfall checking files for all scenarios, (these were not included in the current model)	Noted. TuFlow model is being updated as per Healthy Waters comments. Coordination with Link Zhao & Nimal Gamage is happening in parallel.
SW 2	Flood detention ponds	Please provide concept designs for the flood detention ponds proposed.	Insufficient information has been provided on sizing and location of the ponds. This is required to understand if the effects of the development can be managed in the plan change area.	Pond locations and its sizing have been shown in <i>Drawing 20000 – Drainage Reserve Extent Plan</i> within <b>Attachment 2</b> . Please find the drawing for more details.	The Drainage Reserve Extent Plan provided shows wet pond locations. The SMP mentions that the detention ponds will be sized to accommodate temporary storage with a drain down period of 24 hours for the difference between the pre-development	Concept design for the flood detention ponds will be provided along with the sizing calculations.

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					(grassed state) and post development runoff volumes from the 95 <sup>th</sup> percentile, 24-hour rainfall event minus the retention volume. Please give consideration to this being a precinct provision.  Further information is needed regarding the concept designs showing calculations relating to detention and treatment pond sizing.	
SW 3	Stormwater quality treatment	Please demonstrate why the chosen mitigation approach is the best practical option and provide clarification regarding the type of ponds proposed as to whether they are wet or dry ponds.	Wet ponds are considered to be necessary given stormwater treatment is proposed via ponds.	Yes, wet ponds are proposed. Refer to <i>Drawing 20000 – Drainage Reserve Extent Plan</i> within <b>Attachment 2</b> .  For roading, primary treatment will be provided via catch pit inserts/litter trap. While secondary treatment will be provided with Raingardens (where practicable) and tertiary treatment will be via wet ponds.  For lots, all buildings will be provided with retention tanks.  For JOAL'S/driveway, treatment will be via Stormfilter devices.  Refer to the <i>Stormwater Management Plan</i> included within <b>Attachment 3</b> for more details.	Clarification has been provided that wet ponds will be constructed however a Best Practicable Option (BPO) Assessment is still missing. The other options for stormwater management still have not been discussed. The BPO Assessment should include: <ul style="list-style-type: none"> <li>• The sensitivity of the receiving environment to the nature of the stormwater discharge with respect to the particular option</li> <li>• Financial implications of the options and the effect on the environment for each option</li> <li>• The current state of technical knowledge and the likelihood that the option can be successfully applied.</li> </ul>	The BPO Assessment for the Stormwater Quality Treatment will be included in the revised <i>Stormwater Management Plan (SMP)</i> .
SW 4	Raingardens	Please clarify whether AT approval has been obtained for assets in the road corridor.	SMP section 6.6 refers to raingardens for mitigating road run off. This will help clarify if this is a practical option or not and will impact the overall integrated stormwater approach.	AT approval is yet to be obtained for raingardens or other assets within the road corridor.	No further RFI, however noting that there should be at least agreement in principle at this stage. The specific details of raingardens would be reviewed at subdivision/LUC stage including the vesting of these raingardens.	Noted and agreed.
SW 5	Assets	Please specify the stormwater assets under public and private categories.	This will assist in understanding whether the mitigation measures proposed are appropriate. It is not clear which assets will be vested to Auckland Council.	Any stormwater assets proposed within the road corridor will be public and vested to Council / AT appropriately. Private assets will be proposed within the lot developments.	There is a discrepancy around the extent of the drainage reserve between the plan titled: <i>Concept Master Plan PC2, Drawing No. A103</i> dated 20/07/22 and the plan titled: <i>Drainage Reserve Extent Plan, Drawing No. 20000</i> and dated 06/03/23. The drainage reserve appears larger under the Concept Master Plan than in the Drainage Reserve Extent Plan. Please provide clarification around this discrepancy.	Concept Master Plan PC2, Drawing No. A103 and Drainage Reserve Extent Plan, Drawing No. 20000 will be revised to match the latest.
SW 6	NDC and SMP	Please provide a Stormwater Management Plan (SMP) as a standalone document.	An approved SMP is required for authorisation of stormwater diversion and discharge under the regional network discharge consent. The SMP acts in the plan change process as both an assessment of effects of stormwater discharge and is part of the process for having stormwater discharges	Refer to the <i>Stormwater Management Plan</i> included within <b>Attachment 3</b> for more details.	No further RFI	

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			authorised under Auckland Council Healthy Water's region wide Network Discharge Consent for stormwater (NDC).			
SW 7	Drainage reserves	Please clarify the purpose of the drainage reserve areas mapped in the Concept Master Plan, function and Precinct Plan.	Healthy Waters needs to understand whether there is a specific stormwater mitigation purpose behind these areas and the applicant's intention with regard to ownership of these areas.	<p>Similar to PC-76, a drainage reserve area will be created to attenuate up to 1% AEP flood event within the site and that no adverse effects will be caused to the downstream environment. This drainage reserve area will be vested to Council. All ponds will be located within the drainage reserve area.</p> <p>Please refer to <i>Drawing 20000 – Drainage Reserve Extent Plan</i> within <b>Attachment 2</b> for more details.</p>	<p>Please clarify why the 'drainage reserve' has been classified as a drainage reserve.</p> <p>Please provide the Landscape Plan. Is this the same as the Concept Plan?</p> <p>Please confirm if the latest Ecology Report is from July 2022.</p> <p>Please confirm how the stream flow will be maintained where it intersects with Road 12 (refer to the Concept Plan). There are no comments made in the SMP around the fact that the proposal will require culvert installation/bridge construction at the intersection of Road 12 and the stream on site. Assessment comments should discuss how the proposal minimises the need to have engineered structures in streams, so perhaps justification around why that layout has been selected.</p>	<p>The intention is to adopt a comparable strategy to PC76. The region identified as a drainage reserve serves the purpose of mitigating floods with a frequency of up to 1% Annual Exceedance Probability (AEP). Therefore, these areas are deemed unsuitable for any residential or habitable developments.</p> <p>We will show the landscape areas on the Concept Plan. However, the specific details of planting would be provided at subdivision/LUC stage.</p> <p>Yes, confirmed.</p> <p>As the stream is recognized as a natural wetland, no alterations to the stream/riparian are planned. Consequently, a bridge is proposed to facilitate the crossing of Road 12 over the stream.</p>
<b>TRANSPORT (SPECIALIST MARTIN PEAKE, PROGRESSIVE TRANSPORT SOLUTIONS)</b>						
T1	Consistency of Proposals with Structure Plan	Please provide a comparison of the proposed number of dwellings with the number of dwellings assumed in the Structure Plan for the site to show that the proposals are consistent with the Structure Plan.	The ITA does not provide details of how the number of dwellings proposed compares to the number assumed in the Structure Plan. A comparison of the plan change and structure plan of the number of dwellings is required to demonstrate that the proposals are consistent with that assumed for the Structure Plan.	<p>TPC have advised:</p> <p><i>"The PPSP documentation does not provide a detailed breakdown by site of the anticipated yields and works with larger zones. Therefore, we do not have any isolated information for a comparison of assumptions on yields.</i></p> <p><i>The proposed zoning within the PC area is Mixed Housing Urban and this is consistent with what has been anticipated within the PPSP.</i></p> <p><i>Furthermore, under the Mixed Housing Urban zone, resource consent is required for any land use or subdivision that accommodates more than 100 lots, or if there is a change in land use greater than 3 dwellings. Assessment of any effects on the road network, including the effects of the location and design of any intersections on the safe and efficient operation of the adjacent transport network, will be required.</i></p>	No further RFI	



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				<p><i>Thus, the AUP already requires the effects on the efficient operation of the transport network to be considered for any redevelopment on the subject site. It is thus expected that the effects of motor vehicle traffic generated by any future development on the road network, will require to be assessed and addressed at the resource consent stage by the AUP controls relating to development.</i></p> <p><i>If Council remains concerned with the risk of higher yields, consideration could be given to establishing thresholds within the activity tables of the precinct provisions that any dwellings above certain thresholds could be assessed in a similar manner to those that have recently been agreed with PC74 &amp; PC76".</i></p>				
T2	Active Modes	Please provide details as to how the plan change would allow for the future bridal path along the southern boundary of the plan change area.	<p>The Pukekohe-Paerata Paths Plan included in the PPSP (and shown as Figure 10 in the ITA) includes a potential future bridal trail along the southern boundary of the plan change area. The proposed plan change does not appear to take this path into account.</p> <p>The route is highlighted in yellow in the image below.</p> 	As per PC-76, Bridal paths are no longer required, and we expect these will be removed from future Precinct Plan considerations noting the urbanisation of the PC area.	No further RFI			
T3	Assessment of Effects	Please provide a breakdown of the trip generation and distribution between the trips associated with the proposed plan change and the trips associated with PC76. This could be in the form of the diagrams in Attachment 1 of the ITA with the proposed plan change trips and the PC76 trips shown separately.	Attachment 1 of the ITA provides a summary of the base vehicle flows and the 'new' trips that have been used in the traffic modelling. The 'new' trips include trips associated with the proposed plan change and trips associated with PC76. It is considered appropriate that PC76 trips be taken into account in the assessment, however, it is not possible to determine how the trips for the proposed plan change and those associated with PC76 have been applied, including reassignment of trips from PC76 onto the network.	<p>TPC have advised:</p> <p><i>"Please refer to the enclose trip generation mapping that separates the vehicle trips between PC76 and this application".</i></p> <table border="1" data-bbox="1240 1346 1849 1541"> <tr> <td> <p><i>Redistribution of traffic through the Plan Change Area (apply to existing and PC76 traffic only).</i></p> </td> <td> <ul style="list-style-type: none"> <li>Assuming 40% of traffic heading south onto Golding Road would utilise Road 1</li> <li>Assuming 40% of traffic heading east via Golding Road and Pukekohe East Road would utilise Road 1</li> </ul> </td> </tr> </table>	<p><i>Redistribution of traffic through the Plan Change Area (apply to existing and PC76 traffic only).</i></p>	<ul style="list-style-type: none"> <li>Assuming 40% of traffic heading south onto Golding Road would utilise Road 1</li> <li>Assuming 40% of traffic heading east via Golding Road and Pukekohe East Road would utilise Road 1</li> </ul>	Re the Information provided in the spreadsheet. Commentary on the assumptions behind the distribution of PC76 and existing traffic is required to determine how this traffic has been allocated between the new road through the proposed plan change area and traffic using East Street and Pukekohe East Street.	<p>TPC have advised the detailed trip distribution and the assumption were included in the spreadsheet provided. The key assumptions are also summarised as flows:</p> <ul style="list-style-type: none"> <li>Outbound/inbound flows for external trips from the precinct are based on an 80/20 split in the AM peak and 20/80 split in the PM peak.</li> <li>The predicted destination of the vehicle trips generated by the proposal have been based on the existing directional flows on East Street with an assignment of 5% towards the north and south. For the AM peak this result in a destination of 39% East, 51% West. For the PM peak this result in a destination of 48% East, 42% West.</li> <li>In terms of the anticipated split between intersections of the</li> </ul>
<p><i>Redistribution of traffic through the Plan Change Area (apply to existing and PC76 traffic only).</i></p>	<ul style="list-style-type: none"> <li>Assuming 40% of traffic heading south onto Golding Road would utilise Road 1</li> <li>Assuming 40% of traffic heading east via Golding Road and Pukekohe East Road would utilise Road 1</li> </ul>							

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						<p>periphery of the precinct we have assumed that the Road 1 / Pukekohe East intersection will attract 60% of the movements to and from the precinct, the Road 1 / Golding Road intersections would attract 30% of the traffic and Road 2 would attract 10% of the traffic.</p> <ul style="list-style-type: none"> <li>• With the introduction of Road 1 we have made the assumption that 40% of traffic from PC76 would redistribute from Golding Road to Road 1 and not travelling through the Golding Road roundabout at Pukekohe East Street.</li> </ul>
74	Assessment of Effects	Please provide an evaluation of the trip rates used for the traffic assessment to demonstrate that they are appropriate for this site, taking into account factors such as access to Pukekohe Station and public transport and employment.	<p>The trip rates adopted in the assessment have been derived from the Pukekohe-Paerata Structure Plan (PPSP) ITA. These trip rates assume a high uptake of public transport, in particular travel by rail. Whilst the site is proposed to have a walking and cycling route to Pukekohe Station through PC76 and Birch Road, the site is not within a typical walking distance of the station. The topography of Birch Road and the route through PC76 could be a barrier to using public transport for cyclists. Therefore, the assumed trip rates utilised from the PPSP may be low for this particular site and thus the effects may be under reported.</p> <p>In addition, if the proposed east-west road for PC76 that connects Golding Road to Birch Road is not constructed in a timely fashion, this would further impact on access to Pukekohe Station and thus further reduce the attractiveness of the use of rail.</p>	<p>TPC have advised:</p> <p><i>“It must be acknowledged that walking to the train station is not the only mode choice for households with this plan change area. Figure 9 in the ITA sets out the future public transport network for Pukekohe. Both Pukekohe Road East/East Street and Golding Street roads are anticipated to have future Connector and Local bus services. These will further enhance the options for travel for households within the plan change area. Both these road connect to the Pukekohe Centre and Train Station and provide for an integrated network. People will also have the opportunity to cycle or use micro-mobility devices such as electric scooters to travel to and from the households which is becoming common in urban areas.</i></p> <p><i>The timing of the road connection through PC76 can be expected to have an influence on route choice to the train station and may result in a higher uptake in vehicle use. On the same note, if the public transport services are not provided by Auckland Transport, then there will also be the potential for a higher uptake in vehicle use. It would be in the best interested of Auckland Transport to therefore provide these services as development occurs.</i></p> <p><i>I would recommend that the PC76 connection is completed in the early stages of development in this plan change area. Precinct provisions to that effect could be included.</i></p> <p><i>Notwithstanding, if Council remains concerned with the risk of higher trip generation rates, consideration could be given to establishing precinct provisions that require regular assessment of effects on the local road network in a similar manner to those that have recently been agreed with PC74 &amp; PC76”.</i></p>	No further RFI.	
75	Assessment of Effects	Please provide appropriate analysis of the effects of the plan change should the east-west road	The proposed plan change assumes that the proposed east-west road to Birch Road through PC76 would be constructed to provide access to Pukekohe Rail Station and to provide additional route choice for residents. If this road was not	Please refer to T4 above. The connection road through PC-76 is provided post the initial 200 homes being constructed, which is considered to be a relatively early stage of PC-76 development. Noting both plan changes are currently being progressed by the same developer, it is likely the collector	No further RFI.	

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		through PC76 not be constructed, and whether any staging of the development is necessary.	constructed or its construction delayed this would affect the routing of traffic from the plan change area.	road will be consented and (most likely) in the process of being constructed prior to residential construction commencing within the PPC area.		
T6	Assessment of Effects	<p>Please provide an assessment of the cumulative effects of this proposed plan change (including PC74, PC76 and other FUZ land) on the operation of the key intersections:</p> <ul style="list-style-type: none"> <li>• Golding Road / East Street,</li> <li>• Pukekohe East Road / New Plan Change Road / Anselmi Ridge Road; and</li> <li>• the proposed new intersection between Golding Road / PC76 / New Plan Change road.</li> </ul>	The ITA has undertaken modelling of the traffic effects of the proposed plan change taking into account development traffic from PC76. No account of development traffic from PC74 has been taken into account. There is likely to be cumulative effects from this proposed plan change as well as PC74 and PC76 (as well as rezoning of other FUZ land).	<p>Please refer to T4 above. It is recommended that Precinct provisions are provided that require regular assessment of effects on the local road network in a similar manner to those that have recently been agreed with PC-74 &amp; PC-76.</p> <p>Similar to the following:</p> <p><i>XXX Objectives [rp/dp]</i></p> <ol style="list-style-type: none"> <li>1. A safe, efficient and integrated transport network that provides legible connections through the Precinct, encourages walking and cycling and the use of public transport, encourages roads adjacent to the drainage reserve, and the effective management of stormwater within the drainage reserve as shown on the Precinct Plan, provides necessary upgrades to the road network adjoining the Precinct.</li> </ol> <p><i>XXX Policies [rp/dp]</i></p> <ol style="list-style-type: none"> <li>1. Ensure that a transport network is provided that: <ol style="list-style-type: none"> <li>a) integrates with, and avoids adverse effects on the safety and efficiency of the transport network of the surrounding area by: <ol style="list-style-type: none"> <li>i. providing a collector road and key intersections generally in the locations shown in the Precinct Plan or as fixed by the Precinct Plan;</li> <li>ii. providing an interconnected urban local road network that achieves a highly connected street layout and integrates with the collector road network;</li> <li>iii. identifying walking and cycling routes on the Precinct Plan and providing a well-connected movement network that facilitates safe walking and cycling;</li> <li>iv. providing a safe separated lane(s) for cyclists on collector and arterial roads</li> <li>v. providing for safe local road intersections onto collector and arterial roads.</li> <li>vi. including upgrades to existing road frontages of the Precinct and connections to existing and future networks outside the Precinct;</li> <li>vii. requiring upgrades or other measures where necessary to address cumulative effects at the Golding Road / Pukekohe East Road intersection where it adjoins the Precinct;</li> </ol> </li> <li>b) facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles, (as far as practicable given the local area's constraints and characteristics);</li> <li>c) is designed and constructed in a manner that is appropriate having regard to the requirements of</li> </ol> </li> </ol>	<p>Whilst objectives and policies could be incorporated, the plan change should assess the cumulative effects of the PC74 and PC76 with the proposed Kohe 2 Plan Change. The Plan Change is the appropriate time to assess the effects of the rezoning of the land to determine if additional transport infrastructure is required rather than just relying on Precinct Provisions for further assessment.</p>	<p>TPC have advised the cumulative effects of all FUZ land including the plan change areas of PC74 and PC76 have been addressed by Supporting Growth and the Structure Plan ITA. Given that the proposed plan change is not seeking additional yield beyond what is already been anticipated, then is not anticipated that any additional infrastructure (beyond what has already been identified in the application) is required. This conclusion is also supported in recent business case studies completed by Supporting Growth that has revisited their assumptions around trip generation and have decided not to pursue some of the new roads that were originally set out in the structure plan. This reinforces that no additional infrastructure is required beyond those intersection and roads already identified in the proposed plan change assessments and those identified in PC74 and PC76.</p>

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				<p><i>Auckland Transport's relevant code of practice or engineering standards.</i></p> <p>Note the above excludes specific commentary on walkability and connectivity to the Pukekohe Rail Station due to walkable catchments and distances – however such provisions can be further discussed and included where relevant.</p> <p>Road design standards, as per those associated with PC-76 can be replicated.</p>		
77	Assessment of Effects	Please provide an assessment that demonstrates that traffic signals are the most appropriate form for the intersections at either end of the east-west road with Golding Road and Pukekohe East Road.	The intersections at either end of the east-west road through the plan change are proposed to be traffic signals. No assessment or analysis has been provided to demonstrate that traffic signals are the most appropriate intersection form.	<p>Traffic signals have been indicated at these intersections as they best fit the available road corridors and would not require land from potentially multiple land owners. Although roundabouts may provide some different benefits, it does not need to be determined at this time.</p> <p>We are aware that the Golding Road intersection, as agreed with all parties, is subject to precinct provisions that require further assessment and justification at the time of resource consent application within PC-76. It is not unreasonable to expect that the intersection with Pukekohe East Road would also have similar consent conditions.</p>	<p>No further RFI</p> <p>However, note – PC76 did include Special Information requirements with respect to the design of the intersections.</p>	Noted. Please refer to updated provisions I45X.8.2 Traffic Assessment and I45X.8.3 Transport Design Review under I45X.8 Special Information Requirements.
78	Assessment of Effects	Please provide plans that show the layout of the intersections at either end of the proposed east-west road at Golding Road and Pukekohe East Road, to demonstrate that the intersections proposed are feasible and can be constructed within the available land.	No plans are provided that demonstrate that the intersections at either end of the proposed east-west road through the plan change area are feasible or can be constructed without third party land.	As above, this matter can be addressed at resource consent stage. We understand both roads are planned to be arterial road corridors and will have sufficient width to allow the intersections to be constructed. In both instances, there is only one single landowner for the south side of Pukekohe East Road and Golding Road where the intersections are proposed and are within the plan change area. This provides the opportunity to localised widening if needed. Furthermore, the likely precinct provisions will provide road design parameters to ensure that appropriate land is provided for the required intersection.	<p>No further RFI</p> <p>However, note – Specific precinct provisions may be required to ensure that there is sufficient land provided for the construction of this intersection.</p>	Noted.
79	Assessment of Effects	Please update the traffic modelling to include pedestrian crossings on all approaches to the intersections at either end of the proposed east-west road.	The traffic modelling for the proposed two signalised intersections at either end of the proposed east-west road include pedestrian crossing facilities on only three approaches to the intersections. Pedestrian crossing facilities should be provided on all approaches to the intersection. Omission of the fourth crossing may affect the performance of the intersections.	<p>Please refer to the updated SIDRA modelling outputs enclosed that include the additional pedestrian crossing. Although the crossing has influenced the operation of the intersections, they remain within acceptable limits.</p> <p>Notwithstanding the modelling results, and as indicted above, assessment of the effects on these intersections will be addressed under agreed precinct provisions set out for PC-76 and would be adopted to include this plan change area.</p>	No further RFI.	
710	Precinct Plan	Please confirm that the "Proposed Road" shown in blue on the Precinct Plan would be constructed as a Collector Road.	Precinct Plan 1 shows a "Proposed Road" that runs through the site from Golding Road to Pukekohe East Road. The ITA indicates that this road would operate as a collector road and would provide a route for vehicles from PC76 as well as from Golding Road to travel to Pukekohe East Road	This is intended to be a collector road and have similar design parameters to those agreed under the precinct provisions for PC-76.	No further RFI.	

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			without traveling through the East Street / Golding Road roundabout. The precinct does not state the standard of the road.			
T11	Assessment of Effects				<p>Please assess the potential effects of an intersection between the plan change area and Pukekohe East Road on the ability to provide an arterial road intersection for the Pukekohe North East arterial as proposed by SGA.</p> <p>The assessment should consider the effects of omitting the eastern road connection from the plan change area on the operation of the proposed Road 1 / Pukekohe East Road intersection.</p> <p>Note: this is an additional RFI. Since the application has been lodged, the Supporting Growth Alliance has provided further information on the preferred alignments for future arterials. The preferred route of the Pukekohe North East arterial has a connection to Pukekohe East Road in the vicinity of the eastern boundary of the plan change area. The concept plan provided with the application and the ITA has assumed a road connection between the plan change area and Pukekohe East Road towards the eastern boundary. The provision of an intersection in this location may affect the provision of the SGA proposed arterial road intersection.</p> <p>It is noted that the analysis for the Road 1 / Pukekohe East Road intersection shows this to be effectively at capacity in the AM peak period and should only one intersection be provided onto Pukekohe East Road, this may affect the operation of the Road 1 intersection.</p>	<p>TPC have advised a review of the latest information from Supporting growth indicates that the proposed North-East Arterial will intersect with Pukekohe East Road as a roundabout about 50 metres to the east of the indicative "Road 2 intersection" from the plan change area. We agree that this location is close to the roundabout and unlikely to be realised without some sort of restriction on turning movements. This in turn may result in additional traffic utilising other intersections such as the Road 1 intersection. Alternatively, this intersection may be better located further west away from the roundabout such that turning movements could be retained (there is approximately, 360 metres between the Road 1 intersection and the North-East arterial. An intersection at the midpoint of these two intersections could be a viable solution.</p> <p>As set out above in T3, only 10% of the trip generation to and from the precinct was anticipated to utilise the Road 2 intersection. If there is no intersection, then the added demand, depending on the final road network within the precinct, is likely to utilise the Road 1 intersection.</p> <p>We do not consider that additional assessment will be required in determining if additional infrastructure is required if Road 2 does not connect to Pukekohe East Street. Similar to PC74 and PC76, it is anticipated that regular assessment and traffic modelling will occur at key intersections, including the Road 1 intersection, with each RC application requiring an assessment at increments of 60 dwellings. This will ensure that any assessment of effects can be dealt with at RC stage.</p>
<b>PLANNING, STATUTORY AND OTHER MATTERS</b>						
P1	Plan Change Extent	Please provide a justification as to why the properties on the corner of Golding Road and	The plan change, if it proceeds, would leave an isolated area of Future Urban zoned land on the corner of Golding Road and Pukekohe East Road. A stream and wetland also straddle the boundary between the PPC area and 8 Pukekohe East Road –	This is not owned by the applicant and is not proposed to be included; however we note consultation is currently being undertaken with landowners directly adjoining the PPC area, and we will advise of any feedback in due course.	No further RFI	

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		Pukekohe East Road have not been included in the plan change request.	raising the question as to whether there can be an adequate management framework for those natural resources.			
P2	Consultation	Please clarify the consultation that has been undertaken with landowners adjoining the plan change area.	While there is no requirement under Part 2 of the First Schedule to the RMA for a private plan change applicant to undertake any consultation prior to making a private plan change request, it is nevertheless good practice in order to obtain an understanding of effects on potentially interested parties in the vicinity of the PPC area. Note that this request also relates to P1 above.	As per the above. Consultation is currently occurring, noting land along western edge of the PPC area (fronting Golding Road) mostly controlled by applicant and subject to PC-76.  The AEE noted this had not been undertaken at time of lodgement due to the PPC simply implementing development expected for the MHUZ as already widely consulted upon under the Structure Plan process.  Notwithstanding – preliminary consultation has been undertaken in Feb / March 2023 to those individuals listed in <b>Attachment 4</b> at the bottom of this response.  In addition to the consultation being undertaken, notification of this PPC should therefore suffice noting the considerable time and resources for consulting all neighbouring/near properties.	No further RFI	
P3	Consultation – Council entities	Please provide an update of consultation carried out with Auckland Transport, Watercare, Strategic Growth Alliance and Healthy Waters	10.4 of the AEE / s32 gives no detail of how consultation has influenced the PPC as proposed.	Consultation with various agencies is on-going. Feedback received will be reported on in due course. Noting the proximity to PC-76, a number of critical issues have already been raised and incorporated into the PPC.	No further RFI	
P4	Consultation – Government Departments	Please clarify whether the New Zealand Transport Agency Waka Kotahi and the Ministry of Education has been consulted with in the preparation of the PPC.	Given the PPC has consequences for trips generated on the current and future local and strategic network, it would be helpful to understand the extent of consultation undertaken with Waka Kotahi.  Given the PPC has consequences (including cumulative demands) for the provision of schools in the area it would be helpful to understand the extent of consultation undertaken with the Ministry of Education.	Both Waka Kotahi and the Ministry of Education were provided initial documents on 24.02.23 – and any responses will be provided to Council for review in due course.	No further RFI	
P5	National Policy Statement Highly Productive Soils	Please update 7.1.5 of the AEE.	The NPS is now in place.	The NPS-HPS does not apply to land zoned Future Urban.	No further RFI	
P6	Integrated Planning approach	Please confirm the “what”, “how”, “when” and “by whom” for the funding and delivery of infrastructure required to support	This information is required to better understand the infrastructure effects and their management, noting that this plan change application is being made prior to the indicated timeframe in the Future Urban Land Supply Strategy and that currently funding mechanisms are not currently in place.	Costs may piggyback on the back of PC-76, noting the same developer. As such – the funding and timing arrangement will be similar and can be provided via a range of trigger mechanisms as suggested.	No further RFI	



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		the PPC. If there is no mechanism to deliver infrastructure that requires third party land, third party process, third party agreement, and/or third-party funding, then the reasonableness of assuming that this infrastructure will be available to support future development needs clarification.	This concern may be able to be partly addressed through consideration of appropriate trigger mechanisms in the precinct provisions. It is noted that trigger provisions have not been proposed.	In addition, we are also considering using the Infrastructure Funding and Financing Model from Crown Infrastructure Partners.		
P7	Consistent Planning Approach	Please clarify what consideration has been given to aligning plan change provisions with those that are being developed through Plan Changes 74 and 76.	Plan Changes 74 and 76 are in the same area, and many of the same resource management issues arise. As far as possible like issues should be treated in a like way. Acknowledging that Plan Changes 74 and 76 are yet to be finalised some analysis of this matter, leading to an ultimate consistency of approach is justified.	We will align the provisions with those as caucused for PC-74 and PC-76 as much as possible, except where there are clear site differences requiring an amended approach. Also, we had amended the provisions in response to consultation with iwi so there will be some differences.	Please provide an updated set of provisions for notification purposes incorporating all matters identified in the Clause 23 responses.  Note: It is advised that the PC76 provision wording be utilised as far as is appropriate, recognising there are aspects of this site that may need to be addressed differently.	Please refer to the attached Precinct Provisions – these have been amended to align with PC-76 provisions, notwithstanding some formatting and slight rewording.  Key changes are: <ul style="list-style-type: none"> <li>• Removal of reference to primary connections to the Pukekohe Train Station</li> <li>• Greater emphasis on iwi inputs especially in relation to stormwater and riparian areas.</li> </ul> These can be refined further in due course.
P8	Stream Width	Please confirm, by way of appropriate survey, whether there are any streams that would draw a requirement for an esplanade reserve.	In view of the uncertainties relating to what, if any, land will be vested as reserve, and the proposal for 10m (rather than 20m) riparian buffers it is necessary to confirm whether esplanade reserves will apply.	We had determined to state that noting the similarities with PC-76 and the agreed approaches to the riparian widths and plantings, we would not consider this necessary for this PPC as we are proposing the same outcomes for this application here.  Stream width surveys will be undertaken as part of future subdivision / land use consent proposals to determine exact requirements.		Similar provisions to PC-76 are now including, noting these have been accepted by Council and their relevant specialists.