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I hereby give notice that a hearing by commissioners will be held on:

**Date:** Monday 5 August 2024  
**Time:** 9.30am  
**Meeting room:** Leslie Comrie Board Room  
**Venue:** 1, Franklin the Centre  
12 Massey Avenue, Pukekohe 2120, Auckland

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**PRIVATE PLAN CHANGE 95**  
**HEARING REPORT**  
**PLAN CHANGE 95 - 26 GOLDING ROAD AND 52**  
**GOLDING ROAD**  
**AEDIFICE DEVELOPMENT N.1 LTD**

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**COMMISSIONERS**

**Chairperson** Richard Blakey (Chairperson)  
**Commissioners** Bridget Gilbert  
Vaughan Smith

**Chayla Walker**  
**KAITOHUTOHU WHAKAWĀTANGA**  
**HEARINGS ADVISOR**

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## **WHAT HAPPENS AT A HEARING**

### **Te Reo Māori and Sign Language Interpretation**

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

### **Hearing Schedule**

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

### **Cross Examination**

No cross examination by the applicant or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the applicant or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

### **The Hearing Procedure**

The usual hearing procedure is:

- **The chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- **The applicant** will be called upon to present their case. The applicant may be represented by legal counsel or consultants and may call witnesses in support of the application. After the applicant has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
  - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
  - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The applicant or their representative has the right to summarise the application and reply to matters raised by submitters. Hearing panel members may further question the applicant at this stage. The applicants reply may be provided in writing after the hearing has adjourned.
- **The chair** will outline the next steps in the process and adjourn or close the hearing.
- If adjourned the hearing panel will decide when they have enough information to make a decision and close the hearing. The hearings advisor will contact you once the hearing is closed.

### **Please note**

- that the hearing will be audio recorded and this will be publicly available after the hearing
- catering is not provided at the hearing.

**A LIMITED PRIVATE PLAN CHANGE TO THE AUCKLAND UNITARY PLAN BY  
AEDIFICE DEVELOPMENT N.1 LTD**

	<b>TABLE OF CONTENTS</b>	<b>PAGE NO.</b>
	<b>Reporting officer’s report</b>	5 – 38
<b>Appendix A</b>	<b>Plan Change 95 Golding Road Neighbourhood Centre as notified</b>	39 – 48
<b>Appendix B</b>	<b>Private Plan Change Request, Assessment of Environmental Effects and Section 32 Report</b>	49 – 102
<b>Appendix C</b>	<b>Submissions</b>	103 – 144
<b>Appendix D</b>	<b>Further Version of Provisions submitted by the Applicant</b>	145 – 176
<b>Appendix E</b>	<b>Joint witness statement in relation to sub-precinct plan provisions</b>	177 – 182
<b>Appendix F</b>	<b>Recommended Amendments to plan change</b>	183 – 214
<b>Appendix G</b>	<b>Statutory Matters</b>	215 – 218
<b>Appendix H</b>	<b>Specialist peer review reports</b>	219 - 242

**Reporting officer, Peter Reaburn, Planner**

Reporting on proposed Private Plan Change 95 - 26 Golding Road and 52 Golding Road for the 0.85ha involved, that the MHUZ be changed to Business – Neighbourhood Centre Zone (‘NCZ’) in the AUP. The plan change also proposes a “Golding Road Neighbourhood Centre Precinct” over the proposed change area.

**APPLICANT:** AEDIFICE DEVELOPMENT N.1 LTD

<b>SUBMITTERS:</b>	
Page 104	The Ngāti Tamaoho Trust
Page 121	Ngati Te Ata Waiohua
Page 123	Chenglang Feng
Page 125	Auckland Transport
Page 134	Watercare Services Limited



## Hearing Report for Proposed Private Plan Change 95: Golding Road Neighbourhood Centre to the Auckland Unitary Plan (Operative in part)

Section 42A Hearing Report under Resource Management Act 1991

<b>Report to:</b>	Hearing Commissioners
<b>Hearing Date/s:</b>	Monday, 5 August 2024
<b>File No:</b>	Hearing Report – Proposed Private Plan Change 95 (PC95)
<b>File Reference</b>	S42A Report PC95
<b>Report Author</b>	Peter Reaburn, Consultant Planner
<b>Report Approver</b>	Craig Cairncross, Team Leader Central South Planning and Resource Consents Planning and Governance
<b>Report produced</b>	4 July 2024

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**Summary of Proposed Plan Change 95** - A Private Plan Change to rezone approximately 0.85 hectares of land at Pukekohe East from Residential – Mixed Housing Urban Zone to Business – Neighbourhood Centre Zone.

<b>Plan subject to change</b>	Auckland Unitary Plan (Operative in part) 2016
<b>Number and name of change</b>	Proposed Plan Change 95 (Private) Golding Road Neighbourhood Centre to the Auckland Unitary Plan
<b>Status of Plan</b>	Operative in part
<b>Type of change</b>	Private Plan Change.
<b>Clause 25 decision outcome</b>	Public Notification
<b>Parts of the Auckland Unitary Plan affected by the proposed plan change</b>	<ul style="list-style-type: none"> <li>• AUP Maps (zoning)</li> <li>• Chapter I Precincts - South</li> </ul>
<b>Date of notification of the proposed plan change and whether it was publicly notified or limited notified</b>	16 November 2023 (public notification)

<b>Submissions received</b>	5
<b>Date summary of submissions notified</b>	16 February 2024
<b>Number of further submissions received (numbers)</b>	0
<b>Legal Effect at Notification</b>	No
<b>Main issues or topics emerging from all submissions</b>	<ul style="list-style-type: none"> <li>• Transport matters, including consistency of approach to provisions</li> <li>• Economic Matters, including need or otherwise for a new business zone</li> <li>• Infrastructure Matters, including network capacity constraints</li> <li>• Cultural Matters, including recognition in provisions</li> <li>• Precinct Provisions</li> </ul>

## Contents

<b>Hearing Report for Proposed Private Plan Change 95: Golding Road Neighbourhood Centre to the Auckland Unitary Plan (Operative in part)</b> .....	<b>1</b>
<b>1. INTRODUCTION AND EXECUTIVE SUMMARY</b> .....	<b>5</b>
1.1. Section 42A Report .....	5
1.2. Report Author .....	5
1.3. The Plan Change .....	6
1.4. Issues Raised and Summary of Recommendations .....	14
<b>2. HEARINGS AND DECISION-MAKING CONSIDERATIONS</b> .....	<b>14</b>
<b>3. NATIONAL PLANNING INSTRUMENTS</b> .....	<b>16</b>
3.1 National Policy Statements.....	16
3.2 National environmental standards or regulations.....	17
<b>4. REGIONAL POLICY STATEMENT</b> .....	<b>17</b>
<b>5. REGIONAL PLAN AND DISTRICT PLAN</b> .....	<b>18</b>
<b>6. OTHER RELEVANT PLANS AND STRATEGIES</b> .....	<b>18</b>
6.1 Pukekohe-Paerata Structure Plan 2019 and Pukekohe Paths Plan 2018 .....	18
6.2 Auckland Future Development Strategy 2023 / Long Term Plan .....	20
6.3 Regional Land Transport Plan / Supporting Growth Alliance .....	20
6.4 Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan .....	21
6.5 Franklin Local Board Plan 2020.....	21
<b>7. EFFECTS</b> .....	<b>22</b>
7.1 Transport effects .....	22
7.2 Economic Effects .....	23
7.3 Infrastructure Effects .....	26
7.4 Cultural Effects.....	27
7.5 Other Effects .....	27
<b>8. PROVISIONS</b> .....	<b>28</b>
<b>9. SUBMISSIONS</b> .....	<b>31</b>
<b>10. ALTERNATIVES AND METHODS</b> .....	<b>33</b>
<b>11. RISK OF NOT ACTING</b> .....	<b>33</b>
<b>12. RECOMMENDATIONS</b> .....	<b>34</b>
<b>13. SIGNATORIES</b> .....	<b>34</b>

## Abbreviations

Abbreviations in this report include:

Abbreviation	Meaning
Applicant	Aedifice Development No.1 Limited
AEE	Application Request Document and Assessment of Environmental Effects
AT	Auckland Transport
AUP	Auckland Unitary Plan
council	Auckland Council
CVA	Cultural Values Assessment
FULSS	Future Urban Land Supply Strategy 2017

FUZ	Future Urban Zone
ITA	Integrated Transport Assessment
MDRS	Medium Density Residential Standards as mandated by the RMA Amendment Act 2021
MHS	Residential – Mixed Housing Suburban Zone
MHU	Residential – Mixed Housing Urban Zone
NES-CS	National Environmental Standard on assessing and managing contaminants into soil to protect human health
NPS-FM	National Policy Statement on Freshwater Management 2020
NPS-UD	National Policy Statement for Urban Development 2020
Panel	The Hearings Commissioners for this hearing
PC76	Proposed Plan Change 76 (Private): Kohe
PPSP	Pukekohe Paerata Structure Plan
RMA	Resource Management Act 1991
RPS	Regional Policy Statement (AUP)
S42A Report	Council staff / consultants reports on PC76, prepared in accordance with s42A of the RMA
SEA	Significant Ecological Area
WK/ NZTA	Waka Kotahi / NZ Transport Agency

<b>Attachments</b>	
<b>Appendix A</b>	<b>Plan Change 95 Golding Road Neighbourhood Centre as notified</b>
<b>Appendix B</b>	<b>Private Plan Change Request, Assessment of Environmental Effects and Section 32 Report</b>
<b>Appendix C</b>	<b>Submissions</b>
<b>Appendix D</b>	<b>Further Version of Provisions submitted by the Applicant</b>
<b>Appendix E</b>	<b>Statutory Matters</b>
<b>Appendix F</b>	<b>Recommended Amendments to plan change</b>
<b>Appendix G</b>	<b>Statutory Matters</b>
<b>Appendix H</b>	<b>Specialist peer review reports</b>



## 1. INTRODUCTION AND EXECUTIVE SUMMARY

### 1.1. Section 42A Report

1. This is a report to the Panel that has been appointed to hear and make a decision on Private Plan Change 95 (**PC95**). Pursuant to s42A of the Resource Management Act 1991 (**RMA**), the report provides an assessment of the application, supported by a team of specialists appointed by Auckland Council (**the Council**). To clarify for any party that may be in doubt, the conclusions and recommendations in this report are not binding on the Panel. The Panel will consider all the information submitted in support of PC95, information in this report, and the information in submissions together with evidence presented at the hearing.

### 1.2. Report Author

2. This s42A report has been prepared at the request of the Council by Peter Reaburn. I am a consultant planner with a Bachelor of Regional Planning (Honours) degree from Massey University, which I obtained in 1980. I have over 40 years' planning and resource management experience, 35 years of which has been principally in the Auckland region, including managerial roles at territorial local authorities (Waitakere and Manukau) and as a consultant. I have been a full member of the New Zealand Planning Institute since 1982. I am accredited under the Ministry for the Environment Making Good Decisions programme as an Independent Commissioner, with Chair's endorsement and I am on the Council's Independent Commissioners Panel. I am also a member of the Resource Management Law Association.
3. While this is not an Environment Court proceeding I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note (2014) and agree to comply with it. Except where I state that I am relying on the specified advice of another person, the opinions expressed in this report are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.
4. This report is informed by and, where stated, relies on the reviews and advice from the following experts on behalf of the council and specialist Auckland Council officers. These assessments are attached in **Appendix H** to this report. I conducted several visits to the locality since 2021, the most recent being in December 2023.

**Table 1: Specialist input to the s42A report**

<b>Matter</b>	<b>Reviewing specialist</b>
Economic	Derek Foy*
Traffic and Transport	Martin Peake*

\*Mr Foy and Mr Peake will attend the hearing.

### 1.3. The Plan Change

5. This is a private plan change application from Aedifice Development No.1 Limited. The purpose of the plan change is to rezone approximately 0.85 hectares of land at Pukekohe from Residential – Mixed Housing Urban (**MHU**) Zone to Business-Neighbourhood Centre Zone (**NCZ**) in the Auckland Unitary Plan Operative in Part (**AUP**).
6. The AEE provides the following summary reasons for the private plan change request<sup>1</sup>:

In summary, the PPC provides for a new Neighbourhood Centre to support the forthcoming development of the area, giving effect to the Pukekohe-Paerata Structure Plan, and is appropriate because:

- a. The existing Pukekohe town centre will remain the primary commercial centre and focal point for Pukekohe.
- b. The Pukekohe-Paerata Structure Plan notes that in order to service the future population anticipated throughout the structure plan area, the business land demand analysis estimates an additional two centres are needed.
- c. The timing of the proposed plan change would be able to align with the delivery of necessary infrastructure servicing.
- d. The environmental effects of the proposed plan change have generally been assessed under PC- 6 in terms of urbanisation of the land, and no significant adverse effects will result, with effects being acceptable overall.
- e. The evaluation report has demonstrated that the proposed zoning and precinct provisions, together with the existing AUP provisions, are the most efficient and effective way of meeting the objectives of the proposed plan change, which achieve the purpose of the RMA.
- f. The proposed plan change will also be in accordance with, and give effect to, the relevant planning documents.

#### Land subject to the plan change

7. The land subject to the plan change request is located on the eastern side of Pukekohe and is part of a larger 20.481ha site (see Figures 1 and 2). The land has frontage to the western side of Golding Road about 350m south of that road's intersection with East Street / Pukekohe East Road. Golding Road is a collector / arterial road that will provide access to developing urban land to the south, including that now enabled by PC74 (now known as the Pukekohe Golding Precinct) and the immediately adjoining PC76 (now known as the Pukekohe East-Central Precinct).
8. East Street / Pukekohe East Road is classified as an arterial route under the AUP and forms part of an east - west link between the centre of Pukekohe and State Highway 1 Southern Motorway, at the Mill Road interchange. East Street is subject to a 50 km/hr speed limit through the urban area of Pukekohe, which transitions to 70km/hr speed limit on Pukekohe East Road. There is a roundabout at the intersection of Golding Road with East Street / Pukekohe East Road. A separate plan change application (PC98) is seeking MHU zoning for the land immediately opposite on the eastern side of Golding Road.

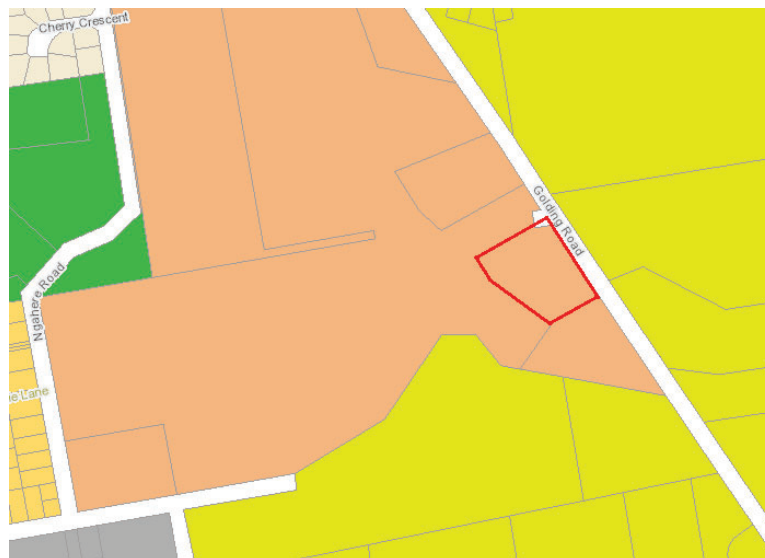
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<sup>1</sup> Section 3 Executive Summary of the AEE



**Figure 1 – Plan change area**

9. As noted, the land is currently zoned MHU (see Figure 2 below). There is a small, unzoned area of unused road at the northern end of the area shown to be rezoned, however it has been clarified by the Applicant that this area is not proposed to be rezoned. The surrounding land is also in the MHU zone with the land opposite the site on Golding Road, and other land further to the south, zoned Future Urban Zone (**FUZ**).
10. The Pukekohe Town Centre and the Pukekohe train station are located approximately 1.8km west of the land.



**Figure 2 – Existing Zoning**

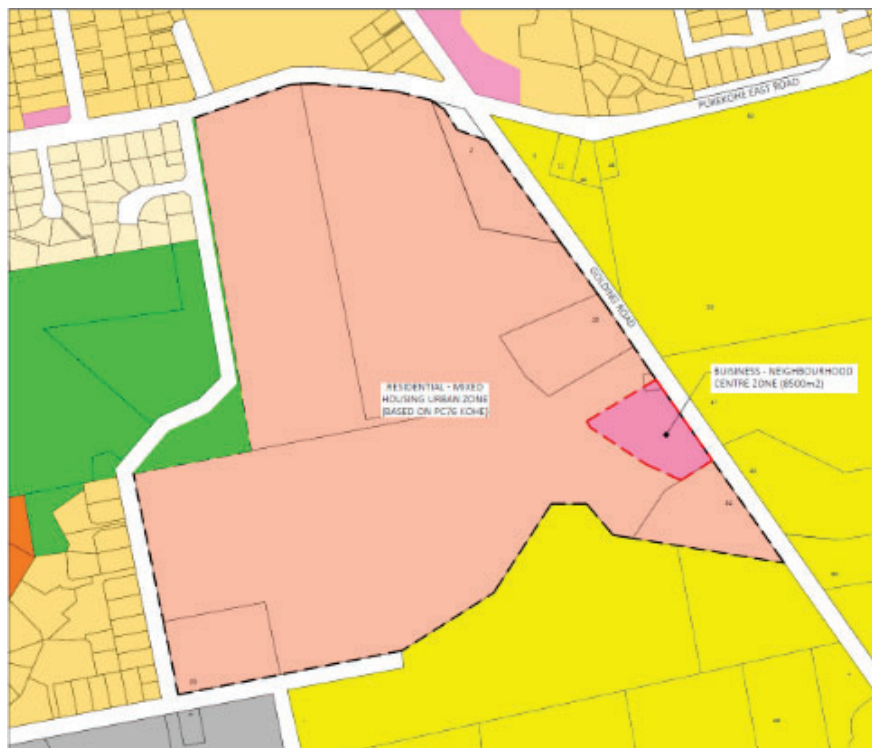
11. The plan change land is currently in pasture. There is a 1ha residential property immediately to the south at 52 Golding Road and another 1ha residential property about 40m to the north at 26 Golding Road.

The Proposed Private Plan Change

12. The (as notified) plan change map, precinct plan and provisions are in **Appendix A** and the proposed plan change AEE and s32 evaluation are in **Appendix B**. The Applicant has provided a wide range of supporting technical reports, all of which have been reviewed by a council team of staff and appointed consultants. These documents can be accessed at:

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/unitary-plan/auckland-unitary-plan-modifications/Pages/details.aspx?UnitaryPlanID=250>

13. The proposed zone change is illustrated in Figure 3 below. The rezoning is of approximately 0.85 hectares currently zoned MHU land and the proposed zoning is Business - Neighbourhood Centre Zone.



**Figure 3 – Proposed rezoning**

14. Future development of the zone was proposed (as in the notified plan change) to be managed by way of discrete proposed Golding Road Neighbourhood Centre Precinct provisions that formed part of the plan change request. The proposed provisions contain a number of urban design, landscaping, stormwater and transport standards and all new

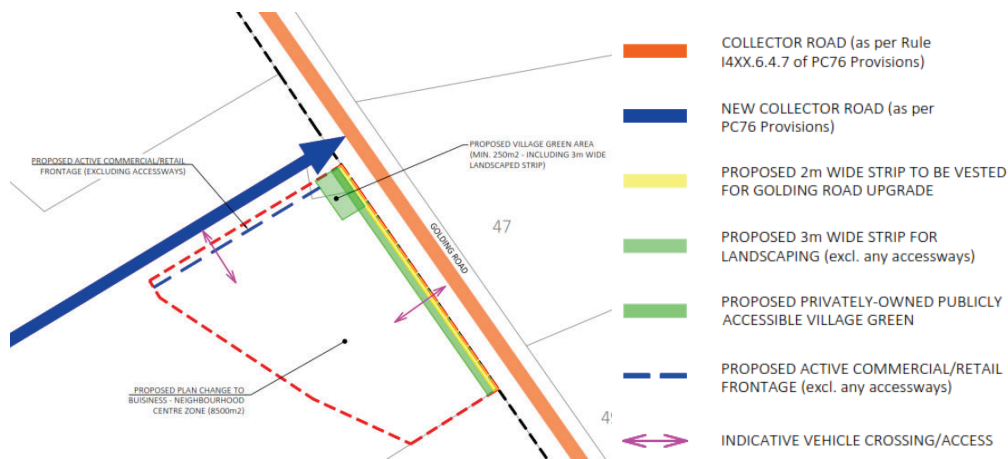
development would be subject to review as a restricted discretionary activity resource consent.

15. In order to illustrate a possible development scenario a concept plan has been provided, which is shown in Figure 4 below.



**Figure 4 – Concept Master Plan**

16. The concept plan shows 13 small retail tenancies plus a cafe, a medical facility and an approximately 1500m<sup>2</sup> supermarket. There would be an active frontage to the new collector road passing immediately to the north of the land, which has been proposed as part of PC76. A rear access road would border possible residential development on the western side of the land. The concept plan is not part of the formal plan change but is instead intended to demonstrate that the land can be developed with a neighbourhood centre appropriately scaled to serve the future surrounding residential community.
17. A proposed precinct plan shows basic features that would need to be incorporated in future development, including the active frontage, an indicative access and a Golding Road frontage landscaping strip. A privately-owned “village green” is also shown, although the Applicant has acknowledged this particular aspect may need to be refined, including for the reason that it is shown in an area of currently unused road reserve.



**Figure 5 Extract from Proposed Precinct Plan**

18. The proposed precinct plan provisions require subdivision and development to be undertaken in accordance with the precinct plan.
19. A summary of the consultation undertaken in preparing the plan change is provided in Part 10 and Appendices 12 and 13 of the AEE. Parties consulted included Mana Whenua (Ngāti Tamaoho and Ngāti Te Ata Waiohua). Persons and entities that provided formal submissions on the previous PC76 were contacted by the Applicant to give feedback on this plan change and the Franklin Local Board, Auckland Transport and Watercare were also contacted by the Applicant. Affected properties adjacent to the plan change area were to have been written to.

#### Plan Change Process to Date

20. The original plan change request was lodged on 30 May 2023. A Clause 23 request for further information was then made on 3 August 2023. Information has progressively been provided by the Applicant since that date.
21. Acting under delegated authority pursuant to clause 35(2), Schedule 12 of the RMA, Marc Dendale Manager Central South (acting with delegated authority for Celia Davison) accepted the private plan change request under Clause 25(2)(b) of Schedule 1 of the RMA on 7 November 2023. What then became PC95: Golding Road Business was publicly notified on 16 November 2023 with the submissions period closing on 14 December 2023. The further submissions period opened on 16 February 2024 and closed on 1 March 2024.
22. 5 submissions were received on PC95. These are attached at **Appendix C**.
23. A summary of the issues raised by submitters appears in Table 1 below.

Sub Point	Submitter Name	Topic	Theme	Summary of Decisions Requested
1.1	The Ngāti Tamaoho Trust	Cultural / Plan Provisions	Approve the plan change subject to amendments	Approve the plan change with amendments to align with the Plan Change 76 wording as approved by the Environment Court.
2.1	Ngāti Te Ata Waiohua	Cultural / Plan Provisions	Approve the plan change subject to amendments	Approve conditional on it being demonstrated that the Ngāti Te Ata Waiohua Cultural Impact Assessment Report (dated Nov 2023) recommendations are addressed and are fully provided for.
3.1	Chenglang Feng		Decline the plan change	Bringing up a business zone surely will increase traffic flows to the area which have an increased risk for traffic incidents, and deteriorate the environment quality for people who live around the place by causing more noises and pollution (air, wastes, etc.). Bringing up a business zone also attracts more people which might bring more security concerns to the local community. Not to mention, if later on the zone requires extra expanding or anything like that will impact directly to other properties, it will also affect lots of valuable local plantation spaces and is not consistent with the principle for sustainable development under the Resource Management Act.
4.1	Auckland Transport	Transport / Plan Provisions	Support the Neighbourhood Centre zoning subject to changes sought	Support the Neighbourhood Centre zoning subject to changes sought.
4.2	Auckland Transport	Transport / Plan Provisions	Amend the provisions in accordance with the submission to address transportation matters	Delete the proposed Golding Road Neighbourhood Centre Precinct and amend the existing Pukekohe East-Central Precinct Provisions to provide for the neighbourhood centre. Ensure that the relevant transport provisions in the existing Pukekohe East Central precinct continue to apply to the site, with modifications where required to address the transport and land use effects of the centre. If this relief is not accepted, amend the provisions to address the submitter's concerns, including incorporation of all relevant Pukekohe East-Central Precinct provisions.
4.3	Auckland Transport	Transport / Precinct Plan	Amend the provisions in accordance with the submission to address transportation matters	Amend the Precinct Plan 1 to Identify the Collector Road / Golding Road intersection as a key intersection and remove indicative vehicle access locations.

4.4	Auckland Transport	Transport / Noise	Amend the provisions in accordance with the submission to address transportation matters	Amend the plan change by including provisions (objectives, policies and rules) that require future residential developments and alterations to mitigate road traffic noise levels.
4.5	Auckland Transport	Transport / Plan Provisions	Amend the provisions in accordance with the submission to address transportation matters	Amend the plan change so that the objectives, policies and rules more rigorously address transport effects and promote good transport land use integration.
4.6	Auckland Transport	Transport / Plan Provisions	Amend the provisions in accordance with the submission to address transportation matters	Amend the matters of discretion to provide for more comprehensive consideration of transport matters
4.7	Auckland Transport	Transport / Plan Provisions	Amend the provisions in accordance with the submission to address transportation matters	Amend the assessment criteria to provide for more comprehensive consideration of transport matters
4.8	Auckland Transport	Transport / Precinct Plan	Amend the provisions in accordance with the submission to address transportation matters	Amend the plan change so that the location of the village green is not defined within Precinct Plan 1.
4.9	Auckland Transport	Transport / Plan Provisions	Amend the provisions in accordance with the submission to address transportation matters	Amend the objectives, policies, activity table, standards and special information requirements as specified in the submission.
5.1	Watercare Services Limited	Water and Wastewater	Neutral. Seek assurance of adequate water and wastewater supply	Ensure that the water supply and wastewater capacity and servicing requirements of the Plan Change will be adequately met, such that the water supply and wastewater-related effects are appropriately managed.



5.2	Watercare Services Limited	Water and Wastewater / Plan Provisions	Neutral. If the plan change is accepted make the amendments requested	Watercare seeks the inclusion of amendments to the precinct provisions relating to water and wastewater infrastructure in objectives and policies, activity table, standards, matters of discretion and assessment criteria as set out in Attachment 1 to the submission or similar provisions that will achieve the same outcomes.
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**Table 1: Summary of Submissions received on PC95**

24. There were no further submissions received.
25. Subsequent to notification and submissions being received the Applicant has further consulted with all submitters<sup>2</sup>.
26. Direction #1 from the Panel directed the Applicant to file a memorandum outlining what, if any, changes they recommend to the proposal and outline which changes were in response to which submissions. The Applicant filed an email and a revised set of provisions on 24 May 2024. The provisions are attached at **Appendix D**.
27. Direction #2 from the Panel directed expert conferencing on a specific transport-related issue. Conferencing took place on 11 June 2024 with a signed conferencing statement following on 25 June 2024. The conferencing statement is attached at **Appendix E**.
28. On 2 July 2024 I was contacted by the Applicant with advice that one of the submitters, Watercare, had requested further provisions in the Appendix D version. I refer to that request in Section 8 of this report.

Franklin Local Board Feedback

29. Following the close of submissions, Auckland Council Plans and Places staff sought the Franklin Local Board's feedback at the Board's business meeting on 26 March 2024. The Board resolved to provide the following views<sup>3</sup> :

That the Franklin Local Board:

- a) provide the following local board views on Plan Change 95 by Pukekohe Ltd for Aedifice Development No.1 Limited, Golding Road, Pukekohe:
  - i) tautoko / support the notion of a localised amenity to cater to new neighbourhoods, however do not support the proposed scale of the Golding Road neighbourhood centre precinct at this location on the basis that this proposal is likely to generate traffic rather than just support the neighbourhood
  - ii) request further consideration of traffic impact noting that Golding Road is being actively considered as a south eastern outer ring road route as part of the Pukekohe Transport Strategy, and is not appropriately engineered to support additional traffic

<sup>2</sup> As recorded in the Applicant's memorandum to the Panel dated 24 May 2024.

<sup>3</sup> Resolution FR/2024/30.

- iii) tuhi ā-taipitopito / note that the Pukekohe Structure plan has planned 100ha of commercial land to be developed, and additional commercial activity of scale is better placed in the locations planned
  - iv) recommend that paths be provided that link to the Pukekohe-Paerata Paths network as outlined in the Pukekohe-Paerata Paths Plan to enable transport by foot and by bike and access to existing community facilities (including the train station), public amenity (including schools) and the Pukekohe Town Centre
  - v) tuhi ā-taipitopito / note that a pedestrian crossing at Station Road supporting east to west foot traffic should be anticipated as part of this network to enable linkage to the Pukekohe Train Station
- b) whakahē / decline the opportunity to appoint a local board member to speak to the local board views at a hearing on Plan Change 95.
30. Matters raised by the Board are referenced in relevant parts of this report.

#### **1.4. Issues Raised and Summary of Recommendations**

31. This report provides assessments of the plan change as notified. It is noted that the area to be rezoned has only recently been live-zoned (MHU) via PC76. Accordingly, to some extent, matters that may otherwise be considered issues on a plan change have already been recently addressed.
32. Assessment of this plan change is considered to be more a matter of what issues may arise from changing a live zoning from MHU to NCZ. It is further noted that the Applicant has been active, with submitters and the s42A reporting team, in addressing issues raised. The result of that process has been that there are no substantive issues outstanding between the Applicant and the s42A team.
33. This report accordingly discusses the plan change generally, however focusses on the matters that have been the subject of closest consideration as potential issues, which are infrastructure, transport and economic effects. I have been in regular discussions with the Applicant during the plan change process and acknowledge the Applicant keeping me up to date with discussions they have had with submitters. That process has led to the Applicant's version of provisions in Appendix D. I do not have any major issue with that set of provisions, noting the transport provisions that have been agreed as per the expert conferencing statement. However, I consider some amendments are required to achieve greater clarity and consistency with standard AUP structure and wording.
34. My overall recommendation is that PC95 be approved, subject to the provisions included in **Appendix F**. The base document I have used is the Applicant's Appendix D version.

## **2. HEARINGS AND DECISION-MAKING CONSIDERATIONS**

35. Clause 8B (read together with Clause 29) of Schedule 1 of RMA requires that a local authority shall hold hearings into submissions on its proposed private plan change. Auckland Council's Combined Chief Executives' Delegation Register delegates to hearing

commissioners all powers, duties and functions under s34 of the RMA. This delegation includes the authority to determine decisions on submissions on a plan change, and the authority to approve, decline, or approve with modifications, a private plan change request. The Panel will not be recommending a decision to the council but will be making the decision directly on PC95.

36. Private plan change requests can be made to the council under Clause 21 of Schedule 1 of the RMA. The provisions of a private plan change request must comply with the same mandatory requirements as council-initiated plan changes.
37. The RMA requires territorial authorities to consider a number of statutory and policy matters when developing proposed plan changes. PC95 relates to district plan matters.
38. The statutory framework within which the Panel will consider the plan change is as outlined in **Appendix G**. In brief, Section 32(1)(a) of the RMA requires an assessment of whether the objectives of a plan change are the most appropriate way for achieving the purpose of the RMA in Part 2. Section 72 also states that the purpose of the preparation, implementation, and administration of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of the Act and Section 74 provides that a territorial authority must prepare and change its district plan in accordance with the provisions of Part 2 and requires that a plan change must have particular regard to an evaluation prepared in accordance with Section 32.
39. Section 32 of the RMA requires an evaluation report examining the extent to which the objectives of the plan change are the most appropriate way to achieve the purpose of the Act and requires that report to examine whether the provisions are the most appropriate way of achieving the objectives. Section 32AA requires a further evaluation for any changes that are proposed to the notified plan change after the section 32 evaluation was carried out.
40. The applicant has prepared an assessment against Section 32. I consider that assessment to be generally sound and appropriate.
41. This report also forms part of council's ongoing obligations under section 32 and, as relevant, Section 32AA, to consider the appropriateness of the proposed provisions, and the benefits and costs of any policies, rules or other methods, as well as the consideration of issues raised in submissions on PC95.

In accordance with s42A (1) of the RMA, this report considers the information provided by the applicant and summarises and discusses submissions received on PC95. It makes recommendations on whether to accept, in full or in part; or reject; each submission. The report also identifies what amendments to the PC95 provisions are recommended, if any, to address matters raised in submissions. Finally, the report makes a recommendation on whether to approve, decline, or approve with modifications PC95.

### **3. NATIONAL PLANNING INSTRUMENTS**

#### **3.1 National Policy Statements**

##### **National Policy Statement on Urban Development and 2021 Resource Management (Enabling Housing Supply and Other Matters) Amendment Act**

42. The National Policy Statement on Urban Development (NPS-UD) came into force on 20 August 2020. Auckland Council is a tier 1 local authority and is required to provide sufficient development capacity to meet expected demand for housing and business land over the short to long term.
43. The NPS-UD is assessed in Part 7.1.1 of the applicant's AEE, including by way of reference to relevant NPS objectives and policies. The assessment is that the proposal aligns with the outcomes anticipated under the NPS-UD by enabling a neighbourhood centre that services an area that will have an intensification of residential development in future and aligns with established future infrastructure upgrades.
44. On balance I generally agree with the assessments made by the applicant, noting the discussion later in this report in relation to the need for further business land and some delays that may be expected, in particular in relation to providing wastewater capacity.

##### **National Policy Statement for Freshwater Management 2020**

45. The National Policy for Freshwater Management (NPS-FM) sets out the statutory framework for the management of freshwater. It requires that natural and physical resources are managed in a way that prioritises the health and well-being of water bodies and freshwater ecosystems, the health needs of people, and the ability of people and communities to provide for their social, economic, and cultural well-being, now and in the future.
46. The NPS-FM is assessed in Part 7.1.2 of the applicant's AEE. I agree with the assessment that the PPC area does not have any identified wetlands or watercourses.

##### **New Zealand Coastal Policy Statement 2010**

47. The PC76 land is some distance from the coast, however the AEE notes (in Part 7.1.3) that discharges from the site will occur via tributaries feeding into the Whangapouri Creek, which in turn leads into the Pahurehure Inlet and eventually flows into the Manukau Harbour. The assessment concludes that PC95 will give effect to the relevant objectives and policies of the NZCPS by enhancing the quality of the water discharging into the coastal marine area through the stormwater management measures proposed. I agree with these conclusions.

##### **National Policy Statement for Highly Productive Land 2022**

48. The AEE notes (in Part 7.1.4) that the site and adjacent sites have not been identified as Highly Productive Land, as such the PPC is not considered to result in any loss of highly productive land, nor result in reserve sensitivity issues with adjacent land being existing or

potential highly productive land. In any case, this land is already live-zoned for urban development and the NPS-HPL does not require such land to be investigated (mapped) for highly productive purposes.

### **3.2 National environmental standards or regulations**

49. Under section 44A of the RMA, local authorities must observe national environmental standards (NES) in their district / region. No rule or provision may be duplicated or in conflict with a national environmental standard or regulation.

50. Relevant NESs are:

- NES for assessment and managing contaminants into soil to protect human health (NES-CS)
- NES for Freshwater (NES-FM)

51. The NES-CS is addressed in Part 7.1.5 of the Applicant's AEE. The Preliminary Site Investigation (PSI) prepared for PC76 confirmed that HAIL activities had occurred on parts of that site, although the most sensitive areas identified were not on the PC 95 part of the site. I agree with the AEE that consenting requirements under the NES-CS and potentially Chapter E30 of the AUP (regarding Contaminated Land) would be triggered by any future development undertaken on those affected areas. As was accepted in the case of PC76, this can be addressed as part of any future resource consent applications to develop the site.

52. As noted in Part 7.1.7 of the Applicant's AEE the ecological assessment undertaken has concluded that no natural inland wetlands were identified within 100 m of the plan change area and there, no areas within the site contained streams that meet the AUP definitions. The NES-FW therefore has little relevance.

## **4. REGIONAL POLICY STATEMENT**

53. Section 75(3)(c) of the RMA requires that a district plan must *give effect to* any regional policy statement (RPS).

54. The AUP-RPS is assessed in Part 7.3 of the AEE. The assessment covers B2 Urban Growth and Form, B3 - Infrastructure, Transport and Energy, B4 – Natural Heritage, B6 Mana Whenua, B7 – Natural Resources and B10 – Environmental Risk. I generally agree with the assessments made, noting that I make comments later in this report, particularly with regard to economic matters.

## 5. REGIONAL PLAN AND DISTRICT PLAN

55. Chapter E of the AUP is addressed in Part 7.3.3 of the Applicant's AEE. I agree with the assessment given, that relevant matters have recently been comprehensively addressed through the PC76 process. This plan change raises no new issues.

56. In respect of the district plan, the zone description of the NCZ is (H12.1 AUP)

The Business – Neighbourhood Centre Zone applies to single corner stores or small shopping strips located in residential neighbourhoods. They provide residents and passers-by with frequent retail and commercial service needs.

Provisions typically enable buildings of up to three storeys high and residential use at upper floors is permitted. Development is expected to be in keeping with the surrounding residential environment.

New development within the zone requires assessment in order to ensure that it is designed to a high standard which enhances the quality of streets within the area and public open spaces.

57. I consider that PC95 as proposed is a fair reflection of the intent of the NCZ, noting however that the area to be rezoned would be larger than many with that zoning (see further comment in Section 7.2 below).

## 6. OTHER RELEVANT PLANS AND STRATEGIES

### 6.1 Pukekohe-Paerata Structure Plan 2019 and Pukekohe Paths Plan 2018

58. The Pukekohe-Paerata Structure Plan (PPSP)<sup>4</sup> was prepared under the relevant provisions of the Local Government Act 2002, including those relating to consultation, and in accordance with the structure plan guidelines as set out in Appendix 1 of the AUP. Development of the PPSP commenced in August 2017 and concluded in August 2019 when the final version of the plan was approved by the Council's Planning Committee. The PPSP was supported by a number of background studies and reports, including on business land demand and location (2018).

59. By itself, the PPSP has no statutory weight, and it will be noted that it is a pre-FDS 2023 document (see further discussion below). However, when introduced it was intended to form the basis for the development and assessment of plan change/s under the RMA. As a specifically prepared plan for this area it does have relevance.

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<sup>4</sup> The PPSP is available for viewing at:

<https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/place-based-plans/structure-plans/Documents/pukekohe-paerata-structure-plan-2019.pdf>

60. The subject land is located in an area identified as Area F – Pukekohe East Central in the PPSP. The explanation of Area F<sup>5</sup> is that it is proposed to be zoned Residential – Mixed Housing Urban (medium to high density) and that was the zoning introduced by PC 76. The PSSP is addressed in Part 6 of the Applicant’s AEE. I generally agree with the assessments given. I note that most relevant matters have already been addressed through the PC 76 process. This includes changes that have occurred in roading patterns, now part of the operative PC 76 (Pukekohe East-Central Precinct) provisions and plans.
61. The obvious exception is that the PSSP maps do not specifically identify a business node in the vicinity of this plan change area. However, within the PSSP, the following statement is made<sup>6</sup>:
- Currently there is a smaller live zoned Neighbourhood Centre on the corner of Belgium and Pukekohe East roads. This is just outside the structure plan area and is not yet developed as a neighbourhood centre. Depending on the development of this smaller neighbourhood centre and the anticipated increase in proposed residential zoning in south-eastern Pukekohe, an additional local centre may also be needed somewhere in Areas F, G or H (east). The location of a local centre in south-eastern Pukekohe should be addressed during any future plan changes when other zoning is refined. The need for and location of any new neighbourhood centres throughout the structure plan area should also be addressed at the time of any future plan changes.
62. The possibility of a further NCZ is therefore acknowledged as being envisaged by the PPSP. Further discussion about where and how much NCZ may be appropriate is canvassed in Section 7.2 below.
63. The Pukekohe-Paerata Paths Plan 2018 is “an Aspirational Plan” from the Franklin Local Board outlining a long-term Local Path network for the Pukekohe-Paerata areas, with a view to setting priority projects up for funding and implementation over the coming years. It was developed alongside the PSSP. The relevant part of Map 8 of this Plan is in Figure 6 below.

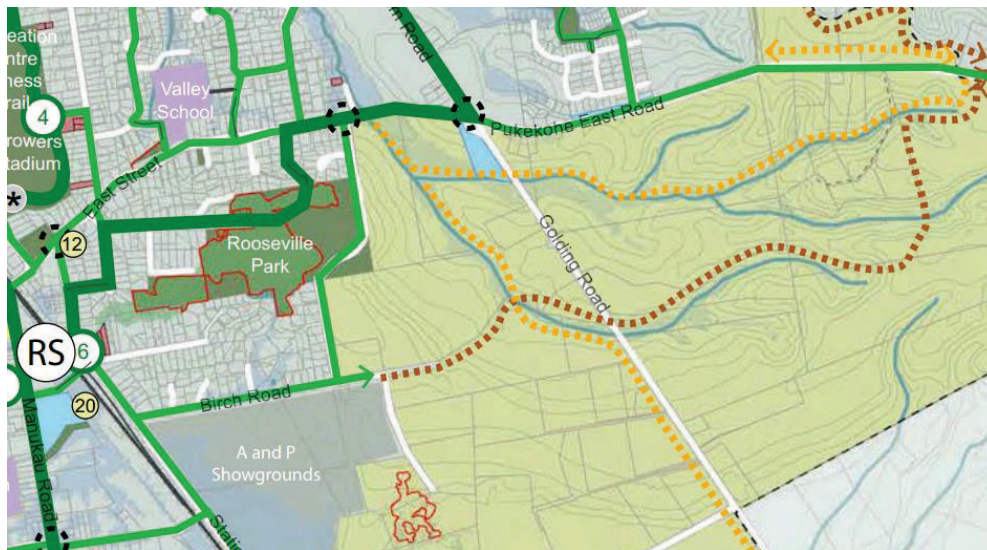


Figure 6 – Extract from Map 8 Pukekohe-Paerata Paths Plan 2018

<sup>5</sup> PPSP, Page 94

<sup>6</sup> PPSP, Page 22

64. The on-street connections shown in green are described as being connections on existing paths / roads. The yellow dotted lines are connections through FUZ land to be delivered with future development. The brown dotted lines are potential future bridle trails.

## **6.2 Auckland Future Development Strategy 2023 / Long Term Plan**

65. Auckland Council finalised and published the Future Development Strategy (**FDS**) on 22 December 2023. The FDS provides a current state review of urban growth drivers and constraints and sets out five principles for growth and change. The intended spatial response continues the quality compact approach to accommodate growth, as set out in the Auckland Plan 2050 with a focus on providing a greater degree of intensification in existing urban areas, with less reliance on expansion into future urban areas. There is also a renewed focus on aspects of quality. The FDS expresses concern about the timing of development and the number and spread of areas being re-zoned from future urban to urban, particularly because of private plan changes that have been progressed ahead of the sequenced approach that had been provided for through the FULSS.
66. This has resulted in development in an increasing number of future urban areas that has put more pressure on the council's ability to provide funding and financing to service development especially when there are already severe affordability constraints. In respect of the FUZ zoning in this part of Pukekohe, the FDS changes timing for its development moving it out to 2035+. It was previously (within the FULSS) in the period 2023-2027.
67. Amongst other matters, this will, in turn, affect Council's funding priorities for the provisions of infrastructure in the Long Term Plan (LTP). It is noted that the 2021-2031 LTP states that the focus of limited infrastructure investment capacity will be in a few key areas that do not include Pukekohe.
68. In this case, PC 95 proposes a change to a live zoning that has already been introduced through PC 76. The timing changes for bringing FUZ land into live zoning do not therefore specifically apply here. There is, however, some relevance to infrastructure provision matters which is further discussed in Section 7.3 below.

## **6.3 Regional Land Transport Plan 2021 - 2031 / Supporting Growth Alliance**

69. The Regional Land Transport Plan (**RLTP**) is the 10-year plan for Auckland's transport network. It details the areas that Auckland Transport, Waka Kotahi NZ Transport Agency and KiwiRail will focus on to respond to our region's transport challenges. The only specific Pukekohe-related project in the RLTP is the Papakura to Pukekohe electrification.
70. The Supporting Growth Alliance is a collaboration between Auckland Transport and Waka Kotahi (NZ Transport Agency) in partnership with Auckland Council to plan transport investment in Auckland's Future Urban zones over the next 10-30 years. New transport corridor connections from Drury to Pukekohe have been proposed to improve safety and support the future movement of people and goods between the proposed Mill Road Corridor, State Highway 1 and Pukekohe town centre by providing an alternative route to State Highway 22. The other project being investigated at this stage is the north-



east section of an urban arterial which will be an important connection into the planned new eastern growth areas of Pukekohe, providing a link to both the north and east onto Pukekohe East Road. Notices of Requirement for these projects have been the subject of recent hearings.

71. In my view PC 95 is not inconsistent with these plans.

#### **6.4 Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan**

72. The Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan was adopted by the Council in 2020. It is a roadmap to a zero-emissions, resilient and healthier region. The core goals are:

- To reduce greenhouse gas emissions by 50 per cent by 2030 and achieve net zero emissions by 2050
- To adapt to the impacts of climate change by ensuring we plan for the changes we face under our current emissions pathway

73. Carbon Dioxide emitted by road transport modes is identified as the primary greenhouse gas (**GHG**) impacting the Auckland Region. Carbon dioxide is a long-lived GHG, meaning it accumulates and has long-lasting implications for climate. The plan seeks a 12 per cent reduction in total private vehicle kilometres travelled by 2030 against a 'business-as-usual' scenario through actions such as remote working and reduced trip lengths.

74. In my view PC 95 is consistent with Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan. In providing for business services close to planned residential populations it will encourage shorter vehicle trips and trips by modes other than private transport.

#### **6.5 Franklin Local Board Plan 2020**

75. The Franklin Local Board Plan 2020 is focused on six key outcomes:

- Our strengths general local opportunity and prosperity
- Improved transport options and fit for purpose roads
- Fit for purpose places and facilities
- Kaitiakitanga and protection of our environment
- Cultural heritage and Māori identity is expressed in our communities
- A sense of belonging and strong community participation

76. The Plan recognises that significant growth is anticipated in the Franklin Local Board area and identifies initiatives to support both the existing population as well as the new population. In the Pukekohe area the plan supports opening up new business areas that will generate local economic activity and jobs. It raises concerns that the road network across the Franklin Local Board area is vast and of inadequate design for heavy vehicles and future traffic volumes, and that greenfields development areas are not serviced by public transport.

77. In my view PC95 is consistent with this Plan.

## 7. EFFECTS

78. This section of the report addresses effects. It is structured under the following headings:

- Transport Effects
- Economic Effects
- Infrastructure Effects
- Cultural Effects
- Other Effects

### 7.1 Transport effects

79. A transport assessment prepared by Traffic Planning Consultants (TPC) appears in Appendix 5 of the application documents. The findings are summarised in Part 8.6 of the Applicant's AEE as follows:

- The proposed Neighbourhood Centre is anticipated to generate a negligible number of trips external to the precinct.
- Compared to the residential zone, the net increase of trip generation associated with the plan change and external to the area would be consistent during the peak hour, which is negligible.
- The estimated traffic generated by the proposal can be accommodated on the surrounding network while maintaining acceptable levels of safety and performance.
- The site will have a high level of accessibility to public transportation, walking, and cycling and the effects of private car travel from the development area will likely be reduced.
- Any development enabled by the proposed plan change is consistent with and encourages key regional and district transport policies.
- The proposal does not seek to modify any of the transport provisions recently approved within PC76, therefore any detailed assessments related to transport can be taken care of during resource consent.

80. Council's specialist peer reviewer on transport matters, Martin Peake, has prepared a memorandum included in **Appendix H**. Mr Peake has assessed the proposal as it was publicly notified and raises a number of concerns. In summary Mr Peake considers:

- a) the forecast trip rates used in the TPC analysis are likely to be low, however it is acknowledged that the actual trip rates will be dependent on the size and mix of activities which will not be known until resource consent stage.
- b) further traffic assessment will need to be required in provisions to demonstrate the satisfactory operation of the Collector Road / Golding Road intersection, as well as other key intersections, including in order to ensure that the actual mix of development that is proposed at the time of resource consent plus other development that has been consented or planned by way of approved plan changes is taken into account.
- c) vehicle access onto Golding Road should not be permitted by the Precinct Provisions as the effects on the safe and efficient operation of Golding Road has not been assessed. Further, any assessment of access on to Golding Road should be consistently managed as per the provisions that already exist in the PC76 provisions.

- d) appropriate objectives and policies for the provision of safe, convenient and direct active mode connections to the Neighbourhood Centre should be included in the Precinct Provisions.
- e) in relation to consistency with the PC76 provisions generally, the as-notified Precinct Provisions do not adequately address traffic and transportation matters and contradict the Precinct Provisions for PC76.

Mr Peake considers the NCZ precinct should be incorporated into the Precinct Provisions for PC76 with consequential amendments. He considers this would ensure there is consistency between PC95 and PC76 and would also align with key recommendations in TPC's ITA that states that PC95 does not seek to change the traffic and transport provisions for PC95.

- 81. The Applicant has prepared revised Precinct Provisions that amend the Precinct Provisions for PC76, 1453 – Pukekohe East-Central Precinct that include the Neighbourhood Centre as a sub-precinct (Sub-precinct A). These are the provisions in **Appendix D** to this report. Those provisions were then the subject of expert conferencing to address remaining issues with the **Appendix F** provisions that were raised by Auckland Transport as submitter and Mr Peake as Council's reviewer. The Joint Witness Statement dated 25 June 2024 outlines the outcomes of that conferencing and includes the set of agreed Precinct Provisions. Mr Peake confirms in his memorandum that the agreed set of provisions would address the issues he has raised on the Plan Change. I concur with that conclusion.

## 7.2 Economic Effects

- 82. An economic assessment prepared by Urban Economics (**UE Report**) appears in Appendix 7 of the application documents. It should be noted that report, dated 14 August 2023, includes additional information requested through Council's clause 23 request and is the report that was notified. It superseded the original UE report submitted with the application.
- 83. In summary, the EU report concludes that states that:
  - The (neighbourhood) centre would provide immediate access to day – to – day goods and services for the future residents of the proposed PC76 (Primary West) and Primary East areas.
  - The centre would create additional GDP employment from its initial construction and ongoing operation.
  - The location and scale of the proposal would ensure there are no adverse competitive impacts, or low-on economic impacts, on existing centres.
- 84. The UE Report has been reviewed by Council's appointed economics expert, Derek Foy (see **Appendix H**). Mr Foy agrees with much of the UE Report, however he identifies and then focusses on areas where he does not fully agree. He identifies four potential economic issues, being:
  - Whether a (further) centre is required within the area
  - The appropriate size of the centre
  - The potential retail distribution effects of a centre in the PC95 area.

- Whether the centre should be subject to staged development.

85. In respect of the need for a further business centre Mr Foy discusses how the PC95 business zone would function alongside potential development of the existing almost 2.6ha business zoned site at 3 Pukekohe East Road. He also refers to the 3,360m<sup>2</sup> NCZ introduced by PC74 which is within the same catchment applied in the UE report.
86. The existing NCZ zoning at 3 Pukekohe East Road is close to the PC95 site, albeit on the opposite side of the arterial (see Figure 7 below). The site currently contains storage sheds.



**Figure 7 3 Pukekohe East Road and proposed PC 95 NCZ sites**

87. Mr Foy notes that both the 3 Pukekohe East Road and PC95 sites are large by NCZ standards. However, he observes that the large size of the 3 Pukekohe Road East site is likely to relate more to the way the zoning was initially applied to an existing business activity on a single parcel, rather than being based on any assessment that indicated a requirement for a very large NCZ in that location.
88. If fully developed Mr Foy considers that the 3 Pukekohe Road East and PC 95 sites would have more the scale of a local centre. He considers that there is potential for a local centre-type presence in Pukekohe East, and that one possible way of achieving that would be to provide for two large neighbourhood centres that could effectively operate as a local centre split across two non-contiguous sites. His conclusion is that the market in the vicinity is (or would be, when fully developed) sufficiently large to support some development in both the PC95 NCZ and the 3 Pukekohe Road East NCZ, subject to the sustainable floorspace assessment he sets out.
89. In respect of that assessment Mr Foy Road concludes that not all of the 3 Pukekohe Road East NCZ would be required to be developed, if the PC95 and PC74 NCZs both develop. However he agrees with a finding of the UE report, that future development of

the 3 Pukekohe Road East NCZ might seek to position itself differently to the PC 95 NCZ. He concludes that any effect that the PC95 NCZ might have in constraining the commercial development potential of the 3 Pukekohe Road East NCZ to less than 100% of that site would not have any adverse economic effects on the local community. In his opinion the appropriate scale of any centre in the 3 Pukekohe Road East NCZ would appropriately be determined through analysis at a later day, once the characteristics of other preceding centres in the area were confirmed.

90. The potential for retail distribution effects from PC95 is addressed in section 6 of the UE report. Mr Foy generally accepts the UE report's observations that the 3 Pukekohe Road East NCZ and the PC95 NCZ might seek to distinguish themselves, and there is potential for development in both centres, as well as in the PC74 NCZ. The UE report does not provide any conclusion on the potential effects of the PPCR NCZ on the Pukekohe Town Centre Zone, however Mr Foy's view is that the households that come to establish in Pukekohe East will support the ongoing development and successful operation of the town centre, rather than drawing away from it, even with the development of (appropriately-scaled) centres in Pukekohe East as well. His overall opinion is that the PPCR will not give rise to any adverse retail distribution effects.
91. In respect of the timing of ongoing development the UE report states that the centre would be built at a rate that is in step with the demand generated by the PC76 area, which could be in several stages. Mr Foy observes that staging of centres such as this can be challenging, given space required for construction activity on the site, and how interruptive construction activity can be to commercial activities. He questions whether any staging would be practical, noting that construction. He considers that, given the recent approvals of PC74 and PC76, and the recent notification of PC98, that there is likely to be a solid residential base in the area that will support most if not all of the PC95 NCZ commercial floorspace within the short to medium term. If full build out of the residential areas takes a long time to occur, it would be a similarly long time before that amount of floorspace would be fully sustainable. However, in Mr Foy's opinion that potential is largely a commercial risk for the landowner/proponent of PC95 and would not have broader adverse commercial effects such as retail distribution effects.
92. Overall Mr Foy supports PC95 from an economics perspective on the basis that it will enable commercial development to support the local needs of the growing Pukekohe East population that it would have no real potential for adverse economic effects to arise on other centres, or the local community.
93. From a planning perspective I agree with Mr Foy's conclusions. PC95 is on a well-located site to integrate with the surrounding and developing residential area and will provide for the local business needs of the community. I also agree with a conclusion reached in the Applicant's submitted Urban Design Assessment that the proposed centre would offer residents of PC76 and other eastern plan change areas the key benefit of not having to find a way across an arterial to the 3 Pukekohe East Road NCZ (currently a major pedestrian and cyclist barrier)<sup>7</sup>. I note that assessment also refers that, in urban design terms, either a Local Centre zone or a Neighbourhood Centre zone would be appropriate.

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<sup>7</sup> Urban Design Assessment, Page 2

I do consider there is a possibility that the centre may take some time to establish, particularly if there is uncertainty about when the surrounding area can develop. However, that is not a reason for the land not to be appropriately reserved for development for business purposes when the demand does arise.

### **7.3 Infrastructure Effects**

94. There are no streams, watercourses or wetlands on the PC95 land. Stormwater will rely on connections to the infrastructure being provided on the balance PC76 land. As noted in Part 8.5 of the Applicant's AEE, a Stormwater Management Plan was prepared to support the PC76 application which outlines the management strategy that is intended to be adopted for the Site that includes the land now proposed to be rezoned in PC95. It is considered that the SMP can guide future development of this site in terms of stormwater treatment, conveyance, and hydrology mitigation. The PPC is therefore not considered to result in unacceptable adverse effects in terms of stormwater and be suitably serviced.
95. In principle, the same applies for water supply and wastewater infrastructure. However, unlike stormwater, these services rely on wider connections to the infrastructure network. It is already the case with the PC76 land that a new local wastewater pump station will be required at the lowest point in the catchment with wastewater then be pumped up to a rising main at a high point located approximately at the intersection of Ngahere Road and Birch Road, where it will then flow via a new gravity network down Birch Road and connect into a proposed 800mm diameter transmission gravity network. The proposed 800mm gravity main will connect into the existing gravity main located within the Pukekohe Park Raceway where it discharges into the existing Buckland Road Transmission Pump Station. It is noted this transmission pump station has been designed and built to accommodate the future wastewater flows from the Future Urban Zoned land in this area. However it is understood there is now no certainty when Watercare would replace the existing wastewater pump station located on Franklin Road with a new pump station located further north near Isabella Drive and then to construct the 800mm gravity transmission network that connects to the existing network located within Pukekohe Park Raceway.
96. Similarly, with regard to water supply, a minimum size of 250mm watermain is required to be extended along Golding Road. Land that lies above the 60m RL contour will require a new separate Bulk Supply Point connected from the Totara Reservoir transmission network with a booster pump station that would likely need to be located on the proposed development site.
97. It is further understood, through discussions with the Applicant's representatives, that the above issues are being worked through with Watercare to enable development (past a certain threshold) to proceed further on the PC76 land.
98. In the meantime, these infrastructure issues are not so much a matter of "if" appropriate infrastructure can be provided as "when" it can. As far as PC95 is concerned, this is a rezoning of already live-zoned land. Any infrastructure constraints to the development of this land are therefore not changed by a rezoning from one live zone to another. On that basis, it is my view that temporary infrastructure capacity constraints are not a reason the plan change should not proceed. These constraints are, however, relevant to what

provisions should apply. This is a concern raised in the Watercare submission that is addressed further in Section 8 of this report in relation to the further provisions that have been sought.

#### 7.4 Cultural Effects

99. The submissions from Ngāti Tamaoho Trust and Ngāti Te Ata Waiohūa conditionally support PC95. The submissions seek provisions similar to those that were introduced via a recent consent order on appeals to PC74. It is noted that PC76 is mentioned in the Ngāti Tamaoho Trust, however it is understood it is PC74 that is what is being referred to (there were no appeals on PC76).
100. The Applicant has worked with the mana whenua to agree on wording that would be appropriate. That was incorporated in the version of provisions submitted by the Applicant in **Appendix D**. I comment further on the detail of those provisions in Section 8 below. In principle, however I support changes to better recognise cultural concerns, including those that provide for mana whenua involvement in future stages of development of the land.

#### 7.5 Other Effects

101. An urban design assessment from Ian Munro is included in Appendix 4 to the application documents. Mr Munro acknowledges that the proposal will be for a very different character of development to both the existing environment and the current MHU zone. However, given nothing within PC76 has yet been developed, he does not consider a zone change to a centre will give rise to any amenity or other adverse effects of any concern and is of the opinion that development will 'slot in' to the PC76 Precinct Plan quite comfortably. In respect of the submitted concept plan Mr Munro notes that he is not in total agreement with all of its detail, however he considers it sets a sound foundation for future land use design and consenting. He also notes that the zone provisions require all new buildings to be considered as a restricted discretionary activity with design quality a key facet of the required assessment. He considers these provisions can be relied on to ensure a good-quality built form outcome is achieved.
102. The proposed precinct plan and provisions refer to a "village green". In discussing that feature, Mr Munro concludes that<sup>8</sup>:
- a. In terms of any adverse urban design effects, I consider the new public space (required via the Precinct Plan) is in an optimal location. It will not give rise to any adverse urban design effects of any concern.
  - b. In terms of the relevant AUP: OP provisions (and the Structure Plan NDS), I consider the proposal is consistent with the built-form outcomes sought for Neighbourhood Centre zoned land noting their purpose is to be social focal points as well as economic ones. A small public or publicly-usable space will directly contribute to that.
  - c. In overall consideration of the above, I consider that the proposal represents the most appropriate urban design outcome for the PPC land

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<sup>8</sup> Urban Design Assessment, Page 20

and it is supported.

103. Mt Munro's analysis is generally adopted, including its response to the relevant AUP provisions. I agree with Mr Munro that there is no inherent issue arising from the proposed location, size or shape of the proposed NCZ that would compromise the achievement of a well-designed business centre. While the submitted concept plan is an illustration of what could happen it is not part of the formal precinct plan. I consider it to be important that any development of the site would be subject of assessment under a future resource consent application. That assessment would include matters of development design and cover concerns expressed by submitter Chenglang Feng in relation to security and personal safety (CPTED).
104. I have considered whether it is necessary to have the (sub) precinct plan provisions refer to a village green, or whether that is simply a matter that could be left to incorporating in a later resource consent proposal. On balance, considering the support given by Mr Munro, I do not have an issue with that feature being shown. It is, however, important that the Applicant has acknowledged Council's view is that the village green should be seen as a privately-owned and managed space.
105. A geotechnical memorandum is included in Appendix 8 to the application documents and an ecology memorandum is included in Appendix 9. Those reports do not highlight any matter of concern, noting that the ecology memorandum assesses the ecological value of the site as being "negligible".

## 8. PROVISIONS

106. As noted in the introduction to this report the Applicant has worked with submitters to agree on wording that would be appropriate. That was incorporated in the version of provisions submitted by the Applicant in **Appendix D**. I make the following comments on that version of provisions.
107. I support the provisions being a sub-precinct to the existing Pukekohe East Precinct (PC76) provisions rather than a discrete precinct. I consider the approach that has been taken by the Applicant to convert the notified provisions into a version that incorporates the provision into the wider precinct provisions to be generally acceptable, with modification.
108. In respect of the transport-related provisions, they have been the subject of expert conferencing. I support the changes that have been agreed in the conference statement which have been incorporated into the recommended version of provisions in **Appendix F**.
109. In respect of the infrastructure provisions, I acknowledge Watercare's concerns that there should be more detailed provisions relating to recognising there are capacity issues that may mean delays in the time that development can occur and be serviced with water and wastewater infrastructure. Watercare's concerns were addressed by the Applicant in the



provisions version appearing in Appendix D. As noted earlier in this report Watercare has since sought further amendments which in summary are<sup>9</sup>:

1. A statement in the sub-precinct description acknowledging the timing of subdivision and development will be coordinated with the provision of adequate water and wastewater infrastructure.
2. Statement(s) making clear that where the Pukekohe East-Central Precinct provisions conflict with Sub-Precinct A provisions, Sub-Precinct A provisions prevail.
3. A new 1453.2.1.1(7) providing that "Subdivision and development in the sub-precinct is coordinated with the delivery of adequate water supply and wastewater infrastructure."
4. Corrections to the cross references in 1453.6.5.6(3).
5. Deletion of 1453.6.4.4 – to avoid confusion in the provisions.

110. In respect of request No. 4 above that will be unnecessary for the reason that I do not consider the relevant clause should be added (see paragraph 113 below).

111. In respect of request No. 5 above 1453.6.4.4 is:

**1453.6.4.4 Water and wastewater**

Existing wastewater network downstream of the site currently has potential to service 200 dwellings. After the first 200 dwellings have been established within the Precinct, all further applications for subdivision or development must be accompanied by a capacity assessment demonstrating that sufficient water and wastewater infrastructure is available to service the proposed new dwellings.

112. The Applicant has noted, and I agree, that this provision cannot be deleted as it is part of the existing precinct provisions and outside the scope of PC 95.

113. The existing precinct provisions, which will now apply with this being a sub-precinct, already contain the following policy:

- (8) Ensure that development within the Precinct is appropriately staged and timed to align with the establishment of required water and wastewater connections.

114. That policy is arguably sufficient to respond to Watercare's concerns. However, I do not oppose the relief sought by Watercare to seek further provisions. I therefore recommend the further changes as shown in **Appendix F**. These are generally those that the Applicant sought in their Appendix D version and other further amendments sought on 2 July 2024, with the exception of the following.

In Appendix D

115. The following clause has been requested:

---

<sup>9</sup> As provided to me by the Applicant via email on 2 July 2024

#### 1453.6.5.6. Water Supply and Wastewater

.....

(3) Any application lodged in terms of 1453.6.5.7(2)(a), (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:

(a) no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on the above bases must be made subject to consent conditions. Those conditions will continue to apply until appropriate evidence is supplied to council confirming that the relevant bulk water supply and wastewater infrastructure upgrades are operational.

116. I consider the above to be more than is necessary and, through directing how a resource consent is to be processed, is inappropriate to include as plan provisions. In that respect I am aware that resource consent (BUN60420251) has recently been given to a 183 dwelling development in the PC 76 area. I understand water and wastewater issues were raised by Watercare through that process, and that *Augier* conditions were imposed. That process was conducted under the current precinct plan provisions. The other provisions that are proposed for this sub-precinct (and that I can agree with) make it even more clear that services need to be in place. For instance, clause (1) in the same standard will provide that:

(1) Adequate bulk water supply and wastewater infrastructure with sufficient capacity to service the proposed development must be operational at the time of subdivision (s224(c)) or prior to commencement of construction of any building intended to be occupied.

#### In Amendments Sought 2 July 2024

117. The following is a requested addition to the Precinct Description:

Where the Pukekohe East-Central Precinct provisions conflict with the Sub-precinct A provisions, Sub-Precinct A provisions prevail.

118. I consider this addition to be unnecessary and inconsistent with AUP precinct plan provisions protocols. An applicant must have regard to all precinct provisions. While, in respect of water and wastewater matters, the sub-precinct provisions may be more direct than the general provisions they must still be given regard to. I see no conflict that needs clarification by the above statement.

119. In respect of the cultural provisions, it is understood that, at the time the Applicant's Appendix D version was submitted, the text highlighted in green was still the subject of discussion between the Applicant and the mana whenua. The Applicant had identified that the subject of that text, i.e. streams, watercourses and wetlands, what not strictly relevant to the PC95 land which does not contain any of those features. I understand, from advice I have received on behalf of the Applicant, that the green text is no longer being pursued. I consider it is not appropriate to have provisions that relate to features that do not exist in the PC95 area. Those provisions have not been included in the recommended **Appendix F** version.

120. I do note that the sub-precinct will contain cultural provisions that do not appear in the general precinct provisions. That is a matter of scope, i.e. it is not possible to change the general provisions. While that may appear inconsistent, I do not see that as a reason for the extra provisions not being included. It may be a future plan change task for the wider precinct provisions to be brought in line with the sub-precinct ones.
121. I have made a number of other minor changes to the applicant's Appendix D version of provisions so that the provisions better align with the structure and wording used generally in the AUP. I have annotated the Appendix F version to highlight where changes have been made.

## 9. SUBMISSIONS

122. Matters raised in submissions have been addressed throughout this report. I consider most, if not all, issues raised can be resolved through the amended provisions recommended in this report, which in turn have arisen from the Applicant's own revised provisions. The following table incorporates recommendations for each submission point.

Sub Point	Submitter Name	Summary of Decisions Requested	Recommendation
1.1	The Ngāti Tamaoho Trust	Approve the plan change with amendments to align with the Plan Change 76 wording as approved by the Environment Court.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
2.1	Ngāti Te Ata Waiohua	Approve conditional on it being demonstrated that the Ngāti Te Ata Waiohua Cultural Impact Assessment Report (dated Nov 2023) recommendations are addressed and are fully provided for.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
3.1	Chenglang Feng	Bringing up a business zone surely will increase traffic flows to the area which have a increased risk for traffic incidents, and deteriorate the environment quality for people who live around the place by causing more noises and pollution (air, wastes, etc.). Bringing up a business zone also attracts more people which might bring more security concerns to the local community. Not to mention, if later on the zone requires extra expanding or anything like that will impact directly to other properties, it will also affect lots of valuable local plantation spices and is not consistent with the principle for sustainable development under the Resource Management Act.	Decline, for the reasons outlined in this report

4.1	Auckland Transport	Support the Neighbourhood Centre zoning subject to changes sought.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
4.2	Auckland Transport	Delete the proposed Golding Road Neighbourhood Centre Precinct and amend the existing Pukekohe East-Central Precinct Provisions to provide for the neighbourhood centre. Ensure that the relevant transport provisions in the existing Pukekohe East Central precinct continue to apply to the site, with modifications where required to address the transport and land use effects of the centre. If this relief is not accepted, amend the provisions to address the submitter's concerns, including incorporation of all relevant Pukekohe East-Central Precinct provisions.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
4.3	Auckland Transport	Amend the Precinct Plan 1 to Identify the Collector Road / Golding Road intersection as a key intersection and remove indicative vehicle access locations.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
4.4	Auckland Transport	Amend the plan change by including provisions (objectives, policies and rules) that require future residential developments and alterations to mitigate road traffic noise levels.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
4.5	Auckland Transport	Amend the plan change so that the objectives, policies and rules more rigorously address transport effects and promote good transport land use integration.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
4.6	Auckland Transport	Amend the matters of discretion to provide for more comprehensive consideration of transport matters	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F

4.7	Auckland Transport	Amend the assessment criteria to provide for more comprehensive consideration of transport matters	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
4.8	Auckland Transport	Amend the plan change so that the location of the village green is not defined within Precinct Plan 1.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
4.9	Auckland Transport	Amend the objectives, policies, activity table, standards and special information requirements as specified in the submission.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
5.1	Watercare Services Limited	Ensure that the water supply and wastewater capacity and servicing requirements of the Plan Change will be adequately met, such that the water supply and wastewater-related effects are appropriately managed.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F
5.2	Watercare Services Limited	Watercare seeks the inclusion of amendments to the precinct provisions relating to water and wastewater infrastructure in objectives and policies, activity table, standards, matters of discretion and assessment criteria as set out in Attachment 1 to the submission or similar provisions that will achieve the same outcomes.	Accept, to the extent confirmed in the amendments to the plan change provisions in Appendix F

## 10. ALTERNATIVES AND METHODS

106. I have reviewed the alternatives and methods analysis in the Section 32 document and consider it to be generally sound. The plan change process to date has highlighted a preferred method of the plan change provisions being incorporated into a sub-precinct, and I support that approach. I also consider the proposed precinct provisions are the most appropriate methods to achieve the objectives, subject to the changes discussed in this report and incorporated in **Appendix F**.

## 11. RISK OF NOT ACTING



107. The risk of not acting is that development in this general area will not be as well served with local business activity than it could be if PC95 was approved. I consider it has been shown

that PC95 is an appropriate addition to an area that will otherwise be developed for residential purposes.

## 12. RECOMMENDATIONS

108. I recommend that PC95 be approved, subject to the modifications in **Appendix F**.

## 13. SIGNATORIES

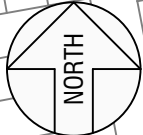
Name and title of signatories	
Author	  Peter Reaburn Consultant Planner
Reviewer / Approver	  Craig Cairncross Team Leader Central South Planning and Resource Consents Planning and Governance

# **APPENDIX A**






## **Plan Change 95 Golding Road Neighbourhood Centre as notified**

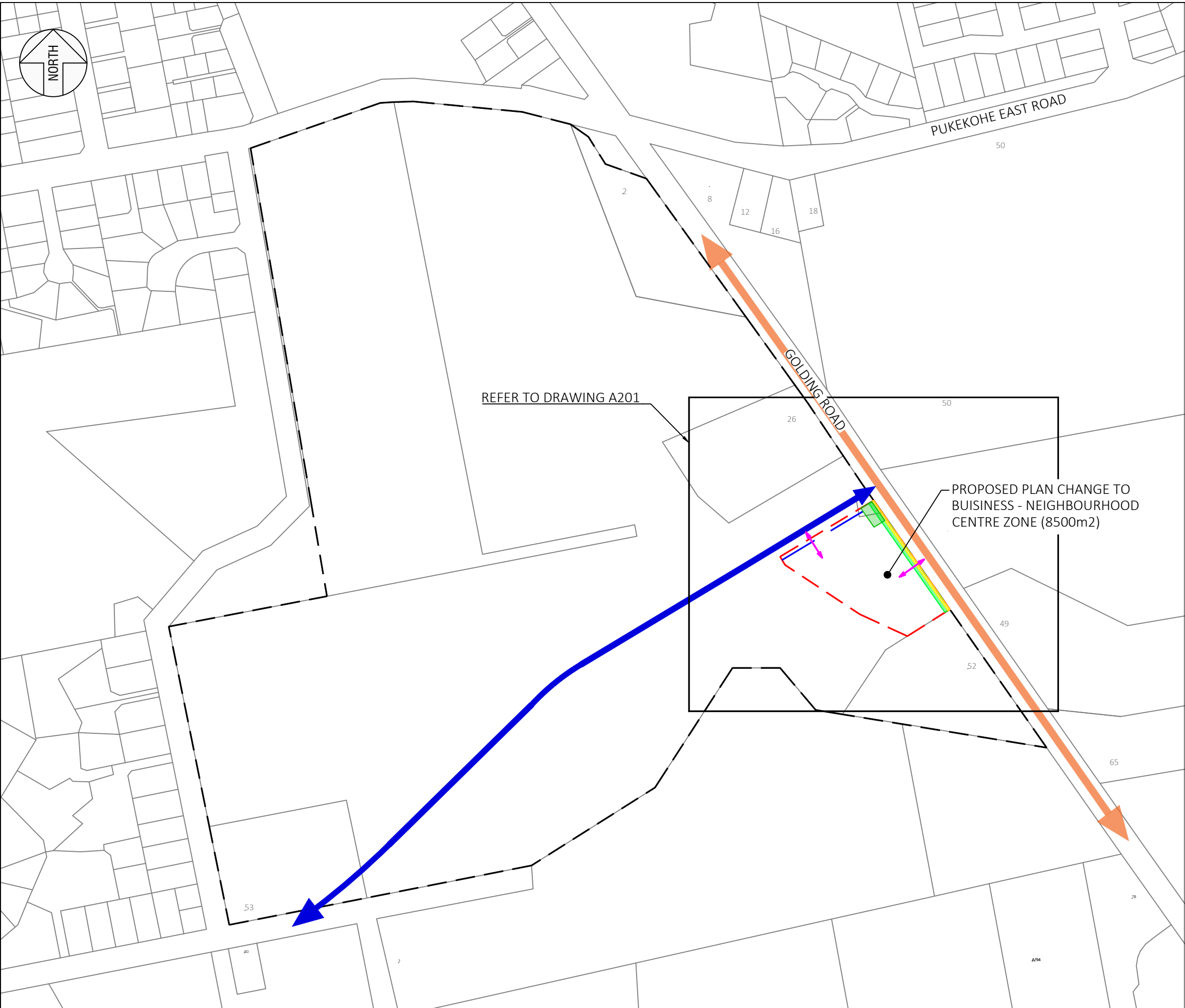






# LEGEND

-  EXISTING PARCEL
-  PRIVATE PLAN CHANGE 76 KOHE EXTENT
-  PROPOSED PLAN CHANGE EXTENT
-  COLLECTOR ROAD (as per Rule 14XX.6.4.7 of PC76 Provisions)
-  NEW COLLECTOR ROAD (as per PC76 Provisions)



DESIGNED:	-
DRAWN:	JS
RELEASED:	
BY	BK
REVISION	AMENDMENT

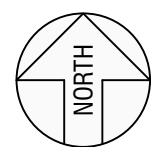
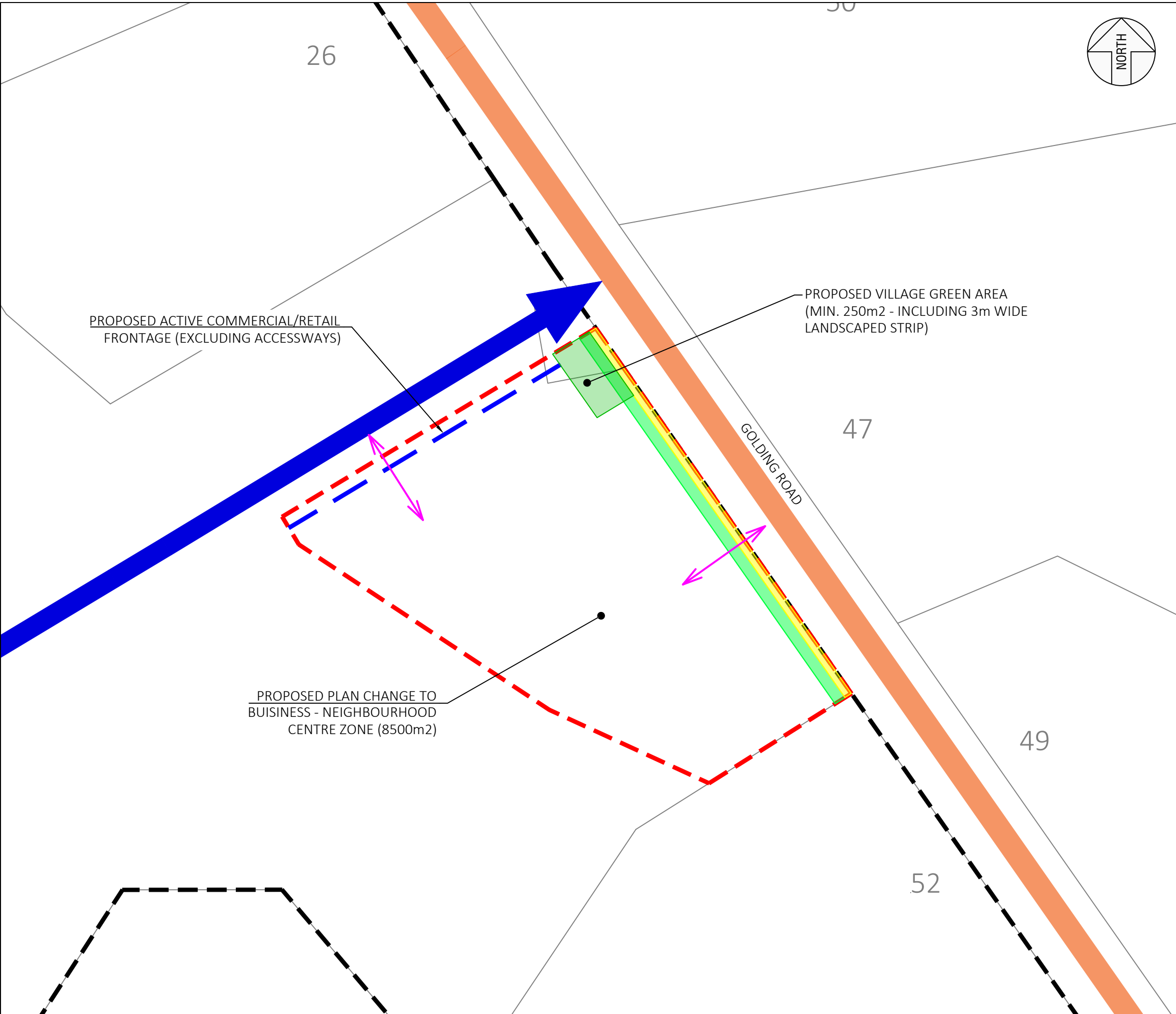


PROJECT: PRIVATE PC76: KOHE GOLDING & BIRCH DEVELOPMENT

TITLE: PRECINCT PLAN FOR PROPOSED PLAN CHANGE

STATUS:	FOR INFORMATION ONLY
DRAWING NO.:	A200
SCALE & SIZE:	NTS A3
REV:	30/05/2023

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**LEGEND**

- EXISTING PARCEL
- PRIVATE PLAN CHANGE 76 KOHE EXTENT
- PROPOSED PLAN CHANGE EXTENT
- COLLECTOR ROAD (as per Rule 14XX.6.4.7 of PC76 Provisions)
- NEW COLLECTOR ROAD (as per PC76 Provisions)
- PROPOSED 2m WIDE STRIP TO BE VESTED FOR GOLDING ROAD UPGRADE
- PROPOSED 3m WIDE STRIP FOR LANDSCAPING (excl. any accessways)
- PROPOSED PRIVATELY-OWNED PUBLICLY ACCESSIBLE VILLAGE GREEN
- PROPOSED ACTIVE COMMERCIAL/RETAIL FRONTAGE (excl. any accessways)
- INDICATIVE VEHICLE CROSSING/ACCESS

PROPOSED ACTIVE COMMERCIAL/RETAIL FRONTAGE (EXCLUDING ACCESSWAYS)

PROPOSED VILLAGE GREEN AREA (MIN. 250m2 - INCLUDING 3m WIDE LANDSCAPED STRIP)

PROPOSED PLAN CHANGE TO BUSINESS - NEIGHBOURHOOD CENTRE ZONE (8500m2)

GOLDING ROAD

DESIGNED:	-
DRAWN:	JS
RELEASED:	
BY:	BK
REVISION	AMENDMENT



PROJECT: PRIVATE PC76: KOHE GOLDING & BIRCH DEVELOPMENT

TITLE: PRECINCT PLAN FOR PROPOSED PLAN CHANGE

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## I4XX. Golding Road Neighbourhood Centre Precinct

### I4XX.1. Precinct Description

The Golding Road Neighbourhood Centre Precinct is a small 8,500m<sup>2</sup> neighbourhood centre located to the east of Pukekohe Town Centre.

The underlying zoning of land within this precinct is Business – Neighbourhood Centre Zone. For the most part, the land use activities and associated provisions for this Zone under the AUP will continue to apply to the Precinct, except where these are replaced by the relevant provisions below.

### I4XX.2. Objectives [rp/dp]

- (1) Golding Road Neighbourhood Centre Precinct is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment.
- (2) Encourage the establishment of a small Village Green located on the intersection of Golding Road and the new Collector Road to facilitate a range of future opportunities.
- (3) Development is undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, or an active commercial interface where buildings front the proposed Collector Road reserve.
- (4) Access into and out of the site is controlled to avoid unanticipated transport effects on Golding Road and the proposed Collector Road.

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

### I4XX.3. Policies [rp/dp]

- (1) Require comprehensive and integrated development of the precinct in accordance with Precinct Plan 1 – Golding Road Neighbourhood Centre Precinct.
- (2) Ensure new development, buildings and significant additions and alterations to buildings are designed to:
  - (a) positively contribute to amenity values and the quality of the built environment where buildings are adjacent the Village Green or the Collector Road;
  - (b) positively contribute to a well-landscaped and visually interesting frontage along Golding Road;
- (3) Limiting access from Golding Road to that shown on the Precinct Plan, unless detailed design upgrades to Golding Road are proposed that incorporate a central flush median.
- (4) Minimise the effects of off-site disposal of stormwater through the use of sustainable infrastructure design.

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

### I4XX.4. Activity table

The provisions in the zone, Auckland-wide provisions and any relevant overlays apply in this precinct unless otherwise specified below.

Table I4XX.4.1 Activity table specifies the activity status development activities in the Golding Road Neighbourhood Centre Precinct pursuant to sections 9(2), 9(3) and 11 of the Resource Management Act 1991.

**Table I4XX.4.1 Activity table**

	Activity	Activity status
<b>Use</b>		
(A1)	Development in general accordance with I4XX Precinct Plan 1.	P

(A2)	Any development not in accordance with the Precinct Plan or not complying with the standards under I4XX.6	D
<b>Infrastructure</b>		
(A4)	Construction of communal stormwater devices or structures in accordance with the Stormwater Management Plan in Appendix 1.	RD
(A5)	Construction of communal stormwater devices or structures not in accordance with the Stormwater Management Plan in Appendix 1.	D
(A6)	Vehicular access onto Golding Road in accordance with the Precinct Plan	RD
<b>Development</b>		
(A6)	New Buildings	RD
<b>Subdivision</b>		
(A7)	Subdivision	RD

**I4XX.5. Notification**

- (1) Any application for resource consent for an activity listed in Table I4XX.4.1 Activity table 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)

**I4XX.6. Standards**

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I4XX.4.1. in addition to those specified below.

All activities listed in Table I4XX.4.1 Activity Table must comply with the following standards.

**I4XX.6.1 Village Green**

Purpose: to create a useable and flexible green space on a key intersection that identifies the Precinct entrance.

- (1) The Village Green shall be provided with a minimum area of 250m<sup>2</sup> (including 3m wide landscaped strip along the frontage of Golding Road but excluding any road widening requirement).
- (2) The Village Green may be utilised by adjacent tenancies for outdoor commercial activities.
- (3) The Village Green shall be retained in private ownership, unless Council accepts vesting for public purposes.

**I4XX.6.2 Fencing of interface with Village Green**

Purpose: to enable fences and walls to be constructed to a height sufficient to:

- provide developments with privacy and safety while enabling opportunities for passive surveillance of an adjoining Village Green; and
- minimise visual dominance effects to an adjoining Village Green.

- (1) Fences adjoining the Village Green, must not exceed 1.4m in height and remain visually permeable.

**I4XX.6.2 Stormwater Management**

Purpose: To ensure suitable stormwater mitigation and design considerations are made to reduce and mitigate stormwater effects on the receiving environment in accordance with best practice design outcomes.

- (1) Subdivision and development shall be managed in accordance with an approved Stormwater Management Plan and any granted network consent (or approved variation).

### I4XX.6.3. Transport

Purpose: Mitigate the adverse effects of traffic generation on the surrounding local and wider road network and to achieve the integration of land use and transport.

(1) Road Network Upgrades

- (a) Subdivision and development (including construction of any new road) must comply with the standards in Table I4XX.6.3.X.

**Table I4XX.6.3.1 Transport Infrastructure Triggers**

Transport Infrastructure Upgrade		Trigger
(T1)	New east-west Collector Road from Golding Road along entire northern frontage of NC Zone, including provision for cycle facility on northern berm.	Any subdivision or development resulting in a cumulative total of 200 dwellings within the Precinct  OR:  224c issuance of the NC Zone proposal
(T2)	Upgrade of Golding Road frontage adjacent to NC Zone to Collector Road standard (west side only)	Any subdivision or development within NC Zone with frontage to Golding Road

- (b) The above will be considered to be complied with if the identified upgrade forms part of the same resource consent, or a separate resource consent which is given effect to prior to release of section 224(c) of the Resource Management Act 1991 for any subdivision OR prior to occupation of any new building(s) for a land use only.

### I4XX.6.4. Road Widening Setback along Golding Road

Purpose: To provide for the potential future required widening of Golding Road as an arterial road if Auckland Transport issues a notice of requirement to do so prior to 30 January 2026.

- (1) Until 30 January 2026 a 2m-wide road widening setback must be provided along that part of the frontage of the land adjoining Golding Road, as per Precinct Plan 1.
- (2) The setback must be measured from the legal road boundary that existed as at 1 February 2022. No buildings, structures or parts of a building shall be constructed within this 2m wide setback, prior to 30 January 2026 except where such buildings or structures are intended to be vested in Auckland Council.

### I4XX.6.5 Landscaping

Purpose: To provide additional building setback to Golding Road which is landscaped in a manner that improves on-site amenity and reduces building intensity on the street.

- (1) A 3m deep landscaping strip along Golding Road, identified on Precinct Plan 1, must be planted in a mix of trees, shrubs or ground cover plants (including grass), excluding the area identified for vehicle access into the zone.

### I4XX.7. Assessment – controlled activities

There are no controlled activities in this precinct.

### I4XX.8. Assessment – restricted discretionary activities

#### I4XX.8.1. Matters of discretion

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application for activities listed in Table I44X.4.1 Activity table, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) New Buildings
  - (a) effects associated with planned-neighbourhood integration;
  - (b) effects on the streetscape and planned-neighbourhood character;
  - (c) effects of the building design and appearance;
- (2) Transport
  - (a) Safe vehicle crossings are provided through suitable design, location and review of entry / exit points.
  - (b) Surrounding road upgrades.
  - (c) Pedestrian and cycle accessibility, connectivity and integration.
- (3) Infrastructure
  - (a) effects of stormwater management;

#### **I44X.8.2. Assessment criteria**

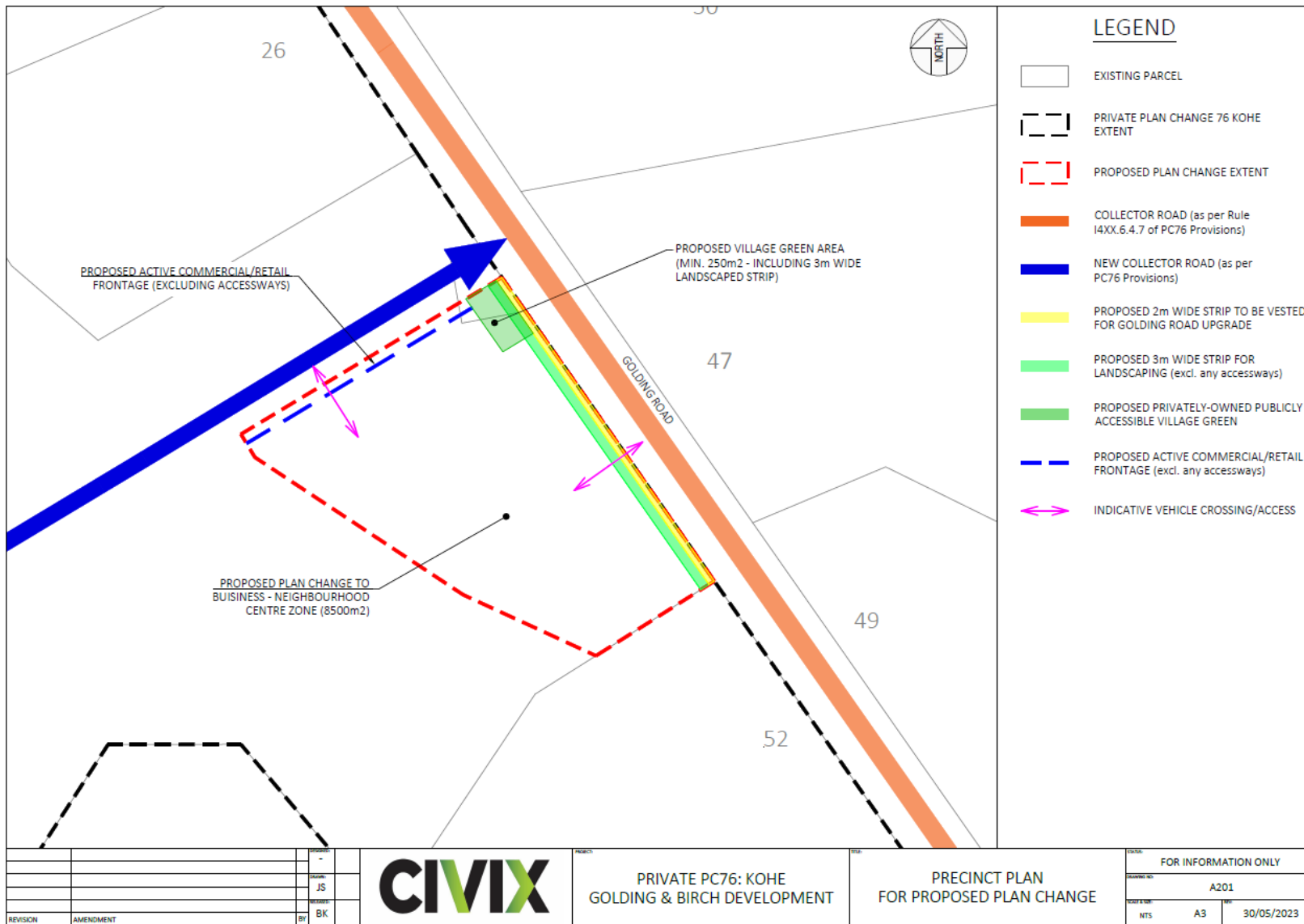
For development that is a restricted discretionary activity in the Golding Road Neighbourhood Centre Precinct, the following assessment criteria apply:

- (1) New Buildings
  - a. Refer to Policy I4XX.3. 3
- (2) Construction of communal stormwater devices or structures in accordance with the Stormwater Management Plan
  - a. whether appropriate ongoing maintenance and management systems have been arranged;
- (3) Vehicular access onto Golding Road in accordance with the Precinct Plan
  - a. Refer to Policy I4XX.3.2

#### **I44X.9. Special information requirements**

- (1) Applications for subdivision or development must be accompanied by an Infrastructure Capacity Assessment demonstrating that sufficient water, stormwater and wastewater infrastructure is available to service the proposed development.
- (2) A Landscaping Plan for the Village Green and 3.0m landscaping strip fronting Golding Road, including details on planting types, locations, permitted activities, maintenance and ownership arrangement.

I44X.10.1. Golding Road Neighbourhood Precinct: Precinct Plan 1



**Appendix 1 - 1 Minimum Road Width, Function and Required Design Elements**

Name	Role and function of road	Minimum Road Reserve (Note 1)	Total no. of lanes	Design Speed	Median (Note 2)	Cycle provision	Pedestrian provision	Freight or heavy vehicle route	Access restrictions	Bus Provision (Subject to Note 3)
Golding Road (interim)	Collector/Arterial (unless Auckland Transport does not issue a notice of requirement for an arterial road status on or before 30 January 2026) <i>Officers to check wording</i>	21m	2	50km/h	No	Yes	Precinct side only	Yes	Yes (where protected cycle lane or shared path)	Yes
Internal Collector Road	Collector	21m/22m (Note 5)	2	50km/h	No	Yes	Both sides	Yes	Yes (where protected cycle lane or shared path)	Yes

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

Note 2: Whilst not a general part of the road cross section, flush or solid medians may be required at intersections or crossing points on Golding Road and East Street

Note 3: Carriageway and intersection geometry capable of accommodating buses.

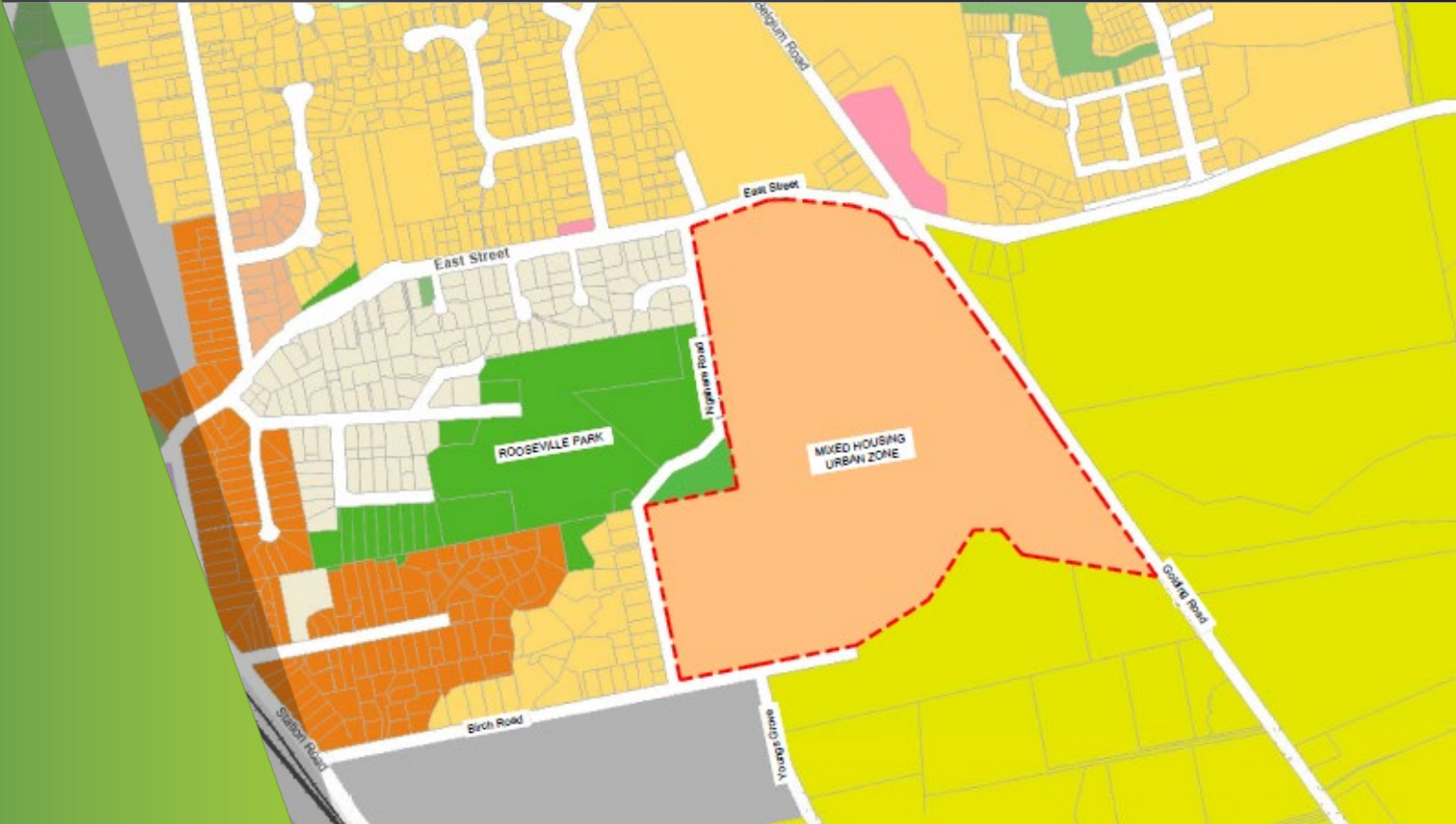
Note 4: Width of local roads where they adjoin open space may be modified.

Note 5: Collector Road width may be reduced to 21m if a two-way cycleway is provided on one side of the road.



## **APPENDIX B**

# **Private Plan Change Request, Assessment of Environmental Effects and Section 32 Report**



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Level 8, 99 Albert St, Auckland

**30/05/2023**

## 19 Golding Road (Lot 3 DP 185893), Pukekohe

Request for Private Plan Change  
AEE & Section 32 Evaluation Report  
Prepared for: Aedifice Development No.1 Limited

## Table of Contents

### Contents

<b>1. Appendices .....</b>	<b>4</b>
<b>Document Control Record.....</b>	<b>4</b>
<b>2. Application Details .....</b>	<b>5</b>
<b>3. Executive Summary.....</b>	<b>6</b>
<b>4. Site and Locality Description.....</b>	<b>7</b>
4.1. Site Description .....	7
4.2. Vegetation .....	8
4.3. Catchments and Watercourses .....	8
4.4. Transport Networks and Access .....	9
4.4.1 Road Network.....	9
4.4.2 Pedestrian Accessibility .....	9
4.4.3 Cyclist Accessibility .....	9
4.4.4 Public Transport Accessibility .....	9
4.5. Infrastructure Servicing .....	10
4.5.1 Stormwater .....	10
4.5.2 Wastewater and Water Supply.....	10
4.6. Contamination.....	10
4.7. Geology .....	10
4.8. Archaeology and Built Heritage .....	12
4.9. Surrounding Environment .....	12
<b>5. Description of the Plan Change Request .....</b>	<b>13</b>
5.1. Purpose .....	13
5.2. Amendments to the Unitary Plan Zoning Maps.....	13
5.3. Amendments to the Unitary Plan Overlays and Controls .....	13
5.4. Precinct Plan.....	13
<b>6. Pukekohe-Paerata Structure Plan 2019.....</b>	<b>14</b>
6.1. Issues and Overview .....	15
6.1.1. Landscape and Natural Environment .....	15
6.1.2. Open Space.....	15
6.1.3. Mana Whenua.....	16
6.1.4. Transport.....	16
6.1.5. Hazards.....	17
6.1.6. Stormwater.....	17
6.1.7. Interfaces and Linkages .....	18
6.2. Alignment between the PPC and the Structure Plan .....	18
6.3. Auckland Unitary Plan Appendix 1: Structure Plan Guidelines .....	19

6.3.1. External documents to be taken into account.....	19
6.3.2. Matters to identify, investigate and address, and external documents to be taken into account .....	20
<b>7. Statutory Planning Framework .....</b>	<b>22</b>
7.1. National Policy & Planning Documents .....	22
7.1.1. National Policy Statement on Urban Development 2020 (NPS-UD).....	22
7.1.2. National Policy Statement for Freshwater Management 2020 .....	23
7.1.3. New Zealand Coastal Policy Statement 2010 (NZCPS).....	23
7.1.4. National Policy Statement for Highly Productive Land (NPS-HPL).....	23
7.1.5. National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS) .....	24
7.1.6. National Environmental Standard for Freshwater 2020 (NES-FW).....	24
7.2. Management Plans and Strategies .....	24
7.2.1. Auckland Plan 2050 .....	24
7.2.2. Future Urban Land Supply Strategy 2017 (FULSS).....	25
7.2.3. Regional Land Transport Plan 2018-2028.....	25
7.2.4. Franklin Local Board Plan 2017.....	26
7.3. Regional Policy Statement and Plans.....	27
7.3.1. Auckland Unitary Plan (Operative in Part).....	27
7.3.2. Auckland Regional Policy Statement .....	27
7.3.3. Auckland Regional Plan .....	30
7.4. Iwi Planning Documents .....	31
<b>8. Assessment of Environmental Effects .....</b>	<b>33</b>
8.1. Built Environment and Layout (Urban Design) .....	33
8.2. Public Amenities and Facilities .....	34
8.3. Landscape and Visual .....	35
8.4. Ecological.....	35
8.5. Infrastructure and Stormwater Management .....	35
8.6. Transport.....	35
8.7. Geotechnical.....	36
8.8. Contamination.....	36
8.9. Mana Whenua values.....	37
8.10. Summary of Effects .....	37
<b>9. Section 32 Analysis.....</b>	<b>39</b>
9.1. Objective of the Proposed Plan Change .....	39
9.2. Achieving the purpose of the RMA.....	40
9.3. Options analysis.....	41
9.4. Evaluation of proposed precinct provisions .....	42
9.5. Risk of Acting or Not Acting .....	42
9.6. Advice Received from Iwi Authorities.....	42

9.7. Summary of Section 32 Analysis..... 43

**10. Consultation..... 44**

10.1. Mana Whenua ..... 44

10.2. PC76 Submitters ..... 44

10.3. Franklin Local Board ..... 44

10.4. Council Controlled Organisations (CCOs) ..... 44

10.5. Affected Properties ..... 44

**11. Conclusion ..... 45**

## 1. Appendices

Appendix	Document	Author	Date
1	Record of Title	-	-
2	Proposed Precinct Provisions	Civix	-
3	S32 Options Analysis	Civix	-
4	Urban Design Assessment	Ian Munro	May 2023
5	Integrated Transport Assessment	TPC	26/05/2023
6	Stormwater Management Plan Memo	Civix	12 May 2023
7	Economics Report	Urban Economics	20 April 2023
8	Geotechnical Report / Memorandum	Soil & Rock Consultants	20/10/2021
9	Ecology Memorandum	Viridis	2 May 2023
10	Concept Master Plan	Smith Architects	-
11	Plan Change 76 Decision	-	-
12	Mana Whenua Consultation Letter	Civix	XXX
13	Consultation Schedule	Civix	30/05/2023

## Document Control Record

Document Issue No	Author	Reviewed by	Date
01	Delilah McIntyre – Senior Planner	Lance Hessel – Senior Planner	30.05.23

## 2. Application Details

<b>Applicant</b>	Aedifice Development No.1 Limited
<b>Site Address</b>	19 Golding Road, Pukekohe
<b>Legal Description</b>	Lot 3 DP185893;
<b>Site Area</b>	20.481 Hectares (Surveyed Area)
<b>Statutory Plan</b>	Auckland Unitary Plan (Operative in Part) ('AUP')
<b>AUP Zoning</b>	Mixed Housing Urban Zone ("MHU")
<b>AUP Overlays and Controls</b>	<p><b>Overlays</b>          Natural Resources: High-Use Aquifer Management Areas Overlay - Pukekohe          Kaawa Aquifer          Natural Resources: High-Use Aquifer Management Areas Overlay - Bombay          Volcanic          Natural Resources: Quality-Sensitive Aquifer Management Areas Overlay -          Franklin Volcanic Aquifer</p> <p><b>Controls</b>          Macroinvertebrate Community Index - Rural          Macroinvertebrate Community Index - Urban</p>
<b>Non-Statutory Features</b>	Overland flow paths/ Streams

### 3. Executive Summary

Aedifice Development No.1 Limited (**'the Applicant'**) is requesting a plan change under the Auckland Unitary Plan Operative in part to rezone 8.5 hectares of Residential – Mixed Housing Urban (**"MHU"**) zoned land fronting Golding Road, Pukekohe to a Neighbourhood Centre (**NC**) Zone.

The application site (**'the Site'**) comprises a single existing parcel which has recently been rezoned under Plan Change 76 (**PC-76**). In addition to the rezoning approved under PC-76, an earthworks consent (REF: BUN60407719) has also been applied for across the entire PC-76 area, and approval is expected imminently. This includes the area in which the proposed NC Zone is to be established.

The plan change scheme has been prepared in accordance with PC-76, which was in turn in accordance with the Pukekohe-Paerata Structure Plan 2019 (the "structure plan").

This report provides an overview and assessment of the plan change request in accordance with Clause 21 of Schedule 1 of the Resource Management Act 1991, including:

- a. Explanation of the purpose and reasons for the proposed plan change;
- b. Assessment of environmental effects taking into account Clause 6 and 7 of Schedule 4 of the RMA; and
- c. An evaluation report prepared in accordance with Section 32 of the RMA.

The report also includes an assessment against relevant planning documents including policy statements, which is a relevant consideration under sections 74 and 75 of the RMA.

In summary, the PPC provides for a new Neighbourhood Centre to support the forthcoming development of the area, giving effect to the Pukekohe-Paerata Structure Plan, and is appropriate because:

- a. The existing Pukekohe town centre will remain the primary commercial centre and focal point for Pukekohe.
- b. The Pukekohe-Paerata Structure Plan notes that in order to service the future population anticipated throughout the structure plan area, the business land demand analysis estimates an additional two centres are needed.
- c. The timing of the proposed plan change would be able to align with the delivery of necessary infrastructure servicing.
- d. The environmental effects of the proposed plan change have generally been assessed under PC-76 in terms of urbanisation of the land, and no significant adverse effects will result, with effects being acceptable overall.
- e. The evaluation report has demonstrated that the proposed zoning and precinct provisions, together with the existing AUP provisions, are the most efficient and effective way of meeting the objectives of the proposed plan change, which achieve the purpose of the RMA.
- f. The proposed plan change will also be in accordance with, and give effect to, the relevant planning documents.



## 4. Site and Locality Description

### 4.1. Site Description

The existing site comprises approximately 20 hectares of land in Pukekohe, and is irregular in shape noting it is bound by East Street to the north, Golding Road to the east, Ngahere Road to the west and Birch Road to the south. The area subject to this plan change will be an area of 8,500m<sup>2</sup>, bounded to the east by Golding Road, and to the north a yet to be constructed Collector Road as shown on Precinct Plan 1 discussed further below.

The subject site has the following description:

Address	Legal Description	Site Area	Ownership
19 Golding Road, Pukekohe	Lot 3 DP185893	20.481 ha	Applicant

The Site is on the outskirts of Pukekohe within the Rural Urban Boundary (RUB).

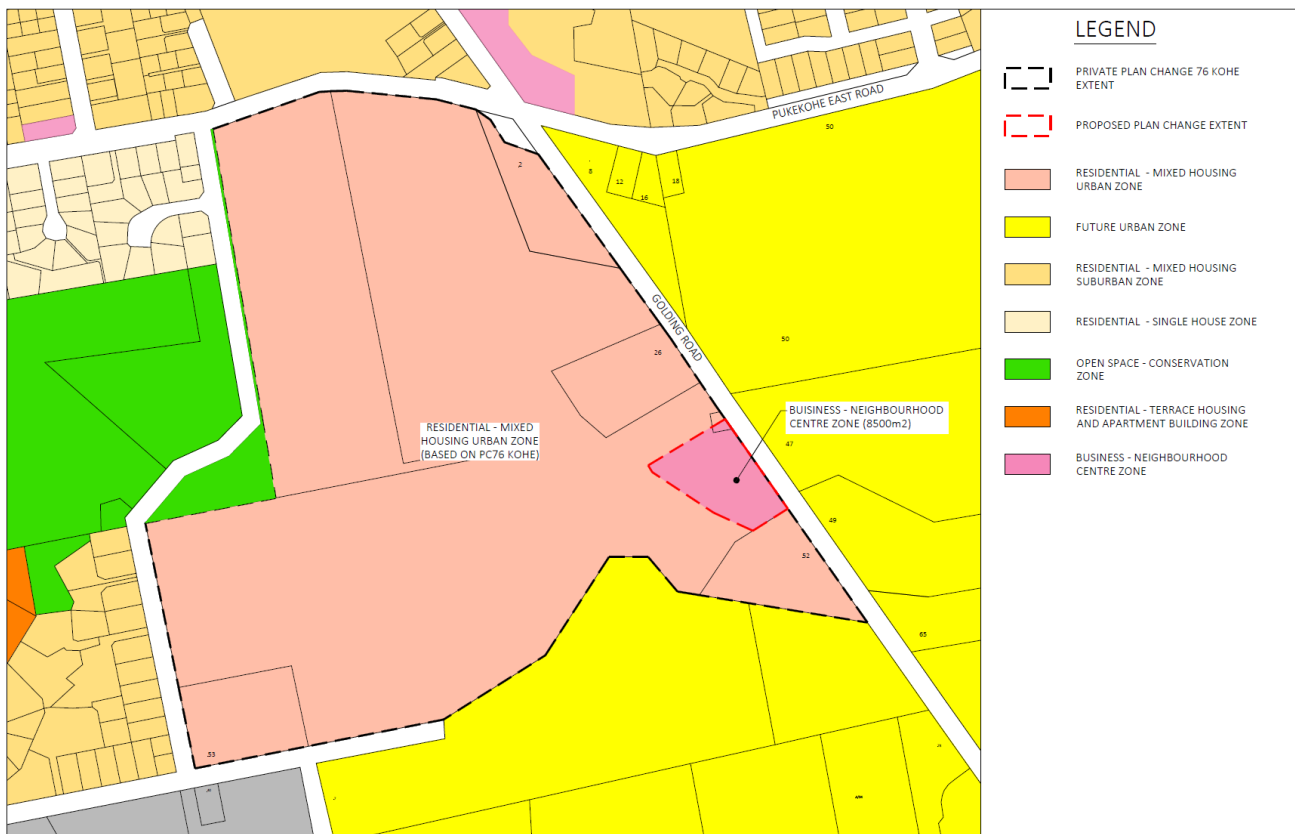


Figure 2 – Plan Change Area with Current Underlying MHU Zoning



Figure 3 – Aerial of Plan Change Area

## 4.2. Vegetation

Vegetation across the site comprises mostly grass pasture. The land subject to the PPC currently comprises pasture, a shelterbelt of large trees along the south western boundary and hedging along the Golding Road frontage, and has historically been used for traditional horticultural and agricultural activities.

## 4.3. Catchments and Watercourses

Open watercourses identified as permanent streams ID 46902, 46956 and 53047 on Council GeoMaps traverse the wider site outside the PPC area and originate at the southern and eastern borders of the site.

Neither of these watercourses extend through the area subject to the PPC, therefore there are insignificant effects as a result of this PPC.

## 4.4. Transport Networks and Access

### 4.4.1 Road Network

The site abuts an arterial road (East Street) along its northern boundary. As such, the main existing access opportunities for the PPC area at present are via Golding Road, also being the practical access as the PPC area has frontage along Golding Road.

#### **Golding Road**

Golding Road is classified as a local road under the AUP and follows north-south axis between East Street and Logan Road. In the vicinity of the subject site it currently provides access to a small number of rural residential properties. Golding Road has a sealed width of around 7 metres in the vicinity of the subject site, providing one traffic lane in either direction. To the south of its intersection with East Street / Pukekohe East Road, the 70km/hr speed limit transitions to 100 km/hr, which reflects the rural environment along its length.

Under PC-76, standard *14XX.6.4.7 – Road Widening Setback along Golding Road* provides for the potential future required widening of Golding Road as an arterial road if Auckland Transport issues a notice of requirement to do so prior to 30 January 2026. Until 30 January 2026 a 2m-wide road widening setback must be provided along the frontage of the land adjoining Golding Road. If Auckland Transport does not issue a notice of requirement prior to 30 January 2026, or otherwise advises before this time, Golding Road will have collector road status.

#### **Future East West Collector**

Under PC-76, a future east west collector road (which will intersect with Golding Road) is to be constructed across the PC area. This is required to be constructed when “*any subdivision or development resulting in a cumulative total of 200 dwellings within the Precinct*” is triggered, however noting vehicle volumes associated with the proposed NC Zone, the timing of this collector road construction is to be brought forward as the NC Zone will rely on this access.

### 4.4.2 Pedestrian Accessibility

In terms of footpath provisions on the existing road network, continuous pedestrian footways are provided along East Street, Birch Road and Station Road, providing convenient access between the NC Zone and the centre of Pukekohe, including the railway station.

Notwithstanding the pedestrian pathways provided at approximately 2km to the centre of Pukekohe and 1.5km to the Train Station, it is likely the pedestrian pathways will be utilised for local residents walking to the NC Zone, with occasional use to the aforementioned centres.

### 4.4.3 Cyclist Accessibility

Parts of East Street between the subject site and the centre of Pukekohe have painted shoulders to cater for cyclists. While there are no dedicated cycle facilities or provisions along other roads in the immediate vicinity of the site, the current light levels of traffic along Ngahere Road and Birch Road make these routes safe and attractive for cycling for those who choose to travel by this mode.

### 4.4.4 Public Transport Accessibility

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 site is located around 300 metres to the west on East Street.

The subject site is also located within 800m of Pukekohe train station, which can be accessed via Birch Road at the southwestern end of the site. At present, rail services operating from Pukekohe railway station are limited

to diesel shuttle services between Pukekohe and Papakura, which operate at a frequency of 3 trains per hour during peak periods and hourly at other times. From Papakura, interchange opportunities are available with Southern Line services provide an onward connection to Britomart and the wider Auckland network.

## 4.5. Infrastructure Servicing

### 4.5.1 Stormwater

Council Geomaps indicates the site is currently not served by existing public stormwater infrastructure. However, under PC76 a stormwater management plan has been prepared that outlines an integrated stormwater management approach seeking inclusion in the Region Wide Stormwater Network Discharge. The SWMA includes provisions of drainage reserves, wetlands for runoff from public roads, and retention tanks for future dwellings.

### 4.5.2 Wastewater and Water Supply

Council Geomaps indicates that the site currently is not serviced by public wastewater network. The Site catchment will require a new local wastewater pump station located at the lowest point in the catchment for wastewater servicing. This has been accounted for as part of the PC76 proposal, which shows the wastewater pump station in the north-west corner of the Site.

Water supply is available along Golding Road and a minimum size of 250mm ID watermain will be required to be extended along Golding Road.

## 4.6. Contamination

A Preliminary Site Investigation (PSI) for the Site was undertaken by Soil & Rock Consultants, dated 22<sup>nd</sup> October 2021.

Based on the PSI, the following activities (Hazardous Activities and Industry List [HAIL] activities) were identified as having occurred, or potentially occurred at the Site, and are potential sources of contamination:

- Persistent pesticide bulk storage or use including sport turfs, market gardens, orchards, glass houses or spray sheds;
- Engineering workshops;
- Closed landfill area (associated with Roosevill Park) situated at the north-western corner which extends into the northern road reserve;
- Area subject to horticulture use within the south-eastern section of the site (fronting Golding Road);
- Potential contamination from possible Asbestos / Asbestos Containing Materials (ACM) and possible lead-based paints in historical buildings; and
- Undocumented fill.

A bulk earthworks consent (BUN60407719) that extends across the entire PC-76 area, including that within this PPC, is expected to be approved imminently and includes consent for soil contamination under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health.

Further detailed investigation is not considered to be necessary for the PPC because farming can continue under existing use rights and any future development within the proposed neighbourhood, beyond the works covered by BUN60407719, will require consent under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011.

## 4.7. Geology

A geotechnical assessment for the wider Site was undertaken by Soil & Rock Consultants, dated 20<sup>th</sup> October 2021.

The topography generally slopes down at inclinations less than 14° toward a north draining gully which runs through the approximate centre of the site and exits the site at the northwest corner. There are four areas where the ground slopes are moderately steep, and a smaller area adjacent to Ngahere Road which extends into the site where the ground is steep.



Figure 5 – Plan indicating the topography/ slope across the Site. Source: Soil&Rock Consultants

Several areas of shallow slope instability were observed across the Site in the form of small-scale slips/scarps and hummocky ground surfaces. All observed indicators of shallow instability were within the moderately to steeply sloping land. These have likely been exacerbated by stock movement.

The natural soils underlying the Site are shown to comprise tuff/ash deposits of the South Auckland Volcanic Group. Surface evidence of fill material has only been identified within the landfill area of the Site, but local deposits of fill are highly likely within areas where historical structures were located. It is likely that gullies, overland flow paths and the pond/wetland contain Holocene age, poorly consolidated alluvial deposits (gully alluvium).

The Site was identified as being potentially affected by natural hazards of subsidence, bank erosion, sheet erosion and slippage. The main geological constraint is the landfill area within and directly adjacent to the site which presents a need to be addressed in both engineering design and construction methodology.

All areas shown in red and pink in the below figure meets the AUP definition for 'land which may be subject to land instability', while the rest of the land does not meet this definition.

The land contained within this PPC does not meet the definition of 'land which may be subject to land instability'.



Figure 5 – Plan indicating the areas of instability across the Site. Source: Soil&Rock Consultants

#### 4.8. Archaeology and Built Heritage

A Preliminary Archaeological Assessment for the site was prepared by Clough & Associates, dated September 2021. This involved a historical survey, archaeological background review, consideration of the physical environment, and field assessment.

No previously recorded archaeological sites are located in the site area and no unrecorded archaeological sites were identified during the survey for this preliminary assessment.

#### 4.9. Surrounding Environment

The surrounding area to the east and south is generally characterised by rolling pastoral land with streams and drainage channels, and single dwellings on most parcels. To the west and north, the land is characterised by open space and residential areas on the outskirts of Pukekohe. The remains of two former tuff rings are located in the area between Pukekohe and the Pukekohe East explosion crater being Roseville Tuff Rings north and south. There are large flood plains, wetlands and overland flow paths feeding from the small drainage channels and streams on the neighbouring properties.

The Pukekohe Town Centre (with Business zoning) which includes the train station, is located approximately 1km west of the site. The area immediately surrounding the town centre is urbanised and has live zoning, while periphery land within the Rural Urban Boundary of Pukekohe-Paerata remain mostly Future Urban Zone. The site directly adjacent to the north-east of 2 Golding Road at the corner of Belgium Road and Pukekohe East Road (3 Pukekohe East Road) is partly zoned Business – Neighbourhood Centre. It could be anticipated that future neighbourhood centre uses are established there.

In the wider transport context, the site connects to Pukekohe town centre and State Highway 1 via East Street / Pukekohe East Road.

## 5. Description of the Plan Change Request

### 5.1. Purpose

The purpose of the Plan Change is principally to rezone approximately 8,500m<sup>2</sup> of land from Residential - Mixed Housing Urban Zone to Neighbourhood Centre Zone. This is to allow for a new neighbourhood centre to be established within a wider area of Pukekohe Central-East that has been, or is currently being, live-zoned from Future Urban Zone to Residential zones.

The site is located on the eastern side of the recently approved PC-76. PC-76 aligned with The Future Urban Land Supply Strategy 2017 (FULSS) which identified the site to be development ready in the 2<sup>nd</sup> half of Decade One, 2023-2027, and the Pukekohe-Paerata Structure Plan 2019 (the 'Structure Plan'). The PPC further aligns with the Structure Plan, which notes that in order to service the future population anticipated throughout the structure plan area, the business land demand analysis estimates an additional centre is needed, such as that proposed.

Due to the traffic volumes associated with the proposed NC Zone, the future east west collector road (which will intersect with Golding Road) identified in PC-76 is to be constructed across the PC area, to support the future development enabled by the PPC.

### 5.2. Amendments to the Unitary Plan Zoning Maps

The land currently zoned Residential - Mixed Housing Urban within the PC area is proposed to be rezoned to Business - Neighbourhood Centre Zone. No other zoning is being proposed.

### 5.3. Amendments to the Unitary Plan Overlays and Controls

The existing Aquifer Overlays and Macroinvertebrate Controls applying to the site are proposed to be retained.

All relevant Auckland-wide and zone rules would apply to future development within the Plan Change area.

### 5.4. Precinct Plan

The PPC introduces a new Precinct – Golding Road Neighbourhood Centre Precinct. This includes a precinct plan that shows a proposed village green, landscaping strip along Golding Road, and an active commercial frontage adjacent to the proposed collector road.

The Precinct Plan provisions seek to:

- Require development to be undertaken in accordance with the Precinct Plan.
- Encourage the establishment of a small Village Green located on the intersection of Golding Road and the new Collector Road to facilitate a range of future opportunities.
- Ensure a suitable and functional landscaped edge along the Golding Road frontage.
- Require an active commercial interface where buildings front the proposed Collector Road.
- Control access to Golding Road and the proposed Collector Road.

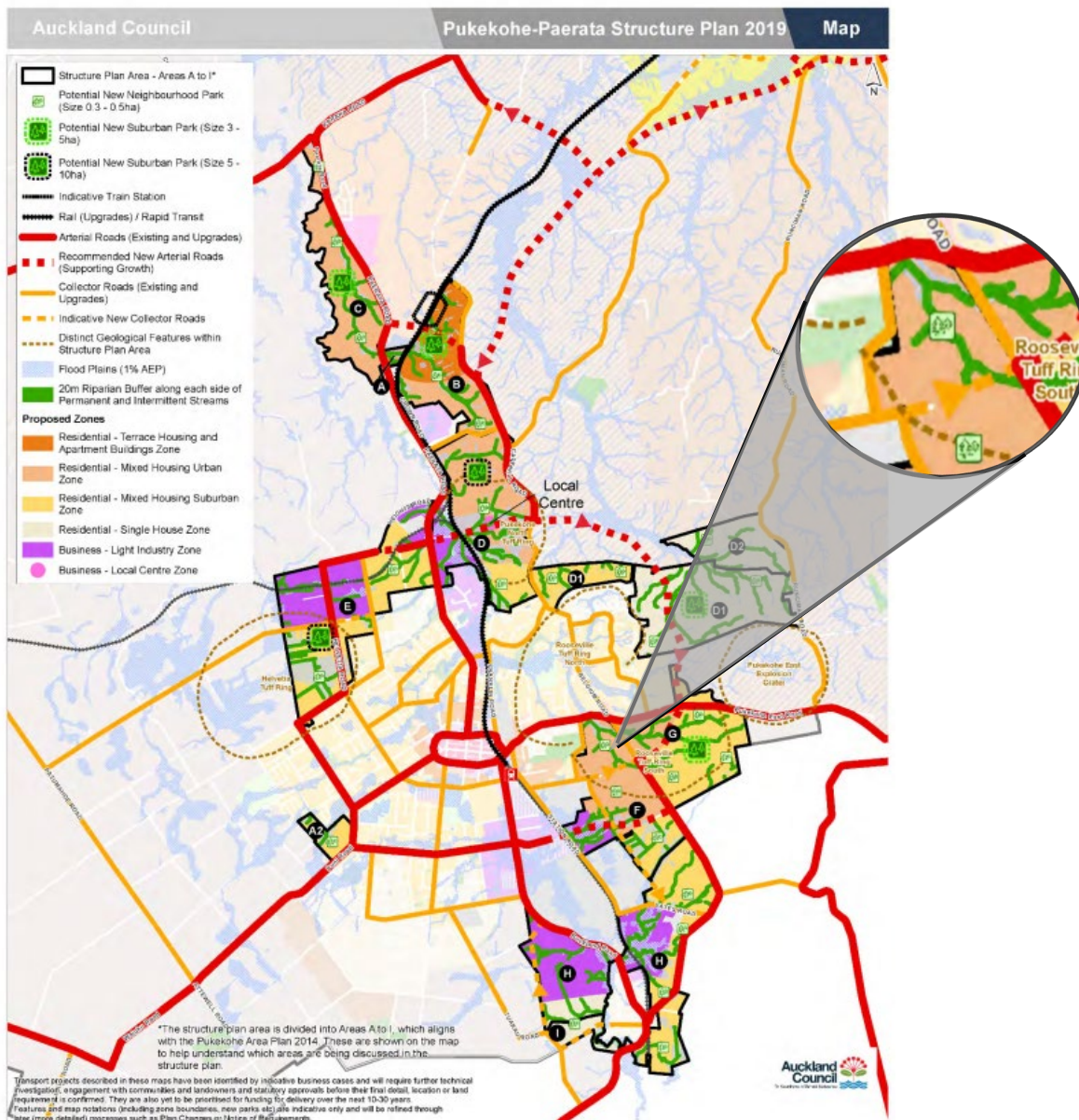
## 6. Pukekohe-Paerata Structure Plan 2019

The Pukekohe-Paerata Structure Plan was prepared following a process including analysis of opportunities and constraints, consultation, analysis of feedback and technical information. The structure plan has been prepared under the relevant provisions of the Local Government Act 2002 and in accordance with the structure plan guidelines as set out in Appendix 1 of the AUP. The structure plan is intended to form the basis of plan changes to enable the delivery of additional housing and employment opportunities.

Structure plans provide a detailed examination of the land including its suitability for various activities, infrastructure provision, geotechnical issues and natural hazards. They should identify, investigate and address the potential effects of urbanisation and development on natural and physical resources in the structure plan area and in neighbouring areas, particularly those that have been scheduled in the AUP in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character. A structure plan is therefore an appropriate foundation for a plan change process to rezone land.

The Site falls under 'Area F' of the Structure Plan.

**Map 1: Pukekohe-Paerata Structure Plan 2019: Structure Plan Map**





The Structure Plan indicates that the Site will accommodate the following:

- Residential – Mixed Housing Urban zoned land
- 20m Riparian Buffer along each side of Permanent and Intermittent Streams
- Potential New Neighbourhood Park (Size 0.3-0.5ha)
- Flood Plains
- Collector Road upgrade/ connection from Birch Road through to Golding Road

The northern part of Area F is proposed to be zoned Residential – Mixed Housing Urban (medium to high density) in the Structure Plan, to reflect its proximity to the existing Pukekohe Town Centre.

The below summarises key aspects of the Structure Plan as it relates to the Site, and how the PPC aligns or differs from the Structure Plan.

## 6.1. Issues and Overview

Key issues raised in the 2019 Pukekohe-Paerata Structure Plan consultation were:

- Development timing and staging
- Transport issues
- Zoning
- Productive soils
- Riparian buffer
- Flooding, stormwater and runoff
- Urban/rural interfaces and zone interfaces
- Retention of tuff rings
- Importance of connectivity

### 6.1.1. Landscape and Natural Environment

While the Structure Plan identifies a degraded stream (Pahurehure Inlet) on site that requires consideration and riparian buffers, and native bush to be protected, the PPC area is not subject to any natural features or landscape value of any significance, as the area is currently in pasture, with no waterways passing through this section of the site or areas of native bush. As such, the proposal aligns with the structure plan.

### 6.1.2. Open Space

The Structure Plan shows a potential open space network to meet the future community's diverse needs. This includes 26 neighbourhood parks, which are located within walking distance of residential areas. The Site is shown to have a 'Potential New Neighbourhood Park'. The PPC includes a 250m<sup>2</sup> village green, which will be publicly accessible and may be used by adjacent tenancies for commercial outdoor activities. While this will be privately owned, the precinct provisions provide for it to be vested for public purposes if Council accepts.

It is notable that while the Structure Plan Shows a 'Potential New Neighbourhood Park' within the wider application site, there were no requirements to provide this under the Council's Parks assessments of the PC-76 proposal, likely due to the proximity of the site to Roseville Park to the west.

### 6.1.3. Mana Whenua

Four iwi with mana whenua customary interests over the structure plan area have actively been engaged with the council. They are Ngāi Tai Ki Tāmaki, Ngāti Tamaoho, Ngāti Te Ata and Te Ākitai Waiohua. Huakina Development Trust has also been involved with this engagement. Feedback from mana whenua with regards to the structure plan includes:

- riparian buffers;
- protecting floodplains from inappropriate urban development;
- recognise values of geological features and indigenous vegetation, and consider these in future planning and development;
- where possible proposes lower density residential zones in areas that have a higher occurrence of streams or steeper terrain;
- encourage use of Te Aranga Māori Design Principles throughout future planning and development; and
- recognises opportunities to integrate future open space, potential greenways/local paths, the proposed riparian buffers along permanent and intermittent streams, and areas subject to floodplains.

The PPC takes into account the above, and iwi groups have also been engaged and invited to provide specific input into the PPC.

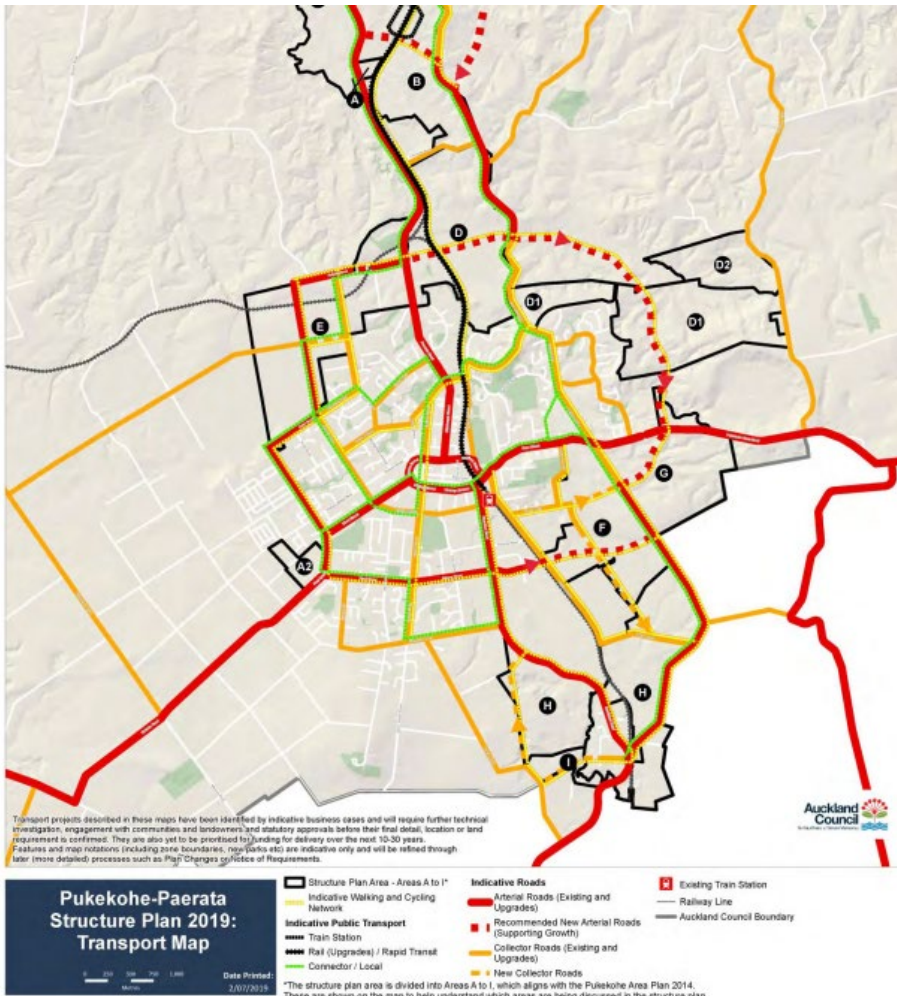
### 6.1.4. Transport

Public consultation indicated that transport was a significant issue for the Pukekohe-Paerata community. There are significant challenges in provision of transport infrastructure for the south. This includes transport within Pukekohe-Paerata and connections to other parts of Auckland and beyond.

The Structure Plan was supported by an Integrated Transport Assessment (ITA), covering both the Pukekohe-Paerata and Drury-Opāheke Structure Plan areas. The purpose of the ITA was to identify the proposed arterial and collector road network at a high level, along with the public transport network and active mode network to support the future growth in line with the two Structure Plans.

With regard to the Site, 'Map 5: Pukekohe-Paerata Structure Plan 2019: Transport Map' shows:

- Indicative walking and cycling network along the section of Golding Road adjacent to the PPC area.
- A New Collector Road proposed from Birch Road through to Golding Road, to the south of the PPC area.
- Connector/ Local public transport (bus) routes are indicated along Golding Road.



As stated in the PPSP (pg. 63), “The collector roads shown on the draft structure plan are indicative only. The purpose is to provide guidance and show a general ‘intent’ as to where roads could connect through to other strategic links and support future growth ... The exact form and location of the collector roads will be determined through future plan changes and at the time of subdivision of the land for development.”

The proposed Precinct Plan provides for the collector road to the north of the PPC area, rather than to the south, which is consistent with PC76.

### 6.1.5. Hazards

Flooding, geotechnical and land contamination hazards/ risks are identified in the Structure Plan area, however the PPC area is not subject to any of these hazards.

### 6.1.6. Stormwater

The Paerata Pukekohe Future Urban Zone Structure Plan Stormwater Management Plan (SMP) provides guidance on how a water sensitive design can inform development location, patterns and form in the Pukekohe-Paerata area. The SMP seeks to achieve the following outcomes:

- Protecting and enhancing permanent and intermittent streams, including (but not limited to) the use of greenways, stream bed and bank shaping and grading, riparian buffers and controls to manage runoff.
- Apply hydrological mitigation to minimise hydrological impacts on streams within and downstream of the Pukekohe-Paerata structure plan area.

- Require on-site or communal treatment train approach to ensure water quality of the sensitive receiving environments is not impacted.
- Apply the flood risk management hierarchy (supported by the Auckland Unitary Plan).
- Avoid locating development in floodplains.
- Where infrastructure has to cross floodplains, ensure that floodwater conveyance is provided for.
- Where required, provide flood risk attenuation.

Opportunities include:

- protecting flood plains and controlling or mitigating the adverse effects of flooding to protect health and safety of the public and ensure future resilience to flooding.
- hydrology mitigation to provide baseflow, reduce potential stream erosion, improve water quality and maintain/enhance stream health
- protect and maintain major overland flow paths as part of flood management
- protect and enhance the stream network through protecting permanent and intermittent streams and wetlands, removal of on-line farm ponds, riparian planting and fish barrier removal
- locating water sensitive infrastructure (such as infrastructure that uses bioremediation) next to streams where possible to improve ecological linkages and public amenity.

As part of PC76 an SMP was prepared, and the PPC aligns with this accepted plan.

#### 6.1.7. Interfaces and Linkages

The Structure Plan states that future plan changes will need to consider how interfaces and linkages between and within the structure plan areas and adjacent land are addressed in certain situations, including the following which are relevant to the PPC:

- between new parks and residential areas
- whether it is appropriate to use public roads as a buffer between residential and rural land uses (encouraged by the Pukekohe Hill Precinct under the Auckland Unitary Plan)
- consideration of controls relating to buffers, screening, landscaping, setback and roading layout
- Whether land use and future street layouts promote healthy lifestyles. That is, a land use mix and street layout that encourages walking, cycling and other forms of active transportation and recreation.

The above have been considered, particularly as part of developing the Proposed Precinct Plan, and also as part of Ian Munro's Urban Design Assessment.

#### 6.2. Alignment between the PPC and the Structure Plan

The PPC aligns with the Structure Plan for the following reasons:

1. The Structure Plan identifies that an additional local centre may be needed somewhere in the vicinity of the PPC, depending on development of other centres and increase in residential zoning in south-eastern Pukekohe. As such, the PPC meets this requirement, and will support the increased residential zoning that has recently been live-zoned;
2. While the PPC does not provide the Collector Road continuing on from Birch Road eastward connecting to Golding Road exactly as shown on the plan, the PPC shows it to the north. This arrangement is consistent with that approved under PC76;

3. The PPC takes into account the opportunities and management approach of the The Paerata Pukekohe Future Urban Zone Structure Plan Stormwater Management Plan, as it aligns with that SMP provided in PC76.

Overall, the PPC is consistent with the vision and outcomes identified in the structure plan. The proposed rezoning and Precinct Plan provisions would provide for local convenience needs to surrounding land in a manner that does not undermine the primary commercial focus of the Pukekohe Town Centre, yet provides the opportunity for small scale employment opportunities, provision of local services, reduced travel demand and provides integration with the emerging residential development in the area.

### 6.3. Auckland Unitary Plan Appendix 1: Structure Plan Guidelines

Policy B2.2.2(3) of the Regional Policy Statement states, “Enable rezoning of future urban zoned land for urbanisation following structure planning and plan change processes in accordance with Appendix 1 Structure plan guidelines”. The following assessment demonstrates that the PPC has been prepared following a Structure Plan that accords with the Structure Plan Guidelines at Appendix 1 of the AUP.

As demonstrated above, the PPC has been prepared in accordance with the Pukekohe-Paerata Structure Plan, however this was prior to the National Policy Statement on Urban Development 2020 (NPS-UD) and National Policy Statement for Freshwater Management 2020 (NPS-FM) came into effect.

#### 6.3.1. External documents to be taken into account

Section 1.3 of the Structure Plan Guidelines requires that the listed external documents be taken into account. The Pukekohe-Paerata Structure Plan 2019 was prepared with consideration of the following external documents:

- a. Auckland Plan 2050
- b. Pukekohe Area Plan 2014
- c. National Policy Statement for Freshwater Management 2014
- d. National Policy Statement on Electricity Transmission 2008
- e. National Policy Statement on Urban Development Capacity 2016
- f. National Environmental Standards for Assessing and Managing Contaminants in Soil to Protect Human Health 2011
- g. Treaty settlement legislation and Iwi planning documents
- h. AUP(OP) including the regional policy statement
- i. Auckland Council 10-year Budget Long-term Plan 2018-2028
- j. Franklin Local Board Plan 2017
- k. Supporting Growth programme
- l. Regional Land Transport Plan 2018-2028
- m. Regional Public Transport Plan 2018
- n. Watercare Asset Management Plan 2016-2036
- o. Other Auckland Council plans and strategies including Low Carbon, Urban Forest, and Indigenous Biodiversity.

It is clear from this list, that that the Pukekohe-Paerata Structure Plan 2019 appropriately addressed Section 1.3 of the Structure Plan Guidelines.

Some of the above documents have been updated or amended since the Pukekohe-Paerata Structure Plan 2019 was prepared. In this regard it is noted that the National Policy Statement on Urban Development Capacity 2016 is now replaced with the National Policy Statement on Urban Development 2020 (NPS-UD), and the National Policy Statement for Freshwater Management 2014 replaced with the National Policy Statement for Freshwater Management 2020 (NPS-FM). The Structure Plan also recognised that Ministry for the Environment started work on the Proposed National Policy Statement for Versatile and High-Class Soils.

The updated documents are discussed under Section 7.1.1, 7.1.2 and 7.1.4 of this report below. The Structure Plan and PPC are considered to be generally consistent with these documents.

### 6.3.2. Matters to identify, investigate and address, and external documents to be taken into account

Section 1.4 of the Structure Plan Guidelines requires that a structure plan is to identify, investigate and address the matters set out below:

- a. Urban growth
- b. Natural resources
- c. Natural and built heritage
- d. Use and activity
- e. Urban development
- f. Transport networks
- g. Infrastructure
- h. Feedback from stakeholders

Section 1.5 of the Structure Plan Guidelines requires that the scale and detail of the investigation and reporting required needs to be at a level appropriate to the scale of the area subject to the structure planning process and the complexity of the issues identified by the process. This includes specialist reports addressing:

- a. Land use
- b. Infrastructure
- c. Impact on natural and cultural values
- d. Environmental risk
- e. Implementation

Section 4.2 of the Pukekohe-Paerata Structure Plan 2019 addresses both of these matters and notes that technical reports addressing the following were prepared:

- Business land demand and location (2018).
- Stormwater, flooding and freshwater management (updated 2019).
- Transport (2019).
- Water and wastewater supply (2019).
- Open space and recreation (updated 2019).
- Community facilities (updated 2019).
- Landscape values (2017).
- Heritage and archaeology (2017).

- Ecology (updated 2019).
- Geotechnical hazards (updated 2018).
- Contaminated land (2018).
- Urban design (2018).

It is therefore considered that the Pukekohe-Paerata Structure Plan was prepared with proper consideration of the above matters. Further detailed analysis and consideration of the above matters in relation to the specific Site also demonstrates that the Structure Plan and PPC have both adequately identified, investigated and addressed the above matters.

## 7. Statutory Planning Framework

### 7.1. National Policy & Planning Documents

Section 74(1)(ea) states that, “A territorial authority must prepare and change its district plan in accordance with – a national policy statement, a New Zealand coastal policy statement, and a national planning standard and any regulations”.

Section 75(3)(a)-(ba) states that, “A district plan must give effect to any national policy statement, and any New Zealand coastal policy statement, and a national planning standard.”

#### 7.1.1. National Policy Statement on Urban Development 2020 (NPS-UD)

The NPS-UD took effect on 20 July 2020 and replaces the National Policy Statement on Urban Capacity 2016. The NPS-UD sets out the objectives and policies for matters of national significance pertaining to well-functioning urban environments, that are relevant to achieving the purpose of the RMA.

A regional policy statement, regional plan and district plan must give effect to a national policy statement. Auckland Council as a Tier 1 local authority must comply with **Policies 3 and 4** not later than 2 years after the commencement date.

The overall intent of the NPSUD is clear in that where intensification is practical, Councils are required to be responsive to such proposals that would ‘add significantly to the development capacity and contribute to well-functioning urban environments, even if the capacity is out of sequence with planned land release.

The following Objectives and Policies are of relevance to the PPC:

#### **Objective 3 (links to Policies 3, 4 & 5) states:**

*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.*

Comment: The PPC is located within an area that has recently been zoned Mixed Housing Urban, as such will soon be an urban environment, and provides for businesses and community services to be located within this growing residential area to service this community.

#### **Objective 6 (links to Policy 8) states:**

*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.*

Comment: The PPC is able to integrate with the planned infrastructure and funding for the area, by providing for a new collector road within the precinct plan, as identified in PC76, and ensuring this is developed in conjunction with the commercial precinct. The precinct plan also incorporates a setback along Golding Road to provide for future upgrades to this road.



## Objective 8 states:

*New Zealand's urban environments:*

- a. *support reductions in greenhouse gas emissions; and*
- b. *are resilient to the current and future effects of climate change.*

The PPC will create a Neighbourhood Centre that provides for the day-to-day needs of residents in the area, which will reduce travel required, and in turn reduce greenhouse gas emissions.

Overall, the proposal aligns with the outcomes anticipated under the NPS-UD by enabling a neighbourhood centre that services an area that will have an intensification of residential development in future, and aligns with established future infrastructure upgrades.

### 7.1.2. National Policy Statement for Freshwater Management 2020

The National Policy Statement for Freshwater Management 2020 (NPS-FM) provides local authorities with updated direction on how they should manage freshwater under the RMA.

It sets a national policy framework for managing freshwater quality and quantity and introduces a number of policies that must be given effect to by regional councils.

The PPC area does not have any identified wetlands or watercourses.

### 7.1.3. New Zealand Coastal Policy Statement 2010 (NZCPS)

The New Zealand Coastal Policy Statement (NZCPS) includes policies in order to achieve the purpose of the RMA in relation to the coastal environment of New Zealand.

While the PPC land does not have direct frontage to the coastal environment, discharges from the site will occur via tributaries feeding into the Whangapouri Creek, which in turn leads into the Pahurere Inlet which eventually flows into the Manukau Harbour. Therefore, the provisions of the NZCPS have some relevance to the PPC.

In order to address these matters the ecological assessment, stormwater management plan, and the plan change provisions seek to ensure appropriate provisions, such as stormwater management, are incorporated into the PPC to ensure consistency with the NZCPS. This includes the proposed stormwater management control across the precinct to manage sediment and contaminant runoff which could make its way into the coastal receiving environment.

Overall, the PPC gives effect to the relevant objectives and policies of the NZCPS by ensuring that development does not adversely affect the inherent natural qualities of the coastal environment and enhancing the quality of the water discharging into the CMA.

### 7.1.4. National Policy Statement for Highly Productive Land (NPS-HPL)

The National Policy Statement on Highly Productive Land ("NPS-HPL") became operative in September 2022, and was drafted to change the way highly productive land is managed under the RMA.

The site and adjacent sites have not been identified as Highly Productive Land, as such the PPC is not considered to result in any loss of highly productive land, nor result in reserve sensitivity issues with adjacent land being existing or potential highly productive land.

### 7.1.5. National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS)

The National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (NES-CS) is a nationally consistent set of planning controls and soil contaminant values. It ensures that land affected by contaminants in soil is appropriately identified and assessed before it is developed - and if necessary, the land is remediated, or the contaminants contained to make the land safe for human use.

The Preliminary Site Investigation (PSI) prepared for the application of PC76 confirmed that HAIL activities have occurred on the Site and the NES-CS applies to pieces of land within the Site. Consenting requirements under the NES-CS and potentially Chapter E30 of the AUP (regarding Contaminated Land) would be triggered by any future development undertaken on those affected areas. The methods to be followed to remediate and validate any contaminated soil for residential use will respond to the outcomes anticipated under the NES-CS. This can be addressed as part of any future resource consent applications to develop the site because both earthworks and residential land use permitted by the plan change would trigger the need for resource consent under the NES-CS.

### 7.1.6. National Environmental Standard for Freshwater 2020 (NES-FW)

The National Environmental Standards for Freshwater (“NES-FW”) regulates and restricts activities affecting the health of freshwater and freshwater ecosystems.

The following Regulations in the NES-FW are of potential relevance to the PPC:

1. Part 3 Subpart 1 – Natural Wetlands: Classifying the following activities as non-complying activities if they do not have another status under the subpart:
  - (a) vegetation clearance within, or within a 10 m setback from, a natural wetland:
  - (b) earthworks within, or within a 10 m setback from, a natural wetland:
  - (c) the taking, use, damming, diversion, or discharge of water within, or within a 100 m setback from, a natural wetland
2. Part 3 Subpart 3 – Passage of fish affected by structures: Classifying structures affecting passage of fish as various discretionary and non-complying activities.

The *Ecological Memorandum* includes an assessment of streams and/or potential wetlands existing on the site, and has concluded that no natural inland wetlands, as defined under the National Policy Statement for Freshwater Management (NPS-FM 2020), were identified within 100 m of the plan change area. Further, no areas within the site contained streams that met the Auckland Unitary Plan Operative in Part (AUP-OP) definitions.

The NES-FW therefore has little relevance to the proposal.

## 7.2. Management Plans and Strategies

Section 74(2)(b)(i) states that, “In addition to the requirements of section 75(3) and (4), when preparing or changing a district plan, a territorial authority shall have regard to — any management plans and strategies prepared under other Acts.”

### 7.2.1. Auckland Plan 2050

The Auckland Plan is a long term (20 to 30 year) strategy for Auckland’s growth and development, which serves as the key strategic document to set the Council’s social, economic, environmental and cultural objectives. The Development Strategy shows how Auckland will physically grow and change over the next 30 years. It provides:

- a pathway for Auckland’s future physical development

- a framework to prioritise and coordinate the required supporting infrastructure

The Auckland Plan states that “Auckland will take a quality compact approach to growth and development”. Pukekohe is identified as a ‘Rural Node’. Significant growth is anticipated in this area over the next 30 years. Upgrades to water, wastewater, stormwater and transport will be required. The structure plan for Pukekohe and Paerata refines the staging and timing of development and will identify the mix and location of housing, employment, retail, commercial and community facilities.

The anticipated timeframes of enabling infrastructure project in Auckland relevant to the Site include:

- **Decade 1 (2018-2028)**
  - Pukekohe rail electrification
  - Paerata – Pukekohe Wastewater Network
  - Pukekohe Treatment Plant capacity
  - Pukekohe reservoir storage
- **Decade 2 (2028-2038):**
  - Drury to Pukekohe corridor
  - Pukekohe Treatment Plant capacity
  - Pukekohe reservoir storage
- **Decade 3 (2038-2048)**
  - Southern motorway upgrade (Drury to Bombay)

The Structure Plan has been developed in accordance with the Auckland Plan and the FULSS 2017. As a result, it is considered that the PPC is complementary to and supported by the Auckland Plan.

### 7.2.2. Future Urban Land Supply Strategy 2017 (FULSS)

The Future Urban Land Supply Strategy identifies a programme to sequence future urban land over 30 years to assist with the ongoing supply of greenfield land for development. It has been updated in July 2017 to reflect recent changes to the Unitary Plan, new demand for development and further technical work undertaken by Council to gain a greater understanding of the requirements for development.

Other council documents such as the Auckland Plan, the Auckland Unitary Plan, and the 30-year Infrastructure Strategy have close links with this strategy. There are also links with relevant transport documents such as the National Land Transport Programme, Integrated Transport Programme, Regional Land Transport Plan, Auckland Transport Alignment Project and Supporting Growth. This strategy also addresses the council’s obligations under The National Policy Statement on Urban Development Capacity (NPS-UD). The FULSS is likely to be refreshed again to align with the latest NPS-UD.

The FULSS states that “structure planning will generally commence approximately three years prior to the timeframe that has been identified in this strategy.” The Pukekohe-Paerata Structure Plan has been approved by the Council in August 2019, and the structure plan staging follows the staging suggested in the FULSS. The PPC is aligned with PC76, which gave effect to the FULSS and closely aligned with the timing adopted by Council.

### 7.2.3. Regional Land Transport Plan 2018-2028

The Regional Land Transport Plan sets out the funding programme for Auckland’s transport services and activities over a 10-year period. Planned transport activities for the next three years are provided in detail while proposed activities for the following seven years are outlined.

The key priority areas for the Regional Land Transport Plan, as relevant to the Pukekohe-Paerata Structure Plan 2019, include:

- the State Highway 1 (SH1) Southern Corridor Improvements project between Manukau and Papakura
- the SH1 Papakura-to-Bombay project which builds on the improvements being delivered as part of the Southern Corridor Improvements project and forms an early priority for the Supporting Growth Programme
- the State Highway 22 (SH22) Drury to Paerata short-term improvements project which is being investigated through the Safe Roads Programme. This project aims to prevent crashes on this road, and ensure that if a crash happens, people are less likely to be killed or seriously injured
- the electrification of the rail line to Pukekohe station, additional electric trains and
- rail corridor improvements between Wiri and Quay Park which will collectively enable frequent trains to Pukekohe.

These improvements will further support future development in the Site.

#### 7.2.4. Franklin Local Board Plan 2017

The Site is located within the Franklin Local Board area. The Franklin Local Board Plan 2017 is a three-year strategic document that guides local board activity, funding and investment decisions for the 2017 to 2020 period.

Key initiatives of the Franklin Local Board Plan include:

##### *Outcome 1: A well-cared for natural environment*

- *Implement local paths plans to make open space connected, accessible and well used.*
- *Encourage environmental initiatives that improve outdoor areas.*
- *Support projects that improve water quality.*

##### *Outcome 2: A thriving local economy*

- *Encourage major employers to locate in Franklin and provide local jobs.*
- *Continue to advocate to Auckland Transport (AT) for improvements to public transport services and infrastructure.*

##### *Outcome 3: An improved transport system*

- *Advocate to AT and NZTA for roads that are fit for all types of users, safe, and reflect the rural environment.*
- *Work with AT to improve pedestrian safety and accessibility in urban centres.*

##### *Outcome 4: Growth is dealt with effectively*

- *Advocate to the Governing Body and work with the community to ensure areas experiencing growth have appropriate, action-focused plans.*
- *Plan for growth in the right places, centred on local and town centres, to protect productive soils used for local agriculture and horticulture.*
- *Work with key agencies, such as Watercare, Auckland Transport, and central government to ensure services such as water, wastewater and roading are in place for growth areas.*

- *Ensure we are making the best possible use of existing outdoor space and community facilities.*
- *Plan the development of new facilities to support growth, where needed.*
- *Investigate a local targeted rate for improvements or additional facilities if requested by communities.*

It is stated in the Local Board Plan that Local Board will prioritise their budget to focus on the initiatives in the plan. The Pukekohe Structure Plan 2019 was developed to be consistent with the Franklin Local Board Plan, and the implementation of the Franklin Local Board Plan will support the growth enabled by the PPC and enhance existing opportunities of the area to integrate with future development.

### 7.3. Regional Policy Statement and Plans

Section 75(3)(c) states that, “A district plan must give effect to any regional policy statement” and Section 75(4) states that, “A district plan must not be inconsistent with – a water conservation order or a regional plan for any matter specified in section 30(1).”

#### 7.3.1. Auckland Unitary Plan (Operative in Part)

The AUP is the primary statutory planning document for Auckland. It is a combined unitary plan comprising of the Regional Policy Statement (RPS), Regional Coastal Plan, Regional Plan and District Plan. The AUP provides the regulatory framework for managing Auckland’s natural and physical resources while enabling growth and development and protecting matters of national importance. The AUP policy framework in order of hierarchy is for the regional and district plan provisions to give effect to the RPS.

#### 7.3.2. Auckland Regional Policy Statement

The Auckland Regional Policy Statement (RPS) contained within the AUP outlines the resource management issues that are of significance in the Auckland Region and provides policies and methods to achieve integrated management of natural and physical resources across the region.

The RPS is prepared in accordance with Part 2 of the RMA and the completion of an evaluation report under section 32 of the RMA. The AUP overlay, Auckland-wide, zone, precincts, planning maps, schedules and appendices are part of the regulatory methods to implement the objectives and policies in the RPS.

The PPC has been assessed against the relevant objectives and policies of the RPS, which demonstrates that the PPC is consistent with, and will give effect to, the following RPS chapters in particular:

- B2 Urban growth and form;
- B3 Infrastructure, transport and energy;
- B4 Outstanding natural features and landscapes;
- B6 Mana Whenua;
- B7 Natural resources; and
- B10 Environmental risk.

## B2 - Urban Growth and Form

### B2.2. Urban growth and form

With regard to achieving a quality compact urban form, the PPC has been considered against:

- Potential for economic growth;
- Availability and capacity of existing and new infrastructure

- Proximity to public transport
- Contribution towards social and cultural vitality
- Potential impact on rural character and productivity

While the Site is not currently within an established urban environment, the site and wider area has been live-zoned to Mixed Housing Urban under PC76.

The *Economics Report* prepared by Urban Economics states that:

- The (neighbourhood) center would provide immediate access to day – to – day goods and services for the future residents of the proposed Plan Change 76 (Primary West) and Primary East areas.
- The centre would create additional GDP employment from its initial construction and ongoing operation.
- The location and scale of the proposal would ensure there are no adverse competitive impacts, or low-on economic impacts, on existing centres.

The Urban Design assessment prepared by Ian Munro also considered the PPC against B2 objectives and policies; and it was considered that “overall, the proposal is consistent with the quality compact urban form sought by the AUP: OP and the specific matters set out in Chapter B2: Urban Form.”

The Site is close to the Pukekohe Town Centre and Pukekohe Train Station. The PPC will contribute to commercial and retail local services to support growth in Pukekohe. The PPC can integrate with the provision of infrastructure to the area. Assessment under PC76 demonstrated that that the area can be adequately serviced in terms of water, wastewater, stormwater and transport infrastructure, and remain relevant for this PPC.

### **B2.3. A quality built environment**

With reference to the Urban Design Report prepared by Ian Munro and the concept master plan, the PPC is consistent with the policies under B2.3.2 as:

- *The Precinct Plan proposes a community focal point square adjacent to what would be an ideal café location, and retail along the frontage of the east-west collector road... to form a quality active frontage.*
- *Managed vehicle access and landscaping along Golding Road will ... provide for a visually appropriate edge to that road noting that accommodating active frontage and retailing along this road would be challenging without extensive changes to the road’s design (and Auckland Transport’s agreement to that).*
- *In terms of built form quality, and in addition to the Precinct Plan requirements, the zone provisions themselves require all new buildings to be considered as a restricted discretionary activity with design quality a key facet of the required assessment. I consider these provisions can be relied on to ensure a good-quality built form outcome is achieved.*
- *The location chosen will also be on an identified cycle route (the PC76 Precinct Plan) and passenger transport (bus) route. It will in my opinion be highly accessible from within its catchment.*

### **B2.7 Open Space and Recreational Facilities**

The PPC provides for a Village Green in the north-eastern corner of the site, at the intersection of Golding Road and the new collector road. As stated in Ian Munro’s Urban Design Report, “By being on the most prominent

*corner of the highest-order roads in the neighbourhood, the small public space will be highly visible and very accessible. I consider this the most integrated possible location for a public square-type space in the new centre."*

In terms of reverse sensitivity effects between open spaces and neighbouring land uses (Objectives B2.7.1(3)) the Site is separated from adjacent residential land to the north the proposed collector road and to the east by Golding Road. The interface between existing and potential open space areas with roads and residential development is not uncommon, and can be designed so that reverse sensitivity effects do not result.

### **B3 Infrastructure, transport and energy**

The objectives under B3.2.1 seek for infrastructure to be resilient, efficient and effects, and for infrastructure planning and land use to be integrated to service growth efficiently. The PPC relates to an area of land already included in PC76, and aligns with the infrastructure and transport upgrades established through this process, including a link road from Birch Road through the Golding Road, facilitating upgrades to Golding Road, wastewater upgrades and stormwater mitigation. It is considered that overall, the PPC is able to be supported by infrastructure, and that infrastructure planning will generally align with the servicing requirements of the Site. A *Stormwater Management Plan Memorandum* has been included in **Appendix 6** to confirm this.

The effects of the Plan Change on the existing and future transport network have been assessed in an *Integrated Transport Assessment* (ITA) prepared by TPC and included within **Appendix 5**. The ITA determines that compared to the residential zone, the net increase of trip generation associated with the plan change and external to the area would be consistent during the peak hour, which as negligible effects. The estimated traffic generated by the proposal can be accommodated on the surrounding network while maintaining acceptable levels of safety and performance. Notwithstanding this, future development and updates both within the Site and surrounds will future mitigate adverse effects and facilitate transport choices.

### **B4 Outstanding natural features and landscapes;**

There are no existing scheduled trees, outstanding natural features or landscapes, areas of high coastal natural character or high natural character located within the Site.

### **B6 Mana Whenua**

The principles of the Treaty of Waitangi/Te Tiriti o Waitangi are recognised as part of the preparation of the PPC, and consultation has been undertaken with iwi groups that may have interest in the PPC in order to ensure that Mana Whenua values are identified, protected and enhanced as part of the PPC.

While feedback has yet to be received, any findings from initial discussions or further Cultural Values/ Impact Assessments prepared by Ngati Tamaoho and Ngati Te Ata will be further addressed and discussed with iwi as necessary.

### **B7 Natural resources**

There are no significant areas of vegetation, nor any identified wetlands or watercourses on the site. The *Stormwater Management Plan Memo* prepared to support the PPC demonstrates that mitigation measures can be put in place to manage any adverse effects of rezoning and developing the Site on freshwater and coastal water within the wider environment.

### **B10 Environmental risk**

The site has been identified as subject to contaminated soils risk. However, environmental risk is already managed through Chapter E38 Subdivision and E36 Environmental Risk of the AUP. Any land contamination will be managed through the resource consent process including consent conditions. These rules are addressed in the NES-CS and Chapter E30 of the AUP. The environmental risks associated with the Site and any future development are not significant or unique such they can be suitably managed by existing tools and methods, or that the proposed residential zoning should be avoided.

## Summary

An assessment of the PPC against the sections of the RPS that are of relevance to the PPC has been undertaken. In light of this assessment, it is considered that the PPC will give effect to the RPS, particularly the outcomes sought under Chapter B2 relating to urban growth and form. As supported by the Urban Design and Economic Assessments, the PPC is able to contribute positively towards a quality compact urban form to support residential growth through provision of a well-integrated neighbourhood centre.

### 7.3.3. Auckland Regional Plan

The Auckland Regional Plan (ARP) provisions control the use of land for the purpose of soil conservation, water quality and managing natural hazards. Development within the Site will be regulated by the Auckland-wide provisions within the AUP, which will ensure the effects of development on the natural environment will be appropriately managed and will achieve the objectives and policies of the ARP.

The provisions of the AUP relevant to the PPC have undergone a full and thorough section 32 evaluation associated with the notification of the PAUP, and the AUPHHP hearings. As such, a full assessment of the existing operative objectives, policies and rules of the AUP that are proposed to be applied to the subject land through this PPC request is not necessary, particularly as the PPC does not seek to change or negate any of the existing regional plan provisions. However, the following assessment considers:

1. whether the PPC is compatible with the existing AUP provisions
2. whether the existing AUP provisions relevant to the PPC are appropriate to manage certain issues that may arise

## E1 Water Quality and Integrated Management

The whole of Section E of the AUP already applies to the site as this section of the AUP sets out Auckland-wide provisions.

The E1 objectives and policies are relevant to the following chapters:

- E4 Other discharges of contaminants
- E5 On-site and small scale wastewater treatment and disposal
- E6 Wastewater network management
- E7 Taking, using, damming and diversion of water and drilling
- E8 Stormwater – Discharge and diversion
- E9 Stormwater quality – High contaminant generating car parks and high use roads

The PPC does not anticipate any loss or degradation of existing waterways, as there are no waterways identified within the PC area, and appropriate stormwater management will be provided, per **Appendix 6**, to avoid effects on the wider environment. The precinct plan and associated provisions also ensure that effects on hydrology are minimised.



### **E3 Lakes, rivers, streams and wetlands**

There are no permanent and intermittent streams within the PC area. This has been confirmed by an *Ecology Memo* in **Appendix 9**.

Future development in accordance with the proposed precinct provisions will be able to achieve the objectives and policies under Chapter E3.

### **E11 Land Disturbance – Regional**

Land disturbance is required to prepare the land for urban development. Development of the Site in accordance with its underlying zoning will not present significant difficulties in meeting the standards set out in Chapter E11, which ensures that land disturbance is undertaken in a way that meets the objectives of the Chapter. Of particular relevance will be the implementation of best practice erosion and sediment control measures to ensure there is no discharge of untreated sediment laden water into any water body, or stream bank erosion.

### **E15 Vegetation Management and Biodiversity**

The provisions within this Chapter are only relevant where vegetation alteration or removal is proposed in riparian areas and Significant Ecological Areas (SEA), however as the PC area does not have any of these features, this chapter is not relevant.

### **E30 Contaminated Land**

Preliminary Site Investigation (PSI) reporting was undertaken as part of PC76, and identified that site as subject to contamination.

It is noted that the AUP E30 chapter only comes into play where a discharge of contaminant occurs. The NES:CS will be relevant in terms of also regulating the use of contaminated land to protect human health. As such, appropriate mitigation or remediation can be implemented via future land use consents, noting that per *Geotechnical Memorandum* included in **Appendix 8**, the relevant contamination criteria relating to commercial development is less stringent than for residential development.

### **Summary**

The PPC will not be inconsistent with the regional plan provisions of the AUP(OP). The PPC is overall compatible with the existing AUP provisions whilst enabling the outcomes and objectives sought by the PPC.

### **7.4. Iwi Planning Documents**

Section 74(2A) states that, “A territorial authority, when preparing or changing a district plan, must take into account any relevant planning document recognised by an iwi authority and lodged with the territorial authority, to the extent that its content has a bearing on the resource management issues of the district.”

The site is located within Iwi Statutory Acknowledgement Area for Ngati Tamaoho. This area was identified as part of the Ngāti Tamaoho Deed of Settlement (the “deed”), which recognised the association between Ngāti Tamaoho and the Whangapouri Creek and its tributaries, among other identified areas and natural features. The deed was initialled by Ngāti Tamaoho and the Crown on 9 December 2016. Within this context, Ngati Tamaoho as well as other local iwi groups, were invited to review and provide comment on any relevant features on this specific site, as part of the wider discussions.

There are no other known Treaty Settlements currently associated with the site. It is the intent of the proposed consultation that any legal documentation or agreements be identified and discussed as part of this PPC, and this includes any Iwi Management Plans that may be held by iwi, and/or lodged with Auckland Council.

Ngati Tamaoho and Ngati Te Ata both requested engagement and an opportunity to provide a Cultural Values/ Impact Assessment in regards to PC76, and have been engaged again in relation to this PPC. Engagement with these iwi groups will also inform specific iwi planning documents to be taken into account as part of the PPC. These will be provided when received.

## 8. Assessment of Environmental Effects

Clause 22(2), Schedule 1 of the RMA states:

*Where environmental effects are anticipated, the request shall describe those effects, taking into account clauses 6 and 7 of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan.*

The following assessment of the actual or potential positive and adverse effects includes consideration of the following matters that are relevant to the plan change request:

- Built Environment and Layout (Urban Design)
- Public Amenities and Facilities
- Landscape Visual
- Ecological
- Infrastructure
- Flooding & Stormwater Management
- Transport
- Geotechnical
- Contamination
- Mana Whenua values

### 8.1. Built Environment and Layout (Urban Design)

Ian Munro provided an assessment on the urban design effects of the PPC, which was based around topics that are relevant to the AUP RPS and Structure Plan (including a Neighbourhood Design Statement) such as quality urban form, residential amenity, local character and integration of open spaces. His conclusions were that:

- The site has been identified as suitable for urban purposes through the recently approved Private Plan Change 76: Kohe (“PC76”) which was, in turn, in accordance with the Council’s Structure Plan for wider Pukekohe). When PC76 was proposed my analysis was that by itself it would not justify or need an additional centre zone. However in addition to PC76, a separate Private Plan Change on the eastern side of Golding Road has since been lodged (“eastern plan change”). I regard it as very likely that the lodged Plan Change will be granted, for the same reasons that PC76 (and also PC74, to the south) were granted. These two areas together merit a re-zoning for a small centre in the vicinity of Golding Road and an east-west collector road crossing that, provided for in PC76 and proposed in the eastern plan change.
- I have been the urban designer on both PC76 and the eastern Plan Change (and PC74 to the south), and have worked to ensure that these will integrate seamlessly across Golding Road. I have considered potential centre locations along both sides of Golding Road and consider the proposed location represents the most appropriate and logical location for a neighbourhood centre in this area. A centre at the cross-roads of Golding Road and the east-west collector (which will link Birch Road through to Pukekohe East Road), is consistent with what I would regard as mainstream approaches to centre-planning.
- The proposed centre would offer residents of PC76 and the eastern plan change key benefits of not having to find a way across Pukekohe East Road to the north (currently a major pedestrian and cyclist barrier, and also noting that the zoned Neighbourhood Centre zone is occupied by farm / light

industrial uses at this time, offering no community retail or services at any rate). In terms of existing services and retail the closest current option is a small strip of shops adjacent to Valley Road, approximately 1km on average from both PC76 and the eastern plan change areas. The proposed centre would be substantially more accessible and likely accommodate a small supermarket, something not otherwise available outside of the Pukekohe Town Centre itself to the west. I note that in urban design terms either a Local Centre zone or a Neighbourhood Centre zone could be appropriate; there are no urban design reasons why the proposed centre could only be a Neighbourhood Centre zone.

- A concept plan for the Site, and which is intended to form a high-level starting-point for subsequent development of the centre, demonstrates that the land is capable of delivering an integrated, well-connected and spatially coherent community focal point in line with the outcomes sought by the AUP: OP.
- The zone provisions require high-quality built form outcomes including that all buildings require land use consent. I see no urban design effects that could not be properly accounted for at that time, but in any event a Precinct Plan has been proposed to help ensure delivery of a small community square / plaza (likely a developer-owned outcome given its small size of the order of 226m<sup>2</sup>), and a landscaped edge along Golding Road. I consider that these are desirable outcomes.
- The proposal will result in a number of adverse urban design effects, although none are considered to be unusual or severe in the context of urban land re-zoning. Positive urban design effects will also occur or be enabled through future development. Overall, the proposal is consistent with the quality compact urban form sought by the AUP: OP and the specific matters set out in Chapter B2: Urban Form. It is consistent with the Council's Structure Plan (no centre was identified in the area on the Structure Plan map, but the accompanying report explained that one was likely to be needed), and the specific urban design principles that accompany it in a Neighbourhood Design Statement.

In light of the above, the PPC will result in a change to the existing rural character and future urban form approved under PC76, however this will align with the Structure Plan which identified the need for neighbourhood centre. The PPC allows opportunities for a quality commercial built environment that provides well-connected to public amenities and facilities which provides for the needs of future residents. The PPC will therefore not result in unexpected or unacceptable adverse effects on character or amenity and is able to support a quality compact urban form.

## 8.2. Public Amenities and Facilities

There are existing open space areas within close proximity to the Site, including Roosevelt Park. Additionally, PC76 includes a drainage reserve area comprising streams and riparian areas, which as per the Structure Plan, is appropriate as a Neighbourhood Park which will be developed in tandem with the intensification/ future development of the wider PC 76 area. The existing and proposed open space areas ensures that all future residents can have access to a park within 600m distance, and has access to Roosevelt Park which is at least 10 hectares in area before any development of the potential future neighbourhood park.

Further, the proposed Precinct Plan provides for a minimum 250m<sup>2</sup> Village Green. This Village Green will be located next to an active commercial/retail frontage, allowing for a future café or similar to be established adjacent to the green, with public seating. The precinct plan provisions ensure that this space is publicly accessible, and can be vested to Council if they accept. This space provides for a high-quality public space in this neighbourhood centre, and is considered an appropriate size noting the areas of reserve proposed and existing to the west.

Overall, the PPC provides area of open spaces, and public amenities and facilities that will serve future residents.

### 8.3. Landscape and Visual

In light of the site already being live zoned via PC76, the PPC will generate limited additional landscape and visual effects beyond that enabled by PC76. There is an expectation that future development would initially generate landscape and visual effects of some significance due to the degree of change the existing landscape, however the change from residential development enabled under the MHU to commercial and retail development will not have significant landscape or visual impact. The proposed precinct plan provides for a landscaped strip along Golding Road, and a village green at the prominent corner of Golding Road and the proposed new collector road, to ensure high quality amenity is provided. Overall, adverse landscape and visual effects from the PPC will be acceptable.

### 8.4. Ecological

An *Ecological Memorandum* has been prepared by Viridis, provided in **Appendix 9**. The report concludes the following:

*“Viridis considers the proposal to have no adverse impact on the ecological value of the plan change area, as the proposed re-zoning will still afford the same level of protection for ecological features on site. The findings of the existing EclA prepared by Bioreserches (2021) remains unchanged, and the ecological value of the site remains to be negligible”*

Overall, the PPC will not result in adverse effects on ecological and biodiversity values.

### 8.5. Infrastructure and Stormwater Management

Infrastructure will be provided in accordance with PC76. To support the PC76 application Civix prepared a Stormwater Management Plan which outlines the management strategy that is intended to be adopted for the Site, demonstrating that a suitable SMP can be prepared to accommodate future development that meets the requirements to be included under the Auckland Council Regionwide Stormwater Network Discharge Consent. An Integrated Stormwater Management Approach has been adopted as part of the SMP, which seeks to:

- Minimise the stormwater related effects of development;
- Retain/restore natural hydrology as far as practicable;
- Minimise the generation and discharge of contaminants (including gross Stormwater pollutants) and stormwater flows at source;
- Minimise temperature related effects;
- Enhance freshwater systems including streams and riparian margins;
- Minimise the location of engineered structures in streams; and
- Protect the values of Significant Ecological Areas as identified in the Auckland Unitary Plan.

It has been demonstrated that the SMP can guide future development of the site based on the PPC, in terms of stormwater treatment, conveyance, and hydrology mitigation. The PPC is therefore not considered to result in unacceptable adverse effects in terms of stormwater and be suitably serviced.

### 8.6. Transport

The effects of the proposed rezoning on the safety and efficiency of the transport network have been considered in detail in the transport assessment prepared by Traffic Planning Consultants (TPC) (refer **Appendix 5**). The key finding of TPC are that:

- The proposed Neighbourhood Centre is anticipated to generate a negligible number of trips external to the precinct.
- Compared to the residential zone, the net increase of trip generation associated with the plan change and external to the area would be consistent during the peak hour, which is negligible.
- The estimated traffic generated by the proposal can be accommodated on the surrounding network while maintaining acceptable levels of safety and performance.
- The site will have a high level of accessibility to public transportation, walking, and cycling and the effects of private car travel from the development area will likely be reduced.
- Any development enabled by the proposed plan change is consistent with and encourages key regional and district transport policies.
- The proposal does not seek to modify any of the transport provisions recently approved within PC76, therefore any detailed assessments related to transport can be taken care of during resource consent.

Overall, the PPC is not expected to impact on the efficient and safe operation of the existing surrounding traffic network, and future development can be adequately serviced. Notwithstanding this, the planned transport network upgrades for the area will assist with future developments in the local area including the subject site. The site's improved connectivity to other modes such as public transport, walking, and cycling will provide a choice of travel modes and a higher level of accessibility to the wider network.

## 8.7. Geotechnical

A *Geotechnical Report* for the Site has been prepared by Soil & Rock Consultants, in which the following conclusions were made:

*"Our Geotechnical reporting concluded that there are no natural geotechnical hazards that are considered an undue impediment to subdivision/construction (respectively) or that cannot be reasonably addressed by typical engineering design and construction. We consider that geotechnical implications relating to commercial development can be addressed during investigations and reporting at Building Consent stage and therefore, we consider the proposed commercial PC does not change the findings and recommendations of our previous Geotechnical Investigation Reports, "Geotechnical Assessment Report to Support a Private Plan Change at 53 Birch & 2, 19, 26 & 52 Golding Road, 212 East Street, Pukekohe. Rev B. Dated 20 October 2021. Job No. 21139' and 'Geotechnical Investigation to Support Resource Consent, 53 Birch Road, 2 & 19 Golding Road & 212 East Street, Pukekohe' dated 08 March 2022' and that commercial development of the south-eastern portion of the site is suitable from a Geotechnical perspective."*

Based on Soil & Rock Consultants' findings, the Site is largely favourable or able to be remedied for development.

## 8.8. Contamination

Based on the Preliminary Site Investigation (PSI) report prepared by Soil & Rock Consultants in support of the PPC, whilst some areas of the site have been subject to HAIL activities, aside from the landfill area, there are no significant contamination issues relating to the Site.

As such, the PSI and DSI informs potential resource consent requirements in terms of when consenting and assessment under the NES:CS and AUP Contaminated Land chapter would be required. The PPC does not pose contamination risks from future development, use, or to adjacent occupants and users provided that site management methods and remediation where required are adhered to, and appropriately managed under the NES:CS and AUP provisions.

## 8.9. Mana Whenua values

As discussed above, the Site is located within Iwi Statutory Acknowledgement Area for Ngati Tamaoho. This area was identified as part of the Ngāti Tamaoho Deed of Settlement (the “deed”), which recognised the association between Ngāti Tamaoho and the Whangapouri Creek and its tributaries, among other identified areas and natural features. The deed was initialled by Ngāti Tamaoho and the Crown on 9 December 2016. Within this context, Ngati Tamaoho as well as other local iwi groups, were invited to review and provide comment on any relevant features on this specific site. The following iwi groups were sent a PPC summary letter as part of the PC76 application: via email on 24<sup>th</sup> September 2021:

- Ngāi Tai ki Tāmaki
- Ngāti Maru
- Ngāti Tamaoho
- Ngāti Te Ata
- Te Ākitai Waiohua
- Waikato - Tainui

In response to the initial correspondence sent to iwi groups, Ngati Tamaoho and Ngati Te Ata both requested engagement and an opportunity to provide a Cultural Values/ Impact Assessment in regards to the PPC. No response was received from other iwi groups. It is noted that Ngati Tamaoho and Ngati Te Ata were two of the four iwi with mana whenua customary interests over the structure plan area that actively engaged with the council as part of their preparation of the Structure Plan (see section 6.1.3 of this report).

Ngati Te Ata’s and Ngati Tamaoho’s CVAs identified a number of areas of key concern, broadly categorised (but not limited to) protection of physical landscapes; protection of wahi tapu and other sites of significance; provisions of sufficient erosion and sediment control measures and appropriate riparian planting; preservation of waterways and provision of stormwater mitigation; and protection of biodiversity and indigenous vegetation.

While further engagement is being sought regarding this Commercial PPC, it is noted here that there are no physical landscapes of note within the PPC area, nor any identified sites of significance. Future land use consents will ensure provision of sufficient erosion and sediment control measures and riparian planting. The PPC will align the PC76 integrated stormwater management plan, and there are no waterways or areas of indigenous vegetation within the PPC area.

Subject to receipt of the further feedback / CVAs, the PPC seeks to avoid adverse effects on Mana Whenua values.

## 8.10. Summary of Effects

In summary, having considered the actual and potential positive and adverse effects on the environment as a result of changes that can be anticipated by the PPC:

- The PPC will not give rise to significant adverse effects on the environment.
- There will be positive effects such as;
  - providing opportunity for provision of smaller scale and appropriate commercial services for the surrounding residential intensification as well as servicing existing residences in the location.
  - Providing additional employment opportunity to the local community.
  - Reducing travel demand to obtain services for the surrounding neighbourhood

- The effects of the PPC will generally be consistent with what the Structure Plan and existing Regional Plan provisions seek to avoid, minimise, remedy, maintain or enhance.
- The proposed precinct plan provisions together with the existing AUP provisions will further manage effects pertaining to protection and management of stormwater, and achieving an integrated movement network.



## 9. Section 32 Analysis

Clause 22, Schedule 1 of the RMA states that a request for a plan change must contain an evaluation report prepared in accordance with section 32 of the RMA.

Section 32 of the RMA sets out the requirements for an evaluation report as follows:

- 1) An evaluation report required under this Act must-
  - a. examine the extent to which the objectives of the proposal being evaluated are the most appropriate way to achieve the purpose of this Act; and
  - b. examine whether the provisions in the proposal are the most appropriate way to achieve the objectives by-
    - i. identifying other reasonably practicable options for achieving the objectives; and
    - ii. assessing the efficiency and effectiveness of the provisions in achieving the objectives; and
    - iii. summarising the reasons for deciding on the provisions; and
  - c. contain a level of detail that corresponds to the scale and significance of the environmental, economic, social and cultural effects that are anticipated from the implementation of the proposal.

The following sections address the matters set out under Section 32 of the RMA.

### 9.1. Objective of the Proposed Plan Change

The general objectives of the PPC are adopted from the following RPS objectives and policies. This ensures that the objective of the PPC is both consistent with the RPS and RMA, noting that the purpose of the RPS is to achieve the purpose of the RMA:

#### Urban growth and form

- The development of land is integrated with the provision of appropriate infrastructure (B2.2.1(5)).
- Enable rezoning of future urban zoned land for urbanisation following structure planning and plan change processes in accordance with Appendix 1 Structure plan guidelines (E2.2.1(3)).
- Respond to the intrinsic qualities and physical characteristics of the site and area, including its setting (B2.3.1(1)(a))
- Contribute to a diverse mix of choice and opportunity for people and communities (B2.3.1(1)(c))
- Maximise resource and infrastructure efficiency (B2.3.1(1)(d))

#### Open Space and Recreational Facilities

- Public access to and along Auckland's coastline, coastal marine area, lakes, rivers, streams and wetlands is maintained and enhanced (B2.7.1(2)).
- Reverse sensitivity effects between open spaces and recreation facilities and neighbouring land uses are avoided, remedied or mitigated (B2.7.1(3)).
- Promote the physical connection of open spaces to enable people and wildlife to move around efficiently and safely (B2.7.2(2)).

#### Infrastructure

- Infrastructure is protected from reverse sensitivity effects caused by incompatible subdivision, use and development (B3.2.1(6)).

### **Recognition of Treaty of Waitangi/Te Tiriti o Waitangi partnerships and participation**

- The principles of the Treaty of Waitangi/Te Tiriti o Waitangi are recognised and provided for in the sustainable management of natural and physical resources including ancestral lands, water, air, coastal sites, wāhi tapu and other taonga (B6.2.1(1)).

Additionally, a Precinct is proposed (Golding Road Neighbourhood Centre Precinct) to ensure that the development of the land is consistent with the Structure Plan. The objectives of the Precinct are as follows:

- (1) Golding Road Neighbourhood Centre Precinct is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment.
- (2) Encourage the establishment of a small Village Green located on the intersection of Golding Road and the new Collector Road to facilitate a range of future opportunities.
- (3) Development is undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, or an active commercial interface where buildings front the proposed Collector Road reserve.
- (4) Access into and out of the site is controlled to avoid unanticipated transport effects on Golding Road and the proposed Collector Road.

## **9.2. Achieving the purpose of the RMA**

Section 5 of the RMA identifies the purpose of the Act as being the sustainable management of natural and physical resources. This means managing the use, development and protection of natural and physical resources in a way that enables people and communities to provide for their social, cultural and economic well-being and health and safety while sustaining those resources for future generations, protecting the life-supporting capacity of ecosystems, and avoiding, remedying or mitigating adverse effects on the environment.

In achieving the purpose of the Act, all persons shall:

- a. recognise and provide for the matters of national importance under Section 6;
- b. have particular regard to the other matters set out under Section 7; and
- c. take into account the principles of the Treaty of Waitangi.

Given that the general objectives of the PPC are adopted from the RPS objectives and policies which have already been assessed to give effect to the purpose of the RMA, these do not need to be further considered. With respect to the proposed Precinct objectives, these are assessed against Part 2 of the RMA below.

Overall, the PPC will allow the land to be used and developed to create a neighbourhood centre, that will support the new residential capacity that has recently been live zoned, therefore providing for social, economic, and cultural well-being and health and safety of people through the employment it will generate (during the design, consenting and construction of future development, and upon implementation through staffing needs for the activities established), and the quality and variety of local services (such as a supermarket) it will provide within close proximity to the imminent residential intensification in Pukekohe East-Central. This can be enabled while ensuring that future use and development is appropriately managed and controlled by way of existing and proposed provisions within the AUP so that natural and physical resources are sustained to meet potential future generation needs, life-supporting capacities are protected, and adverse effects of activities on the environment are avoided, remedied or mitigated to be acceptable overall.

Section 6 of the RMA sets out a number of matters of national importance which need to be recognised and provided for in achieving the purpose of the RMA. Policy 4 of the proposed Precinct seeks to minimise off-site disposal of stormwater through the use of suitable infrastructure design. This in turn will protect natural watercourses in the wider catchment and recognise the relationship of Maori and their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga.

Section 7 of the RMA identifies a number of “other matters” to be given particular regard by Council. The proposed zoning and precinct objectives have particular regard to these matters as:

- The plan change will enable the efficient use and development of natural and physical resources through the facilitation of a commercial centre in a location that has already been live-zoned for development, and is integrated with existing planned infrastructure upgrades.
- A concept master plan has been development based on the proposed zoning and precinct plan, which can be given effect to while maintaining and enhancing amenity values and the quality of the environment.
- The PPC has regard to the effects of climate change by providing for services that deliver the day to day needs of residents in close proximity, therefore reducing travel time to these services.

Section 8 requires Council to take into account the principles of the Treaty of Waitangi. The objectives of the PPC takes into account the principles of the Treaty of Waitangi and has been informed through consultation with iwi groups that have interest in the plan change area and taking into account their feedback with regard to matters of significance to Mana Whenua.

The objectives of the PPC are therefore the most appropriate way to achieve the sustainable management purpose of the RMA. The following options analysis demonstrates that these objectives are given effect to in the most effective and efficient way by the proposed zoning and precinct provisions.

### 9.3. Options analysis

The following options are identified for the purposes of evaluating other ‘reasonably practicable options for achieving the objectives’ of the PPC, derived from the RPS. Refer to **Appendix 3** for the detailed analysis of each option as they relate to relevant RPS topics and the corresponding objectives.

The options have been considered in terms of:

- i. the efficiency and effectiveness in achieving the objectives of the proposal; and
- ii. the scale and significance of the benefits and costs of environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposal.

#### Residential Zoning Options

- Option 1: Status quo – retain Mixed Housing Urban zone for the plan change area
- Option 2: Rezone plan change area from Mixed Housing Urban zone to Local Centre Zone.
- Option 3: Rezone plan change area to Neighbourhood Centre Zone.

*Preferred Option and Summary of Reasons for Decision*

Option 3 is preferred.

Due to recent live-zoning of residential land via PC 74, PC 76 and the recently submitted Private Plan Change on the eastern side of Golding Road, there is now merit for a small local centre to service this residential intensification. This aligns with the Structure Plan which identified that another local centre will likely be required, and is supported by the *Economics Report* in **Appendix 7**.

This centre could be zoned either Local Centre Zone or Neighbourhood Centre zone. Both zones are similar, the distinction being that the LC zone provides for an overall greater scale of intensification, with provisions for buildings up to 4 storeys high, and more permissive provisions for larger format retail stores. The NC zone is preferred as it provides for less intensification of built form and smaller scale of activities, which is appropriate for the size of the site, and ensures that it does not detract from the existing Pukekohe town centre.

#### 9.4. Evaluation of proposed precinct provisions

The proposed precinct provisions have also been assessed in **Appendix 4** to determine whether they are the most effective and efficient method to achieve the objectives. In summary:

- The provisions require subdivision and development to be undertaken in accordance with the proposed precinct plan and subdivision standards under the Precinct. This is the most efficient and effective for future development to be carried out in a manner that achieves the objectives of the precinct without placing restrictions on minor changes which may be deemed appropriate where they can be supported by specific assessment.
- The precinct will establish a small Village Green on the intersection of Golding Road and the new Collector Road to facilitate a range of future opportunities. It is considered likely that tenancies adjacent to the green will be oriented to the open space. The provision for use of the green for outdoor commercial activities will encourage activation of the space, and the fence standard applied to the boundary provides opportunity for passive surveillance between the public/ private spaces, sufficient privacy, and opportunity for more activation to the reserve. As such, the application of the village green standards is effective and efficient in achieving the objective.
- Development will be undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, or an active commercial interface where buildings front the proposed Collector Road reserve. Identification of the landscaping strip on the precinct plan, and provision of a standard specifying the landscaping expected in the landscaping strip, is the most efficient and effective way to ensure a high-quality landscaping strip is provided, as there would otherwise be no controls in relation to this under the AUP provisions. Similarly, identification of an active commercial/retail frontage on the precinct plan is the most efficient and effective way to ensure this is provided.
- Access into and out of the site is controlled to avoid unanticipated transport effects on Golding Road and the proposed Collector Road. The AUP standards already limit access to an arterial road, which Golding Road is expected to be upgraded to, so these provisions reflect the restricted access expected onto a high-use road such as this.

#### 9.5. Risk of Acting or Not Acting

Section 32(2)(c) of the RMA requires this evaluation to assess the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the provisions. It is considered that there is sufficient information about the subject matter of the provisions of the PPC, and therefore further assessment in under this section of the RMA is not required.

#### 9.6. Advice Received from Iwi Authorities

Section 32(4A) of the RMA states:

*If the proposal is a proposed policy statement, plan, or change prepared in accordance with any of the processes provided for in [Schedule 1](#), the evaluation report must—*

- a. summarise all advice concerning the proposal received from iwi authorities under the relevant provisions of Schedule 1; and*
- b. summarise the response to the advice, including any provisions of the proposal that are intended to give effect to the advice.*

While feedback has not yet been received from iwi, when this is received, it will be summarised and considered, and an updated assessment of effects of mana whenua values from the PPC will be provided as required.

### 9.7. Summary of Section 32 Analysis

An analysis has been carried out in accordance with the requirements of section 32 of the RMA, to determine whether the proposed plan change objectives are the most appropriate way to achieve the purpose of the RMA, and whether the proposed methods are the most effective and efficient way to achieve the objectives.

It is considered that the proposed precinct objectives appropriately achieve the sustainable management purpose of the RMA as assessed under Section 9.2 of this report.

It is also considered that the proposed Neighbourhood Centre zoning and precinct provisions best achieve the objectives and the PPC, with the reasons for deciding on each option and its relevant provisions summarised under Section 9.3 of this report.

## 10. Consultation

Prior to the formal preparation and submission of this private plan change request, a number of interested groups and stakeholders were consulted. The details of the consultation with these groups are provided below.

### 10.1. Mana Whenua

Cultural Values Assessments were provided by Ngāti Tamaoho; and Ngāti Te Ata Waiohua for PC76, and these iwi have been contacted to engage on the PPC. Both iwi have indicated that they will give further feedback or provide updated CVA's, however these are yet to be received at the time of writing.

### 10.2. PC76 Submitters

Persons and entities that provided formal submissions on PC76 have been contacted to give feedback on PPC, noting both plan changes relate to 19 Golding Road.

A consultation schedule has been provided in **Appendix 13** and will be updated as feedback is received.

### 10.3. Franklin Local Board

The Franklin Local Board have been provided with a summary of the PPC and invited to give their comments on the plan change request prior to lodgement. Feedback is yet to be received.

### 10.4. Council Controlled Organisations (CCOs)

Auckland Transport and Watercare have been provided with a summary of the PPC and invited to give their comments on the plan change request prior to lodgement. Feedback is yet to be received.

### 10.5. Affected Properties

Affected properties adjacent to the PPC area will be written to prior to the PPC being accepted.

## 11. Conclusion

The PPC proposes to rezone 8,500m<sup>2</sup> of land within 19 Golding Road to create a neighbourhood centre. The current Residential - Mixed Housing Urban Zone land will be rezoned to Business – Neighbourhood Centre Zone. A Precinct (Golding Road Neighbourhood Centre Precinct) is also proposed, which in conjunction with the zoning and overlay proposed, and supporting activity rules, standards, matters for discretion and assessment criteria, will achieve the objectives of the PPC.

The request has been made in accordance with the provisions of Schedule 1 and Section 32 of the Resource Management Act 1991. Assessments have been undertaken with reference to specialists reports that have been prepared in support the application. It is concluded that adverse effects on the environment as a result of the plan change will be avoided, remedied or mitigated, and there will be positive effects.

An assessment against the provisions of Section 32 of the RMA includes an analysis with respect to the extent to which the objectives of the plan change are the most appropriate to achieve the purpose of the Act and an examination of whether the provisions of the plan change are the most appropriate way to achieve its objectives, including any alternatives.

Overall, it is considered that the proposed plan change accords with the sustainable management principles outlined in Part 2 of the Act and satisfies Section 32 of the Act, and there is no reason that Council cannot approve the proposed plan change.

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## APPENDIX 1: SECTION 32 EVALUATION OF PROPOSED RULES AND METHODS (S32(2))

RPS Topic	Options	Zoning and Rules	Benefit	Cost	Effectiveness and efficiency	Risk
<ul style="list-style-type: none"> <li>Urban growth and form</li> </ul>	<p><b>Option 1:</b> Status quo – retain Residential - Mixed Housing Urban (MHU) for the plan change area</p>	<p><b>MHU:</b></p> <ul style="list-style-type: none"> <li>Medium intensity zone</li> <li>Development typically up to three storeys in a variety of sizes and forms, including detached dwellings, terrace housing and low-rise apartments.</li> <li>Up to three dwellings are permitted subject to compliance with the standards.</li> </ul>	<ul style="list-style-type: none"> <li>Deliver more housing supply</li> <li>Consistent with the Pukekohe-Paerata Structure Plan residential zoning for the area, and therefore consistent with government and community expectations.</li> <li>Does not detract all from neighbourhood and town centres in the wider area.</li> <li>Removes the cost of initiating/ progressing through the plan change process.</li> </ul>	<ul style="list-style-type: none"> <li>Residential development in the catchment will not have as many convenient local services.</li> <li>Residents will need to travel further for local services. This has an environmental impact from increased greenhouse gases.</li> <li>Socially, the community wouldn't have a focal point and less opportunity for community activity and loss of sense of identity.</li> <li>There will be a loss of economic potential from construction of Neighbourhood Centre and long-term employment of</li> </ul>	<ul style="list-style-type: none"> <li>Efficient and effective in delivering housing typologies that are most closely aligned with the demand for the area.</li> </ul>	<ul style="list-style-type: none"> <li>The planned intensification of the area is implemented, and creates a community that is under-served, with no available land in close proximity to the catchment to develop local services in an integrated way.</li> </ul>



RPS Topic	Options	Zoning and Rules	Benefit	Cost	Effectiveness and efficiency	Risk
				<p>staff at these facilities</p> <ul style="list-style-type: none"> <li>Future local services cannot be developed in an integrated way.</li> </ul>		
	<p><b>Option 2:</b> Business - Local Centre Zone.</p>	<p><b>Local Centre Zone</b></p> <ul style="list-style-type: none"> <li>The purpose of the Zone is primarily to provide for the local convenience needs of surrounding residential areas, including local retail, commercial services, offices, food and beverage, and appropriately scaled supermarkets.</li> <li>Provisions typically enable buildings up to four storeys high, enabling residential use at upper floors.</li> <li>New development within the zone requires assessment so that it is designed to a high standard which enhances the quality of the</li> </ul>	<ul style="list-style-type: none"> <li>Provides local convenience needs for the planned residential intensification of the area, in particular a small supermarket which is not otherwise available outside of the Pukekohe Town Centre</li> <li>Local services are provided within walking distance or short drive of residential area.</li> <li>Local services are provided along key transport routes for good accessibility.</li> <li>Aligns with the Pukekohe-Paerata Structure Plan which identifies that</li> </ul>	<ul style="list-style-type: none"> <li>Loss of planned residential development.</li> <li>Cost associated with undertaking another plan change.</li> </ul>	<ul style="list-style-type: none"> <li>Efficient and effective in terms of aligning with Structure Plan.</li> <li>Efficient in terms of aligning with planned future upgrades of Golding Road, and the new collector Road identified in PC76.</li> <li>Effective in ensuring the planned residential intensification is supported by local services.</li> </ul>	<ul style="list-style-type: none"> <li>As the zone allows for buildings up to 4 storeys high, there is a risk that the built form will not be in keeping with the planned character of the surrounding area.</li> <li>The zone provides for activities such as department stores and retail greater than 450m2 GFA as Restricted Discretionary activities, which creates a risk that the proposed centre will detract from the Pukekohe town centre to the north west.</li> </ul>

RPS Topic	Options	Zoning and Rules	Benefit	Cost	Effectiveness and efficiency	Risk
		centre's streets and public open spaces.	<p>another local centre is likely to be required in south- east Pukekohe.</p> <ul style="list-style-type: none"> <li>• Create additional GDP employment from initial construction and on-going operation.</li> </ul>			
	<b>Option 3: Business – Neighbourhood Centre Zone.</b>	<p><b>Neighbourhood Centre Zone</b></p> <ul style="list-style-type: none"> <li>• The purpose of the Zone is to provide residents and passers-by with frequent retail and commercial service needs, predominantly applied to corner sites or small shopping strips located in residential neighbourhoods.</li> <li>• Provisions typically enable buildings of up to three storeys high and residential use at upper floors is permitted.</li> </ul>	<ul style="list-style-type: none"> <li>• Provides local convenience needs for the planned residential intensification of the area, in particular a small supermarket which is not otherwise available outside of the Pukekohe Town Centre</li> <li>• Local services are provided within walking distance or short drive of residential area.</li> <li>• Local services are provided along key transport routes for good accessibility.</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of planned residential development.</li> <li>• Cost associated with undertaking another plan change.</li> </ul>	<ul style="list-style-type: none"> <li>• Efficient and effective in terms of aligning with Structure Plan.</li> <li>• Efficient in terms of aligning with planned future upgrades of Golding Road, and the new collector Road identified in PC76.</li> <li>• Effective in ensuring the planned residential intensification is supported by local services.</li> <li>• Ensures the on-going effectiveness of the existing commercial/ retail</li> </ul>	<ul style="list-style-type: none"> <li>• The site size allows for development to be provided internally within the site, not restricted to a strip along the street, which may not align with the intention of the zone.</li> </ul>

RPS Topic	Options	Zoning and Rules	Benefit	Cost	Effectiveness and efficiency	Risk
		<ul style="list-style-type: none"> <li>New development within the zone requires assessment in order to ensure that it is designed to a high standard which enhances the quality of streets within the area and public open spaces.</li> </ul>	<ul style="list-style-type: none"> <li>Aligns with the Pukekohe-Paerata Structure Plan which identifies that another local centre is likely to be required in south-east Pukekohe.</li> <li>Create additional GDP employment from initial construction and on-going operation.</li> <li>Enables local commercial services at a scale and scope that avoids conflict with existing commercial/retail services in Pukekohe Town Centre.</li> </ul>		services in Pukekohe Town Centre.	
	<p><b>Explanation/ Summary</b></p>	<p>Due to recent live-zoning of residential land via PC 74, 76 and recently submitted Private Plan Change on the eastern side of Golding Road, there is now merit for a small local centre to service this residential intensification. This aligns with the Structure Plan which identified that another local centre will likely be required.</p> <p>This centre could be zoned either Local Centre Zone or Neighbourhood Centre zone. Both zones are similar, the distinction being that the LC zone provides for an overall greater scale of intensification, with provisions for buildings up to 4 storeys high, and more permissive provisions for larger format retail stores. The NC zone is preferred as it provides for less intensification of built form and smaller scale of activities, which is appropriate for the size of the site, and ensures that it does not detract from the existing Pukekohe town centre.</p>				

## Precinct Provisions

Objectives	Rules	Benefits	Cost	Effectiveness and efficiency
<ul style="list-style-type: none"> <li>Golding Road Neighbourhood Centre Precinct is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment.</li> </ul>	<ul style="list-style-type: none"> <li>Development not in accordance with the Precinct Plan or relevant standards, is a discretionary activity.</li> <li>Development of buildings, the construction of communal stormwater devices or structures, vehicular access on to Golding Road, and subdivision is a restricted discretionary activity.</li> </ul>	<ul style="list-style-type: none"> <li>The Precinct Plan with key features is required to produce an overall co-ordination of roading, open space, and commercial development, to achieve overall positive environment, economic and social effects.</li> <li>The matters of discretion/ assessment criteria will further ensure that building design and interaction with the streetscape achieves the objectives to enable development to occur in general accordance with the concept master plan.</li> <li>The matters of discretion/assessment</li> </ul>	<ul style="list-style-type: none"> <li>Additional consenting consideration.</li> </ul>	<ul style="list-style-type: none"> <li>The proposed provisions are the most efficient and effective method for future development to be carried out in a manner that achieves the objectives of the precinct without placing restrictions on minor changes which may be deemed appropriate where they can be supported by specific assessment.</li> </ul>

Objectives	Rules	Benefits	Cost	Effectiveness and efficiency
		<p>criteria for subdivision (as applicable under the Neighbourhood Centre Zone subdivision provisions) will ensure that suitable outcomes anticipated under the Neighbourhood Centre Zone will be achieved.</p>		
<ul style="list-style-type: none"> <li>Encourage the establishment of a small Village Green located on the intersection of Golding Road and the new Collector Road to facilitate a range of future opportunities.</li> </ul>	<ul style="list-style-type: none"> <li>Provisions provide for the minimum size of the green, specify use of the green and ownership.</li> <li>Introduce fence standard to boundaries adjoining the green.</li> </ul>	<ul style="list-style-type: none"> <li>The green space remains functional as a publicly accessible space.</li> <li>The fencing standard balances privacy of adjacent tenancies with greater opportunity for passive surveillance and activation of the green space.</li> </ul>	<ul style="list-style-type: none"> <li>Additional consenting consideration.</li> <li>More stringent fencing control than the AUP currently allows.</li> </ul>	<ul style="list-style-type: none"> <li>It is considered likely that tenancies adjacent to the green will be oriented to the open space. The provision for use of the green for outdoor commercial activities will encourage activation of the space, and the fence standard applied to the boundary provides opportunity for passive surveillance between the public/ private spaces, sufficient privacy, and opportunity for more activation to the reserve.</li> <li>As such, the application of the village green standards is effective and efficient in achieving the objective.</li> </ul>
<ul style="list-style-type: none"> <li>Development is undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, or an active commercial interface where</li> </ul>	<ul style="list-style-type: none"> <li>Standards require a 3m landscaping strip along Golding Road.</li> <li>Any activities not in accordance with the precinct plan, which</li> </ul>	<ul style="list-style-type: none"> <li>The amenity of Golding Road is increased by the required landscaping strip.</li> </ul>	<ul style="list-style-type: none"> <li>Additional consenting consideration.</li> </ul>	<p>Identification of the landscaping strip on the precinct plan, and provision of a standard specifying the landscaping expected in the landscaping strip, is the most efficient and effective way to ensure a high-quality landscaping strip is provided, as there would otherwise be no</p>

Objectives	Rules	Benefits	Cost	Effectiveness and efficiency
buildings front the proposed Collector Road reserve.	shows the 3m landscaping strip and the active commercial frontage to the Collector Road, require discretionary consent.	<ul style="list-style-type: none"> <li>Streetscape interaction is achieved along the Collector Road frontage</li> </ul>		<p>controls in relation to this under the AUP provisions.</p> <p>Similarly, identification of an active commercial/retail frontage on the precinct plan is the most efficient and effective way to ensure this is provided.</p>
<ul style="list-style-type: none"> <li>Access into and out of the site is controlled to avoid unanticipated transport effects on Golding Road and the proposed Collector Road.</li> </ul>	<ul style="list-style-type: none"> <li>Access points are indicatively shown on the precinct plan, and any activity not in accordance with the precinct plan requires discretionary consent.</li> </ul>	<ul style="list-style-type: none"> <li>As the Collector Road and Golding Road will be high-use transport routes, access will be limited to ensure safety of maintained.</li> </ul>	<ul style="list-style-type: none"> <li>Additional consenting consideration.</li> </ul>	<p>The AUP standards already limit access to an arterial road, which Golding Road is expected to be upgraded to, so these provisions reflect the restricted access expected onto a high-use road such as this.</p>

# APPENDIX C

## Submissions

**From:** [UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - Plan Change 95 - Arabela Boatwright  
**Date:** Wednesday, 22 November 2023 2:00:35 pm  
**Attachments:** [\[2023\] NZEnvC 241 Ngati Te Ata v Auckland Council.pdf](#)  
[Ngati Te Ata consent order - appendix 1.pdf](#)

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The following customer has submitted a Unitary Plan online submission.

**Contact details**

Full name of submitter: Arabela Boatwright  
Organisation name: The Ngāti Tamaoho Trust  
Agent's full name:  
Email address: [arabela@tamaoho.maori.nz](mailto:arabela@tamaoho.maori.nz)  
Contact phone number: 0278438881  
Postal address:  
128 Hingaia Road  
Karaka  
Auckland 2580

**Submission details**

**This is a submission to:**

Plan change number: Plan Change 95  
Plan change name: PC 95 (Private): Lot 3 DP 185893 Golding Road Pukekohe

**My submission relates to**

Rule or rules:  
Property address: Lot 3 DP 185893 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 have recently been supporting Ngati Te Ata in their environmental court claim against Auckland Council in Plan Change 76 which needs to be reflected in this plan change. The amendments will enable that Ngāti Tamaoho will continue to be involved with the land for generations as we have the cultural whakapapa to the land involved in the current plan change.

1.1

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

Details of amendments: They are attached in the following supporting documents the amendments.

Submission date: 22 November 2023

Supporting documents



[2023] NZEnvC 241 Ngati Te Ata v Auckland Council.pdf  
Ngati Te Ata consent order - appendix 1.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?  
No

**Declaration**

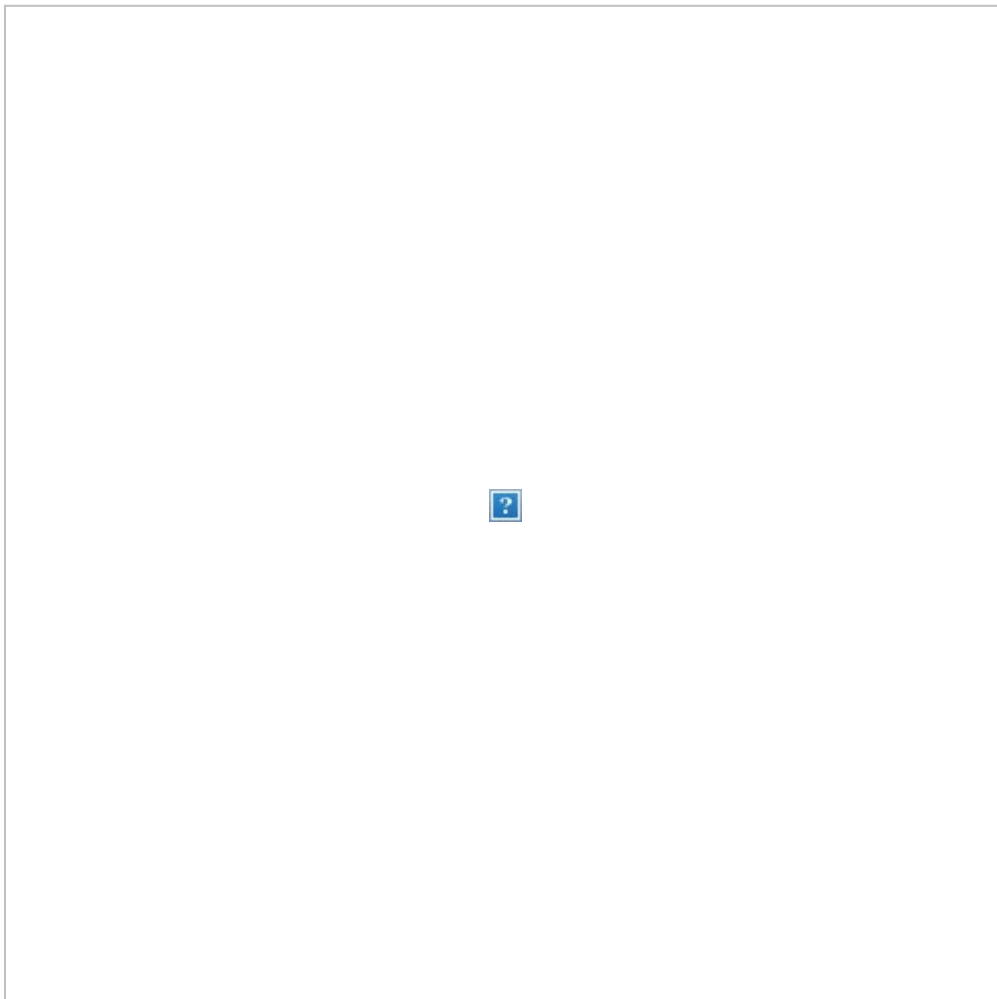
Could you gain an advantage in trade competition through this submission? No

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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**IN THE ENVIRONMENT COURT  
AT AUCKLAND**

**I TE KŌTI TAIAO O AOTEAROA  
KI TĀMAKI MAKĀURAU**

**Decision [2023] NZEnvC 241**

IN THE MATTER OF an appeal under clause 14 of the First  
Schedule of the Resource Management  
Act 1991

BETWEEN NGĀTI TE ATA  
(ENV-2023-AKL-000032)

Appellant

AND AUCKLAND COUNCIL

Respondent

AND GOLDING MEADOWS  
DEVELOPMENTS LTD &  
AUCKLAND TROTting CLUB INC

Private Plan Change Applicant

AUCKLAND TRANSPORT

NGĀTI TAMAOHO

Section 274 parties

Court: Environment Judge MJL Dickey sitting alone under s 279 of the Act

Date of Order: 8 November 2023

Date of Issue: 8 November 2023

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**CONSENT DETERMINATION**

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Ngāti Te Ata v Auckland Council



A: Under section 279(1)(b) of the Resource Management Act 1991 (**RMA**), the Environment Court makes the following orders by consent:

- (1)  the appeal is allowed in part, to the extent that the Precinct provisions and Precinct Plan 1 are amended as set out in **Appendix 1** of this order; and
- (2)  the appeal is otherwise dismissed.

B: Under section 285 of the RMA, there is no order as to costs.

## REASONS

### Introduction

[1]  This consent order relates to an appeal by Ngāti Te Ata in relation to the Auckland Council's decision to approve Private Plan Change 74: Golding Meadows and Auckland Trotting Club Inc (**PC74**) to rezone approximately 82.66 ha of land in south-eastern Pukekohe from Future Urban Zone and Special Purpose – Major Recreation Facility Zone to a combination of Business – Light Industry Zone, Residential – Mixed Housing Urban Zone and Neighbourhood Centre Zone.

[2]  The decision to approve (with modifications) PC74 (**the Decision**) is dated 15 December 2022. It was publicly notified on 26 January 2023.

[3]  Ngāti Te Ata appealed the Decision on 10 March 2023 on the following grounds:

- (a)  the Decision does not fully address their concerns and recommendations raised in the Cultural Impact Assessment (CIA) provided by Ngāti Te Ata for PC74;
- (b)  PC74 did not ensure the adequate provisions of infrastructure in respect of the land being rezoned;
- (c)  the Decision did not include adequate reasons regarding the issues and relief sought as raised in the submission by Ngāti Te Ata, and therefore there could be no certainty that the recommendations in the CIA would be achieved through the provisions of PC74;

- (d) □ the Decision did not represent the most appropriate way of exercising the Council's functions, having regard to the efficiency and effectiveness of other reasonably practicable options, and was not appropriate in terms of section 32 and other provisions of the RMA.

[4] □ Ngāti Te Ata sought the following relief:

- (a) □ provisions be included in PC74 to better reflect the relationship of Ngāti Te Ata and their culture and traditions with their ancestral lands, water, sites, wāhi tapu and other taonga;
- (b) □ provisions be included in PC74 to better enable Ngāti Te Ata to exercise kaitiakitanga;
- (c) □ such provisions would include provision to uphold the mana of the people of Ngāti Te Ata and provide rangatiratanga over ancestral taonga.
- (d) □ such further or other relief as may be necessary to address the issues raised in the appeal, including any consequential relief as may be appropriate.

[5] □ Auckland Transport and Ngāti Tamaoho lodged notices of their intention to become parties to this appeal under s 274 of the RMA.

#### **Agreement reached between the parties**

[6] □ The parties to the appeal attended court-assisted mediation on 27 June 2023. Following mediation, the parties agreed that this appeal can be resolved by consent on the basis that several agreed amendments are made to the Pukekohe Golding Precinct provisions and Precinct Plan 1.

[7] □ The agreed amendments are set out in Appendix 1 and include the following:

- (a) □ the Description of the Precinct is to be amended in the Precinct provisions to refer specifically to the relationship of Ngāti Te Ata and Ngāti Tamaoho to the Precinct, including its place within the wider cultural landscape of Te Awanui O Taikehu; and the identification of cultural values which need to be recognised and appropriately managed

- through future development, which has the potential to contribute towards a revitalised cultural landscape;
- (b)  Objective 7 is to be amended in the Precinct provisions, to include specific reference to the need to protect and enhance the cultural values of streams, wetlands and the significant ecological area within the Precinct;
  - (c)  a new objective is to be added to the Precinct provisions to recognise and provide for the cultural, spiritual and historic values held by Ngāti Te Ata and Ngāti Tamaoho, as well as their relationships with the cultural landscape, and to ensure that positive environmental outcomes are achieved for the health and wellbeing of the land, waterways and people (I4XX.13);
  - (d)  Policy 9 is to be amended in the Precinct provisions, to include reference to a treatment train approach;
  - (e)  three new policies are to be added to the Precinct provisions, under the new heading 'Cultural Values' (I4XX.3(17)-(19)) which promote:
    - (i)  consultation with Ngāti Te Ata and Ngāti Tamaoho and the need to recognise and provide for the matters in sub-paragraph (c) above,
    - (ii)  establishing a cultural narrative within the Precinct which responds to the values identified above; and
    - (iii)  encouraging the provision of access for Ngāti Te Ata and Ngāti Tamaoho to waterways and their margins for cultural practices;
  - (f)  two new assessment criteria are to be added to the Precinct provisions, relating to the extent to which impacts of development on Māori cultural values are avoided, remedied or mitigated; and the extent to which adverse effects on archaeological features identified within the Precinct are avoided or mitigated;
  - (g)  the Special information requirements for the Riparian Planting Plan are to be amended in the Precinct Provisions, to include a requirement for that Plan to be prepared in consultation with Ngāti Te Ata and Ngāti Tamaoho;

- (h) □ a new Special information requirement has been added to the Precinct provisions, requiring an archaeological assessment to be prepared in consultation with Ngāti Te Ata and Ngāti Tamaoho, at the time of the first subdivision or earthworks application;
- (i) □ a new Special information requirement requiring evidence of consultation with Ngāti Te Ata and Ngāti Tamaoho has been added to the Precinct provisions;
- (j) □ Precinct Plan 1 is to be amended to include indicative ecological/green corridors along the streams.

### **Analysis of agreement reached under s 32AA of the RMA**

[8] □ Section 32AA of the RMA requires a further evaluation for any changes to a proposal since the evaluation report for the proposal was completed.

[9] □ The parties prepared a s 32AA evaluation to identify that the parties have considered other reasonably practicable options, the risk of acting or not acting, and assessed costs and benefits. A summary follows.

### ***Effectiveness and efficiency***

[10] □ The changes do not reduce the effectiveness and efficiency of the approved precinct provisions.

[11] □ The amendments to the objectives are a more appropriate and effective means of ensuring alignment with the National Policy Statement – Freshwater Management and achieving the purpose of the RMA with respect to cultural, spiritual, and historic values, than what was contained in the Decisions' version.

### ***Decision about the most appropriate option***

[12] □ Key objectives of the Decisions' version of the Pukekohe Golding Precinct provisions are directed toward achieving the purpose of the Act including Objective (7) which requires protection and enhancement of the ecological values of streams, wetlands and the significant ecological area. However the Decisions' version of those provisions did not include express and direct acknowledgement of cultural,

spiritual and historic values held by Ngāti Te Ata and Ngāti Tamaoho both in a broad sense and expressly by reference to streams and wetlands.

[13]□ The amendments to the objectives (through changes to Objective (7) in relation to streams and wetlands, and the introduction of a new Objective (13) in relation to the wider relationship of Ngāti te Ata and Ngāti Tamaoho to the Precinct and the wider cultural landscape) are a more appropriate way to achieve the purpose of the Act by strengthening those objectives with respect to cultural, spiritual and historic values, than what was contained in the Decisions' version.

[14]□ Consequent on amendments to those objectives, the parties assessed reasonably practicable options in the context of identifying the most appropriate method of achieving those objectives. Those options were either to retain the Decisions' version of the methods sitting below the objectives (policies, assessment criteria and special information requirements) or make appropriate amendments to those methods. The parties agreed that the most appropriate solution, which is both efficient and effective, was to make further amendments to those policies, assessment criteria and special information requirements, to strengthen them. In that regard, the parties agreed the amendments proposed result in provisions which:

- (a)□ have a clear and direct link to the amended objectives (and amended Precinct description);
- (b)□ identify the cultural, spiritual and historic values held by Ngāti Te Ata and Ngāti Tamaoho and their relationships with the cultural landscape;
- (c)□ require consultation with Ngāti Te Ata and Ngāti Tamaoho and recognise and provide for their cultural, spiritual and historical values;
- (d)□ require resource consent applicants to specifically outline how stormwater will be managed through a treatment train approach at source before it is discharged to streams and wetland areas;
- (e)□ requires the establishment of a cultural narrative within the Precinct;
- (f)□ encourages the provision of access for Ngāti Te Ata and Ngāti Tamaoho to the waterways and their margins for the exercise of cultural practices;
- (g)□ introduce assessment criteria requiring consideration of the extent to which the effects of potential impacts of development on Māori cultural



values are avoided, remedied or mitigated; and the extent to which effects on archaeological values are avoided or mitigated; and

- (h) □ introduce special information requirements with respect to consultation, including specifically with reference to riparian planting, and a requirement for an archaeological assessment.

[15] □ The parties agree these changes provide a clear and consistent framework as to matters which must be appropriately engaged with in the context of cultural, spiritual and historic values held by Ngāti Te Ata and Ngāti Tamaoho. The provisions ensure that effects on those values will be assessed and addressed appropriately and comprehensively through a resource consenting process as development occurs over time.

[16] □ The parties agree the level of detail of the above assessment corresponds to the scale and significance of the changes.

### ***Costs/Benefits***

[17] □ With respect to the benefits and costs of the effects that are anticipated from the implementation of the provisions, the parties agree that from the perspective of potential effects on cultural values, the revised provisions will improve benefits in terms of the appropriate management of those effects, and reduce costs associated with their management by providing clearer and more robust direction as to how they are to be managed. From the perspective of other potential effects, the parties agree anticipated benefits arising from the revised Precinct provisions will remain unchanged in comparison to the Decisions' version and any costs resulting from the amendments are anticipated to be minimal.

### ***Risk of acting or not acting***

[18] □ The parties agree that this is not a situation where there is uncertain or insufficient information such that the risk of acting or not acting needs to be evaluated.

### **Consideration**

[19]□ The Court has read and considered the notice of appeal dated 10 March 2023, and the joint memorandum of the parties dated 14 August 2023 and subsequent advice dated 13 October 2023 regarding the inter-relationship between assessment criteria and matters of discretion.

[20]□ The Court is making this order under s 279(1) of the Act, such order being by consent, rather than representing a decision or determination on the merits pursuant to s 297. The Court understands for present purposes that:

- (a)□ all parties to the proceedings have executed the memorandum requesting this order;
- (b)□ all parties are satisfied that all matters proposed for the Court's endorsement fall within the Court's jurisdiction and conform to the relevant requirements and objectives of the Act including, in particular, Part 2.

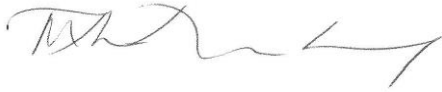
[21]□ I am satisfied that the agreement reached is one that represents the various interests of the parties. It is clear the parties have considered other reasonably practicable options, the risk of acting or not acting, and assessed costs and benefits. I am of the view that the changes agreed will continue to provide for the effective and efficient administration of the plan provisions. I conclude the parties have taken a considered and balanced approach, and the agreed amendments are the most appropriate way to achieve the purpose of the Act and the objectives in the Plan. Overall, I consider the sustainable management purpose and the other relevant requirements of the Act are broadly met.

## Orders

[22]□ Therefore the Court orders, by consent, that:

- (a)□ the appeal is allowed in part, to the extent that the provisions within the Precinct and Precinct Plan 1 are amended as set out in **Appendix 1**; and
- (b)□ the appeal is otherwise dismissed. This order resolves the appeal in its entirety; and

(c)  there is no order as to costs.



---

**MJL Dickey**  
**Environment Judge**



## Appendix 1

### 1. Amend the Precinct Description for the Pukekohe Golding Precinct as follows:

The Pukekohe Golding Precinct is located between Station Road and Golding Road, in the south-eastern part of the Pukekohe urban area.

The precinct lies within the upper catchment of the Tūtaenui waterway and within the wider cultural landscape of Te Awanui O Taiehu which is significant to Ngāti Te Ata and Ngāti Tamaoho. The area was extensively settled and utilised for centuries as part of the traditional food-bowl because of its fertile volcanic soils and were a taonga held and passed down. The Tūtaenui waterway and its tributaries were fringed with wairepo (wetland areas), which were primarily used for food, medicine, and materials for goods such as clothing, cooking and housing. Wairepo were also used for housing taonga during times of war. Areas that were not in wetland included dry fertile whenua that was used for maara kai (cultivations), pātaka kai (food storage and preparation), umu (ovens) and wāhi nohoanga.

At the time the precinct was introduced most of the land was being utilised for grazing purposes, with a significant feature on Station Road being a major Auckland Trotting Club facility.

The 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.

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.

Cultural values, including the history, spiritual, hydrological, geological, archaeological and ecological features within the precinct need to be recognised and appropriately managed, including through consultation with Ngāti Te Ata and Ngāti Tamaoho. Future development has the potential to improve and enhance the area, and therefore contribute towards a revitalised cultural landscape.

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

The Precinct also includes rules relating to riparian margins and hydrology mitigation. These measures will also have reciprocal benefits in protecting the ecological values associated with the SEA.

The Precinct mitigates the adverse effects of traffic generation on the transport network and achieves the integration of land use and transport by:

- (a) Requiring safe, legible and direct pedestrian and cycling connection/s to the Pukekohe Rail Station as development and subdivision occurs;
- (b) Requiring Yates, Golding and Station Roads to be progressively upgraded to the design standards in Appendix 1 as development and subdivision occurs;
- (c) Future proofing the future arterial road network in the Pukekohe-Paerata Structure Plan (Royal Doulton Drive) through application of a road and vehicle access restriction control applying to the southern side of Royal Doulton Drive, requiring a splay at the intersection of Royal Doulton Drive and Golding Road and acoustic attenuation provisions to protect activities sensitive to noise from adverse effects arising from arterial road traffic noise;
- (d) Requiring new collector and other roads within the precinct generally in the locations shown on Precinct Plan 1, and new local roads to be located to form a high quality and integrated network;
- (e) Requiring all proposed roads to be designed in accordance with Appendix 1, consistent with the functions and elements outlined in the table.

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 – Neighbourhood Centre
- Business – Light Industry Zone

The Business - Light Industry Zone 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. 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  $L_{Aeq}$  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.

*(Note: the preceding paragraph will not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Rules 1434.6.1 and 1434.6.2, becomes operative.)*

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

## **2. Amend Objective (7) in the Pukekohe Golding Precinct as follows:**

The ecological and cultural values of streams, wetlands and the significant ecological area are protected and enhanced.

**3. Add a new Objective to the Pukekohe Golding Precinct as follows:**

The cultural, spiritual and historic values held by Ngāti Te Ata and Ngāti Tamaoho and their relationships with the cultural landscape are recognised and provided for and positive environmental outcomes are achieved for the health and wellbeing of the land, waterways and people.

**4. Amend Policy (9) in the Pukekohe Golding Precinct as follows:**

Require subdivision and development to plant the riparian margin of streams and wetlands and to provide a treatment train approach through at source hydrological mitigation, attenuation and quality treatment (in accordance with an approved stormwater management plan) to prevent stream bank erosion and to enhance in-stream morphology, and stream and wetland water quality.

**5. Add a new 'Cultural Values' heading and three new policies to the Pukekohe Golding Precinct as follows:**

Cultural Values

Consult with Ngāti Te Ata and Ngāti Tamaoho and recognise and provide for their cultural, spiritual and historical values and relationships associated with the cultural landscape at Pukekohe, which include:

- (a) Important sites, places and areas, waahi tapu and other taonga.
- (b) Opportunities for visual connections to the waterways and wider cultural landscape.
- (c) Freshwater quality of waterways and wetlands.
- (d) Remnant ngāhere and native trees.

Establish a cultural narrative within the Precinct which responds to the values in Policy (17), including through cultural identity markers and artwork, high quality public open spaces, revegetated riparian margins and effective stormwater management.

Encourage the provision of access for Ngāti Te Ata and Ngāti Tamaoho to the waterways and their margins for the purpose of karakia, monitoring, customary purposes and ahi kaa roa.

**6. Add two new assessment criteria for 'All activities (excluding development standard infringements)' to the Pukekohe Golding Precinct as follows:**

The extent to which impacts of development on Māori cultural values are avoided, remedied or mitigated through:

- (i) The ability to incorporate maatauranga Māori and tikanga Māori through the development process, recognising outcomes articulated by Ngāti Te Ata and Ngāti Tamaoho.

- (ii) The incorporation of design elements, art works, naming and historical information to reflect the values and relationships Ngāti Te Ata and Ngāti Tamaoho have with the Pukekohe area.
- (iii) Native landscaping, vegetation and design, including retention of mature native trees, and replanting.
- (iv) Minimising landform modification where practicable.

The extent to which adverse effects on archaeological features identified in the archaeological assessment are avoided, remedied or mitigated by the proposal.

**7. Amend the Special information requirements for 'Riparian Planting Plan' in the Pukekohe Golding Precinct as follows:**

An application for any subdivision or development that requires the planting of a riparian or buffer margin to the SEA 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) Include a management plan to ensure canopy closure within 5 years and the eradication of pest weeds;
- (c) Confirm detail on the eco-sourcing proposed for the planting; ~~and~~
- (d) Take into consideration the local biodiversity and ecosystem extent; and
- (e) Be prepared in consultation with Ngāti Te Ata and Ngāti Tamaoho.

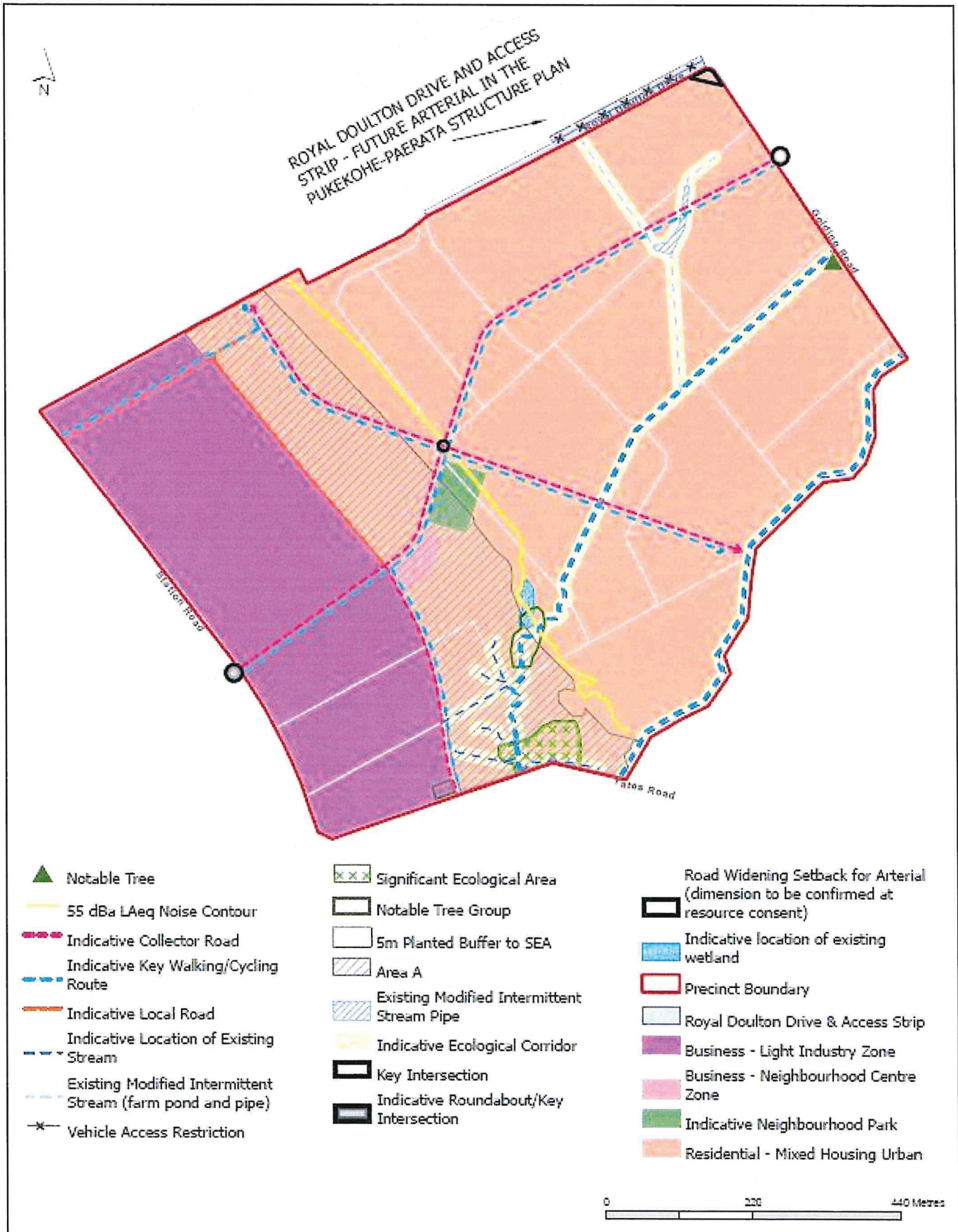
**8. Add two new Special information requirements in the Pukekohe Golding Precinct as follows:**

**Archaeological assessment**

At the time of the first subdivision or earthworks application for the site, an archaeological assessment must be prepared in consultation with Ngāti Te Ata and Ngāti Tamaoho to identify the potential for archaeology.

**Consultation with mana whenua**

Evidence of consultation with Ngāti Te Ata and Ngāti Tamaoho.







# NGĀTI TE ATA WAIOHUA

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

## AUCKLAND COUNCIL SUBMISSION REGARDING:

### PC 95 (Private): Lot 3 DP 185893 Golding Road Pukekohe

This private plan change aims to introduce a new Business-Neighbourhood Centre zoning on land located between 26 Golding Road and 52 Golding Road in Pukekohe East. The plan change aims to:

- rezone approximately 0.85 hectares of land from Residential – Mixed Housing Urban Zone to Business – Neighbourhood Centre Zone;
- Apply a “Golding Road Neighbourhood Centre Precinct” over the land proposed to be rezoned. A precinct plan and precinct provisions are proposed.

Applicant: Aedifice Development No.1 Limited

Name of Submitter: Ngāti Te Ata Waiohū (the Submitter)  
c/- Po Box 437  
Pukekohe 2120

## SUBMISSION

1. Ngāti Te Ata Waiohū have a long traditional and historic relationship to the proposed site and wider environs of Pukekohe.
2. After careful consideration Ngāti Te Ata Waiohū have determined **conditional support** providing that the matters and recommendations in our Ngaati Te Ata Waiohū Cultural Impact Assessment Report (submitted to the developer 16/11/2023) are provided for.
3. The submitter considers that the proposal needs to be consistent 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:*

4. It is imperative for the people of Ngāti Te Ata Waiohū that the mana of the land and waterways subject to PC 95 is upheld, acknowledged and respected and that their people have rangatiratanga (opportunity to participate and be involved in decision making) over their ancestral land and taonga. In addition, Ngāti Te Ata Waiohū have responsibility as kaitiaki to fulfil their obligation and responsibilities to the environment in accordance with customs passed down, and to be accountable to the people (current and future generations) in these roles as custodians.

#### **RELIEF**

5. That our Cultural Impact Assessment Report (dated Nov 2023) recommendations are fully provided for and the developer demonstrates how they have addressed these matters. <sup>2.1</sup>
6. The Submitter wishes to be heard in support of their submission.

8<sup>th</sup> December 2023



**Karl Flavell**

Te Taiao (Manager)  
Ngāti Te Ata Waiohū  
c/- Po Box 437  
Pukekohe 2120

Ph: 027 9328998  
karl\_flavell@hotmail.com

**From:** [UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz](mailto:UnitaryPlanSubmissionForm@donotreply.aucklandcouncil.govt.nz)  
**To:** [Unitary Plan](#)  
**Subject:** Unitary Plan Publicly Notified Submission - Plan Change 95 - Chenglang Feng  
**Date:** Monday, 11 December 2023 5:46:06 pm

---

The following customer has submitted a Unitary Plan online submission.

**Contact details**

Full name of submitter: Chenglang Feng

Organisation name:

Agent's full name: Paul Zeng

Email address: fengchenglang@gmail.com

Contact phone number: 02102911085

Postal address:  
104 Golding Road  
Pukekohe,  
Franklin  
Auckland 2677

**Submission details**

**This is a submission to:**

Plan change number: Plan Change 95

Plan change name: PC 95 (Private): Lot 3 DP 185893 Golding Road Pukekohe

**My submission relates to**

Rule or rules:

Property address: 104 Golding Road, Pukekohe, Auckland

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:

Bringing up a business zone surely will increase traffic flows to the area which have a increased risk for traffic incidents, and deteriorate the environment quality for people who live around the place by causing more noises and pollution (air, wastes, etc.). Bringing up a business zone also attracts more people which might bring more security concerns to the local community. Not to mention, if later on the zone requires extra expanding or anything alike that will impact directly to other properties, it will also affect lots of valuable local plantation spices and is not consistent with the principle for sustainable development under the Resource Management Act.

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

1

Submission date: 11 December 2023

**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?  
No

**Declaration**

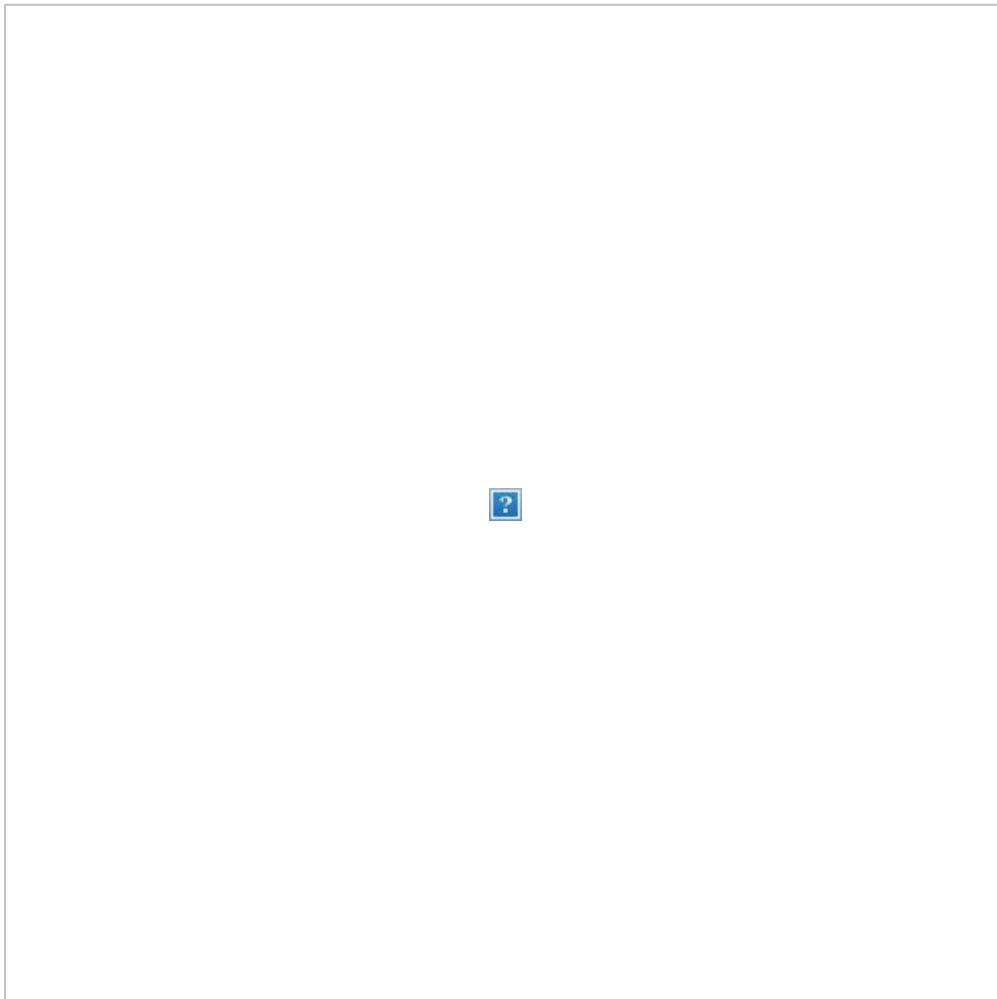
Could you gain an advantage in trade competition through this submission? No

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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14 December 2023

Plans and Places  
Auckland Council  
Private Bag 92300  
Auckland 1142

Attn: Planning Technician

Email: [unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

**Proposed Private Plan Change 95 – Golding Road Neighbourhood Centre**

Please find attached Auckland Transport's submission on Proposed Private Plan Change 95 - Golding Road Neighbourhood Centre. The applicant is Aedifice Development No.1 Ltd.

If you have any queries in relation to this submission, please contact me at [robbie.lee@at.govt.nz](mailto:robbie.lee@at.govt.nz) or on 021 204 9623.

Yours sincerely

*Robbie Lee*

Robbie Lee  
**Planner, Spatial Planning Policy Advice**

cc:  
Duncan McIntyre, Civix  
by email [duncan@civix.co.nz](mailto:duncan@civix.co.nz)

## Submission by Auckland Transport on Private Plan Change 95: Golding Road Neighbourhood Centre

**To:** Auckland Council  
Private Bag 92300  
Auckland 1142

**Submission on:** Proposed Private Plan Change 95 from Aedifice Development No.1 Ltd for land located between 26 and 52 Golding Road in Pukekohe East

**From:** Auckland Transport  
Private Bag 92250  
Auckland 1142

### 1. Introduction

- 1.1 Aedifice Development No.1 Ltd (**the Applicant**) is seeking a private plan change (**PC95 or the plan change**) to the Auckland Unitary Plan - Operative in Part (**AUP(OP)**) to rezone approximately 0.85ha of land (**the site**) in Pukekohe East from Residential – Mixed Housing Urban Zone to Business – Neighbourhood Centre Zone. The plan change also proposes to apply a “Golding Road Neighbourhood Centre Precinct” over the land proposed to be rezoned. The site was previously rezoned for urban residential development and included in a new Pukekohe East-Central Precinct as part of Plan Change 76 (PC76), which is operative.
- 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'.<sup>1</sup> In fulfilling this role, Auckland Transport is responsible for the following:
- a. The planning and funding of most public transport, including bus, train and ferry services
  - b. Promoting alternative modes of transport (i.e., alternatives to the private motor vehicle)
  - c. Operating the roading network
  - d. Developing and enhancing the local road, public transport, walking and cycling networks.
- 1.3 Urban development on greenfield land not previously developed for urban purposes generates transport effects and needs 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 to ensure that the transport related matters raised by PC95 are appropriately considered and addressed as the wider surrounding area develops.
- 1.4 As noted above, the land included in PC95 is located within I453 Pukekohe East-Central Precinct, which was progressed via PC76. Auckland Transport was a submitter to PC76 and

<sup>1</sup> Local Government (Auckland Council) Act 2009, section 39.

through that progress reached agreement with the applicant as to appropriate precinct provisions to address transport matters, including its integration with land use.

- 1.5 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 outlining the long-term strategy for Auckland's growth and development, including social, economic, environmental and cultural goals<sup>2</sup>. 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 are anticipated to be in greenfield developments, satellite towns, and rural and coastal towns. Pukekohe is identified in the Auckland Plan as a rural satellite town.
- 2.3 The transport outcomes identified in the Auckland Plan include 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.

## 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 transport assets, including integration between transport and land use. Issues raised include:
- Amending the existing Pukekohe East-Central precinct rather than creating a new precinct for the Golding Road Neighbourhood Centre;
  - Assessment and mitigation of adverse transport effects;
  - Ensuring more robust precinct provisions which better address transport and land use integration.
- 3.2 Auckland Transport support the plan change subject to the matters raised in **Attachment 1** being satisfactorily addressed by the Applicant.
- 3.3 Auckland Transport is available and willing to work through the matters raised in this submission with the Applicant.

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<sup>2</sup> The Auckland Plan is a statutory spatial plan required under section 79 of the Local Government (Auckland Council) Act 2009.

**4. Decisions sought**

- 4.1 The decisions which Auckland Transport seeks from the Council are set out in **Attachment 1**.
- 4.2 In all cases where amendments to the plan change are proposed, Auckland Transport would consider alternative wording or amendments which address the reason 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.
- 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:**



Rory Power  
Spatial Planning Manager

**Date:** 14 December 2023

**Contact person:** Robbie Lee  
Planner - Spatial Planning Policy Advice

**Address for service:** Auckland Transport  
Private Bag 92250  
Auckland 1142

**Telephone:** 021 204 9623

**Email:** [Robbie.lee@at.govt.nz](mailto:Robbie.lee@at.govt.nz)



## Attachment 1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested	
Zoning	Support	<p>Auckland Transport supports the proposed Neighbourhood Centre Zone, recognising its potential to serve both the Pukekohe East-Central precinct as well as the surrounding Future Urban Zoned land when that is developed.</p> <p>Neighbourhood Centres provide residents and passers-by with frequent retail and commercial service needs. This reduces the need to travel and provides opportunities for walking and cycling from the surrounding area to the centre. This enables communities to meet their essential needs more easily.</p>	Retain Neighbourhood Centre zoning	4.1
Golding Road Neighbourhood Centre	Support in part	<p>Auckland Transport supports the provision for a new Neighbourhood Centre to service the forthcoming development of the area and give effect to the Pukekohe-Paerata Structure Plan. However, amendments are needed to the plan change to ensure that:</p> <ul style="list-style-type: none"> <li>- The potential adverse transport effects are adequately mitigated.</li> <li>- Auckland Transport's concerns, as outlined in this submission are resolved.</li> </ul> <p>Auckland Transport does not support the creation of a new precinct for the neighbourhood centre. The plan change should instead amend the existing operative Pukekohe East-Central precinct provisions to the extent needed to provide for the neighbourhood centre. There is a risk that some of the existing provisions relevant to the centre will be omitted if a new precinct is created.</p>	<p>Delete the proposed Golding Road Neighbourhood Centre Precinct and amend the existing Pukekohe East-Central Precinct Provisions to provide for the neighbourhood centre. Ensure that the relevant transport provisions in the existing Pukekohe East-Central precinct continue to apply to the site, with modifications where required to address the transport and land use effects of the centre.</p> <p>If this relief is not accepted, and the new precinct is retained, this submission sets out examples of how the proposed Golding Road Neighbourhood Centre precinct provisions would need to be amended to address Auckland Transport's concerns. This includes incorporation of all relevant Pukekohe East-Central Precinct provisions, the more significant of which are outlined within this submission.</p>	4.2
144X.10.1. Golding Road Neighbourhood Precinct: Precinct Plan 1	Oppose in part	Auckland Transport opposes vehicle accesses being indicated in the precinct plan as discretion over where vehicle access should be located is required. As Golding Road will be an arterial road in the future, it is important that the intersection with the Collector Road to be defined as a key intersection.	<p>Amend the Precinct Plan 1 to:</p> <ul style="list-style-type: none"> <li>- Identify the Collector Road / Golding Road intersection as a key intersection</li> <li>- Remove indicative vehicle access locations.</li> </ul>	4.3
Acoustic mitigation from traffic noise	Oppose	The plan change will enable residential development adjacent to Golding Road (future arterial road in the Pukekohe-Perata Structure Plan). Residential activity is sensitive to noise and development should be designed to protect people's health and residential amenity while	Amend the plan change by including Pukekohe East-Central Precinct provisions (objectives, policies and rules) that require future residential developments and alterations to existing	4.4

Issue / Provision	Support / oppose	Reasons for submission	Decision requested	
		they are indoors. This is not currently adequately addressed by existing AUP(OP) provisions. Relevant objectives, policies and rules should be provided.	buildings to mitigate potential road traffic noise effects on activities sensitive to noise from the future Golding Road arterial.	
Golding Road Neighbourhood Precinct objectives, policies and rules	Oppose	<p>The transport objectives, policies and rules in the Golding Road Neighbourhood Centre Precinct are inadequate compared to the Pukekohe East-Central Provisions.</p> <p>Strong transport provisions are important here as Golding Road will be developed to an arterial road in the future and is likely to carry significant freight movements. Strong provisions will ensure that good transport outcomes are enabled as the area develops.</p>	Amend the plan change so that the neighbourhood centre is subject to objectives, policies and rules which more rigorously address transport effects and promote good transport land use integration.	4.5
I4XX.8.1. Matters of discretion	Oppose	There are more comprehensive matters of discretion relating to transport effects in the precinct provisions for Pukekohe East-Central. The same or similar matters of discretion should apply to the neighbourhood centre.	<p>Amend the matters of discretion to provide for more comprehensive consideration of transport matters. Example from Pukekohe East-Central include:</p> <p>453.7.1. Matters of discretion</p> <p>(4) Subdivision:</p> <p>(d) Cumulative impacts on the following, and need for any upgrade to the following or other measures to mitigate adverse effects:</p> <p>(i) the Golding Road / East Street / Pukekohe East Road intersection;</p> <p>(ii) the Station Road / East Street intersection;</p> <p>(iii) the Ngahere Road / East Street intersection;</p> <p>(iv) the Birch Road / Station Road intersection;</p> <p>(v) Golding Road where it adjoins the Precinct; and</p> <p>(vi) Golding Road where it adjoins the Precinct.</p>	4.6
I44X.8.2. Assessment criteria	Oppose	There are more comprehensive assessment criteria relating to transport effects in the precinct provisions for Pukekohe East-Central. The same or similar assessment criteria should apply to the neighbourhood centre.	<p>Amend the assessment criteria to provide for more comprehensive consideration of transport matters. Examples from Pukekohe East-Central include:</p> <p>I453.7.2. Assessment criteria</p>	4.7

Issue / Provision	Support / oppose	Reasons for submission	Decision requested	
			<p>(4) Subdivision, the extent to which:</p> <p>(a) The collector road and its intersections and other connections depicted within the Precinct Plan are provided generally in the locations on the Precinct Plan to achieve a highly connected street layout that integrates with the surrounding transport network and whether an alternative alignment provides an equal or better degree of connectivity and amenity within and beyond the Precinct may be appropriate, having regard to the following functional matters:</p>	
Village green	Oppose in part	While Auckland Transport supports a village green within the precinct, the pre-defined location in Precinct Plan 1 is opposed. The preference is for the proposed neighbourhood park to be aligned primarily along the Collector Road due to potential reverse sensitivity issues at the arterial road intersection where the design is not yet finalised. Site specific considerations can be better addressed through the consent process. This approach ensures flexibility and allows for an adaptable design that can accommodate future changes.	Amend the plan change so that the location of the village green is not defined within Precinct Plan 1.	4.8
<b>The following submission points address specific provisions within the proposed Golding Road Neighbourhood Centre Precinct and can be applied to either of the above options i.e. modifying the current I453. Pukekohe East-Central Precinct to provide for a local centre or through the creation of a new precinct</b>				4.9
I4XX.2 Objective 4	Oppose	The outcome sought in Objective 4 is not clear and should be amended to avoid adverse transport effects, not avoid unanticipated transport effects.	<p>Amend objective 4 as follows:</p> <p>Access into and out of the site is controlled to avoid <u>adverse unanticipated</u> transport effects on Golding Road and the proposed Collector Road.</p>	
14XX.3 Policy 3	Oppose	The principal vehicle access to the site should be from the Collector Road, with provision for an additional left in, left out access from Golding Road, to ensure that Golding Road can function safely and efficiently as an arterial road. Auckland Transport does not agree that provision of a flush median along the centre's Golding Road frontage would provide for safe and efficient right turning movements to and from the site.	Delete policy 3	

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Table I4XX.4.1 Activity table (A1)	Oppose	Auckland Transport request that A1 is amended to clarify how new development will be treated within the precinct. This is to reflect the fact that new buildings are separately listed as RD in the activity table.	Amend Table I4XX.4.1 (A1) as follows:  Development ( <u>other than new buildings</u> ) in general accordance with Precinct Plan 1.
Table I4XX.4.1 Activity table (A2)	Support	Auckland Transport support applying a discretionary status to 'any development not in accordance with the Precinct Plan or not complying with the standards under I4XX.6". Compliance with this is critical to ensuring appropriate provision of transport infrastructure is in place to support the developing area.	Retain A2 in Activity Table 14XX.4.1 i.e., retain discretionary activity status for any development not in accordance with the Precinct Plan or not complying with the standards.
Table I4XX.4.1 Activity table (A6) & (A7)	Support	It is appropriate to retain restricted discretionary status for subdivision and new buildings so that proposals can be assessed against matters of discretion and assessment criteria, including transport matters.	Retain A6 & A7 to i.e., retain restricted discretionary status for new buildings and subdivision.
Table I4XX.4.1 Activity table	Oppose	It is appropriate to give greater scrutiny via the discretionary status for subdivision that does not comply with the Precinct Plan or standards under I4XX.6. This is consistent with the approach taken to development in (A2).	Insert the following <b>discretionary</b> activity for subdivision:  X) Subdivision not in accordance with the Precinct Plan or not complying with the standards under I4XX.6.
I4XX.6.3 Transport	Support in part	Auckland Transport support the inclusion of the relevant transport upgrades and triggers from Pukekohe East-Central Precinct. However, the reference to '224c issuance of the NC Zone proposal' for (T1) is unclear. It is assumed that the centre would not be established ahead of the road connection to Birch Road being in place.	Provide clarification so that there is a clear and appropriate trigger relating to development in the centre should this occur before the 200 dwellings.
14XX.6.4 Road Widening Setback along Golding Road	Oppose	The NOR has been lodged by SGA to route protect the Golding Road corridor for a future upgrade. Therefore, this standard is no longer required as the NOR provides sufficient protection.	Amend the plan change by deleting standard 14XX.6.4 and the reference to it within the precinct provisions.
14XX.6.X	Oppose	The Road Function table has been included in Appendix 1 but there is no rule requiring compliance with it.	Amend the plan change to include a standard which requires subdivision and development within the neighbourhood centre to comply with Appendix 1 – 1 Minimum Road Width, Function and Required Design Elements
I44X.9. Special information requirements	Oppose	Include a requirement for a Transport Design Report. This will be to ensure the Collector / Golding Road intersection or any new key road intersections support the safe and efficient function of the existing and future transport network.	Amend the plan change to include a special information requirement for a Transport Design Report and Concept Plan to be provided for any new or upgraded key road intersection (including the Collector / Golding Road intersection). Standard 144X.9.

# 04

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
			Special information requirements, in the Pukekohe East-Central Precinct provides an appropriate example of such a requirement.

Auckland Council  
Unitary Plan Private Bag 92300  
Auckland 1142

Attn.: Planning Technician

[unitaryplan@aucklandcouncil.govt.nz](mailto:unitaryplan@aucklandcouncil.govt.nz)

**TO:** Auckland Council

**SUBMISSION ON:** Plan Change 95 (Private): Lot 3 DP 185893 Golding Road  
Pukekohe

**FROM:** Watercare Services Limited

**ADDRESS FOR SERVICE:** [planchanges@water.co.nz](mailto:planchanges@water.co.nz)

**DATE:** 14 December 2023

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

## **1. WATERCARE'S PURPOSE AND MISSION**

- 1.1. 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").
- 1.2. As Auckland's water and wastewater services provider, Watercare has a significant role in helping Auckland Council achieve its vision for the Auckland region. Watercare's mission is to provide reliable, safe, and efficient water and wastewater services to Auckland's communities.
- 1.3. Watercare provides integrated water and wastewater services to approximately 1.7 million people in Auckland. Watercare collects, treats, and distributes drinking water from 12 dams, 26 bores and springs, and two river sources. On average, 400 million litres of water is treated each day at 16 water treatment plants and distributed via 89 reservoirs and 94 pump stations to 470,000 households, hospitals, schools, commercial and industrial properties.
- 1.4. Watercare's water distribution network includes more than 9,400 km of pipes. The wastewater network collects, treats, and disposes of wastewater at 18 treatment plants and includes 8,300 km of sewers.

- 1.5. 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) and the Auckland Future Urban Land Supply Strategy 2017<sup>1</sup>.

## 2. SUBMISSION

### General

- 2.1. This is a submission on a change proposed by Aedifice Development No.1 Limited ("Applicant") to the Auckland Unitary Plan (Operative in Part) that was publicly notified on 16 November 2023 ("Plan Change").
- 2.2. The Applicant proposes to rezone approximately 0.85ha of Mixed Housing Urban Zone to Neighbourhood Centre Zone along Golding Road. The request seeks to introduce a new precinct "Golding Road Neighbourhood Centre Precinct".
- 2.3. Watercare neither supports nor opposes the Plan Change. The purpose of this submission is to ensure that the effects on Watercare's existing and planned water and wastewater network are appropriately considered and managed in accordance with the Resource Management Act 1991.
- 2.4. In making its submission, Watercare has considered the relevant provisions of the Auckland Plan 2050, Te Tahua Pūtea Tau 2021-2031 / The 10-year Budget 2021-2031, the Auckland Future Urban Land Supply Strategy 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 2021 – 2041. It has also considered the relevant RMA documents including the Auckland Unitary Plan (Operative in Part) 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

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<sup>1</sup> Local Government (Auckland Council) Act 2009, s58.

it is identified in the relevant authority's infrastructure strategy required under the Local Government Act 2002<sup>2</sup>.

- 2.5. Watercare has also considered the Auckland Future Development Strategy 2023-2053 which was adopted by Auckland Council on 2 November 2023 and will replace the Future Urban Land Supply Strategy once published.

### **Specific parts of the Plan Change**

- 2.6. The specific parts of the Plan Change that this submission relates to are:
- a) the effects of the Plan Change on Watercare's existing and planned water and wastewater network; and
  - b) the proposed Precinct provisions for water supply and wastewater.

### **Yield**

- 2.7. The Plan Change does not quantify how the proposed rezoning from Mixed Housing Urban (MHU) to Neighbourhood Centre (NC) will change the demand on the planned bulk water and wastewater networks that are required to support the Pukekohe East-Central Precinct which was made fully operative on 20 July 2023 via Private Plan Change 76: Kohe (PPC 76).
- 2.8. Without this demand assessment, Watercare is unable to confirm what bulk<sup>3</sup> water and/or wastewater upgrades may be required to service the Plan Change.
- 2.9. Watercare recommends that:
- The Applicant calculates the change in demand on the water and wastewater networks as a result of the proposed rezoning.
  - The Applicant engages with Watercare to consider the timing and funding of any upgrades needed for the bulk water and wastewater infrastructure as a result of the proposed rezoning.

### **Wastewater servicing**

#### **Wastewater networks**

- 2.10. There is currently no reticulated wastewater network servicing the Plan Change area and there is no capacity in the existing local network within the vicinity of the Plan Change area. A Servicing Strategy has been developed to service the wider Future Urban area. To service the Plan Change area, Watercare are planning to construct a new 800mm diameter gravity bulk wastewater pipeline along Station Road and a new bulk Wastewater Pump Station at Isabella Road. Completion of the 800mm diameter pipeline is currently anticipated in late 2025 and the Pukekohe North (previously Isabella) Pump Station is anticipated to be completed following these works. In the interim, the new 800mm

<sup>2</sup> National Policy Statement on Urban Development 2020, subpart 1, 3.2 to 3.4.

<sup>3</sup> Bulk infrastructure refers large scale infrastructure such as treatment plants, large pump stations and transmission pipes.



diameter pipeline is proposed to connect to the existing Pukekohe (Raceway) Pump Station. Development from the Plan Change area is required to connect to the new 800mm wastewater pipeline once complete.

- 2.11. As part of PPC 76 the Applicants have proposed a local network comprising of a gravity wastewater pipeline and local pump station to be located within the PPC 76 plan change area. A rising main from the local pump station is proposed to convey the wastewater to a gravity feed connection along Birch Road to the new 800mm diameter bulk pipeline along Station Road.
- 2.12. All bulk and local network pipelines collecting and conveying wastewater from the Plan Change area must be sized to meet the proposed development yield. All new pipelines shall consider the upstream and downstream development potential, including the wider Future Urban area, when being designed and constructed.
- 2.13. All wastewater infrastructure, including local reticulation and pump station design, will be required to comply with Watercare's Code of Practice for Land Development and Subdivision. The Applicant will need to work with Watercare in advance of lodging resource consents for subdivision to confirm the requirement and timing for any local and bulk wastewater infrastructure upgrades. Final design of the proposed wastewater network can be confirmed at resource consent stage.

## **Water supply servicing**

### **Water supply networks**

- 2.14. The water supply solution necessary to service the proposed Plan Change area, requires upgrades to the bulk water network and construction of a local network that will service development within the Plan Change area. As part of PPC 76 limited information was provided by the Applicant to confirm the preferred water supply solution. Watercare have provided advice to the Applicant in relation to servicing options and Watercare expect to continue to work with the Applicant prior to resource consent application stage to further refine aspects of staging, capacity, and design of the local network infrastructure.
- 2.15. At this time, there is no capacity in the local water network 150mm watermain located on Ngahere Road to service PPC 76 or the Plan Change area.
- 2.16. Servicing of PPC 76 and the Plan Change area will require construction of an approximately 250PE diameter local network watermain from the East St/Golding Rd junction, along East St, and along Ngahere Rd (alternate could be a road within the subdivision) and an extension of the 250PE watermain along Golding Road. In addition, a new bulk supply point and a booster pump station will be required when the development exceeds 1,000 population (people).
- 2.17. All bulk and local network pipelines providing water to the Plan Change area must be sized to meet the proposed development yield. All new pipelines shall consider the upstream and downstream development potential, including the wider Future Urban area, when being designed and constructed.
- 2.18. All water infrastructure will be required to comply with Watercare's Code of Practice for Land Development and Subdivision. The Applicant will need to work with Watercare in advance of lodging resource consents for subdivision to confirm the requirement for any local and bulk water infrastructure upgrades. Final design of the proposed water supply network can be confirmed at resource consent stage.

**Programme risk**

- 2.19. Any infrastructure delivery dates provided in this submission are forecast dates only and therefore subject to change. Development and subdivision should not proceed prior to the commissioning of the necessary bulk infrastructure required to service the Plan Change. Where the developer proposes to undertake works ahead of the commissioning of these water and wastewater assets this will be at the developer's risk and cost.

**Funding**

- 2.20. Funding of the local water and wastewater infrastructure necessary to service the Plan Change area is at the cost of the Applicant. An Infrastructure Funding Agreement may be required to determine the developer contribution necessary towards any capacity upgrades in the bulk water and wastewater networks that are required to support the change of zoning proposed by the Plan Change.
- 2.21. As per Watercare's Code of Practice for Land Development and Subdivision, the local networks must be sized to accommodate the future upstream and downstream development potential at the developers cost.

**Precinct Provisions**

- 2.22. Watercare supports precinct provisions that require subdivision and development to be coordinated with the provision of adequate water supply and wastewater infrastructure.
- 2.23. Watercare supports an activity status of non complying for any subdivision or development that precedes the provision of adequate bulk and local water supply and wastewater infrastructure.
- 2.24. Therefore, Watercare seeks amendments to the precinct provisions as set out in Attachment 1 to this submission.

**3. DECISION SOUGHT**

- 3.1. Watercare seeks a decision that ensures that the water supply and wastewater capacity and servicing requirements of the Plan Change will be adequately met, such that the water supply and wastewater related effects are appropriately managed. 5.1
- 3.2. Watercare seeks the inclusion of the proposed amendments to the precinct provisions as set out in Attachment 1 or similar provisions that will achieve the same outcomes. 5.2

**4. HEARING**

- 4.1. Watercare wishes to be heard in support of its submission

14th December 2023

*Mark Iszard*

Mark Iszard  
**Head of Major Developments**  
**Watercare Services Limited**

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**Attachment 1.****Watercare's proposed changes to the Golding Road Neighbourhood Centre Precinct provisions**

Red Text – Watercare amendments

(Additions underlined, deletions ~~struck through~~)

**I4XX. Golding Road Neighbourhood Centre Precinct****I4XX.1. Precinct Description**

The Golding Road Neighbourhood Centre Precinct is a small 8,500m<sup>2</sup> neighbourhood centre located to the east of Pukekohe Town Centre.

The underlying zoning of land within this precinct is Business – Neighbourhood Centre Zone. For the most part, the land use activities and associated provisions for this Zone under the AUP will continue to apply to the Precinct, except where these are replaced by the relevant provisions below.

**I4XX.2. Objectives [rp/dp]**

(1) Golding Road Neighbourhood Centre Precinct is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment.

(2) Encourage the establishment of a small Village Green located on the intersection of Golding Road and the new Collector Road to facilitate a range of future opportunities.

(3) Development is undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, or an active commercial interface where buildings front the proposed Collector Road reserve.

(4) Access into and out of the site is controlled to avoid unanticipated transport effects on Golding Road and the proposed Collector Road.

(5) Subdivision and development in the precinct is coordinated with the delivery of adequate water supply and wastewater infrastructure.

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

**I4XX.3. Policies [rp/dp]**

(1) Require comprehensive and integrated development of the precinct in accordance with Precinct Plan 1 – Golding Road Neighbourhood Centre Precinct.

(2) Ensure new development, buildings and significant additions and alterations to buildings are designed to:

- (a) positively contribute to amenity values and the quality of the built environment where buildings are adjacent the Village Green or the Collector Road;
- (b) positively contribute to a well-landscaped and visually interesting frontage along Golding Road;

(3) Limiting access from Golding Road to that shown on the Precinct Plan, unless detailed design upgrades to Golding Road are proposed that incorporate a central flush median.

(4) Minimise the effects of off-site disposal of stormwater through the use of sustainable infrastructure design.

(5) Avoid subdivision and development in the precinct progressing ahead of the provision of bulk and local water supply and wastewater networks with sufficient capacity to service the proposed development.

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

#### I4XX.4. Activity table

The provisions in the zone, Auckland-wide provisions and any relevant overlays apply in this precinct unless otherwise specified below.

Table I4XX.4.1 Activity table specifies the activity status development activities in the Golding Road Neighbourhood Centre Precinct pursuant to sections 9(2), 9(3) and 11 of the Resource Management Act 1991.

**Table I4XX.4.1 Activity table**

	Activity	Activity Status
<u>Use/Development</u>		
<del>(A1)</del>	<del>Development in general accordance with I4XX Precinct Plan 1.</del>	<del>P</del>
<del>(A1)</del>	<del>New Buildings</del>	<del>RD</del>
<del>(A2)</del>	<del>Subdivision</del>	<del>RD</del>
<del>(A23)</del>	Any <u>subdivision or</u> development not in accordance with the Precinct Plan or not complying with the standards under I4XX.6	<del>NCD</del>
Infrastructure		
(A4)	Construction of communal stormwater devices or structures in accordance with the Stormwater Management Plan in Appendix 1.	RD
(A5)	Construction of communal stormwater devices or structures not in accordance with the Stormwater Management Plan in Appendix 1.	D
(A6)	Vehicular access onto Golding Road in accordance with the Precinct Plan	RD
<u>Development</u>		
<del>(A6)</del>	<del>New Buildings</del>	<del>RD</del>
<u>Subdivision</u>		
<del>(A7)</del>	<del>Subdivision</del>	<del>RD</del>

#### **I4XX.5. Notification**

(1) Any application for resource consent for an activity listed in Table I4XX.4.1 Activity table 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)

#### **I4XX.6. Standards**

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I4XX.4.1. in addition to those specified below.

All activities listed in Table I4XX.4.1 Activity Table must comply with the following standards.

...

##### **I4XX.6.6 Water Supply and Wastewater**

Purpose: To ensure subdivision and development in the precinct is coordinated with the provision of bulk water supply and wastewater infrastructure.

(1) Adequate bulk water supply and wastewater infrastructure with sufficient capacity to service the proposed development must be operational at the time of subdivision or development.

(2) Applications for resource consent for development or subdivision will be deemed to comply with standard I4XX.6.6(1) if the required bulk water supply and wastewater infrastructure is:

- (a) Constructed and operational prior to lodgement of the resource consent application; or
- (b) Under construction with relevant consents and/or designations being given effect to prior to lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrades(s) will be completed and operational prior to:

- (i) The issue of a section 224(c) RMA certificate in the case of a subdivision consent application;

(3) Any application lodged in terms of I4XX.6.6(2)(a) or (b) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:

- (a) no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on the above bases must be made subject to consent conditions. Those conditions will continue to apply until appropriate evidence is supplied to council confirming that the relevant bulk water supply and wastewater infrastructure upgrades are operational.

...

**I4XX.8. Assessment – restricted discretionary activities****I4XX.8.1. Matters of discretion**

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application for activities listed in Table I44X.4.1 Activity table, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

## (1) New Buildings

- (a) effects associated with planned-neighbourhood integration;
- (b) effects on the streetscape and planned-neighbourhood character;
- (c) effects of the building design and appearance;

(d) infrastructure and servicing

## (2) Transport

- (a) Safe vehicle crossings are provided through suitable design, location and review of entry / exit points.
- (b) Surrounding road upgrades.
- (c) Pedestrian and cycle accessibility, connectivity and integration.

## (3) Infrastructure

- (a) effects of stormwater management;

**I44X.8.2. Assessment criteria**

For development that is a restricted discretionary activity in the Golding Road Neighbourhood Centre Precinct, the following assessment criteria apply:

## (1) New Buildings

~~(a)~~ Refer to Policy I4XX.3. 3

(b) infrastructure and servicing:

(i) Whether there is adequate capacity in the existing public reticulated water supply and wastewater network to service the proposed development.

(2) Construction of communal stormwater devices or structures in accordance with the Stormwater Management Plan a. whether appropriate ongoing maintenance and management systems have been arranged;

(3) Vehicular access onto Golding Road in accordance with the Precinct Plan a. Refer to Policy I4XX.3.2

**I44X.9. Special information requirements**

(1) Applications for subdivision or development must be accompanied by an Infrastructure Capacity Assessment demonstrating that sufficient water, stormwater and wastewater infrastructure is available to service the proposed development.

(2) A Landscaping Plan for the Village Green and 3.0m landscaping strip fronting Golding Road, including details on planting types, locations, permitted activities, maintenance and ownership arrangement.





## **APPENDIX D**

### **Further Version of Provisions submitted by the Applicant**

**Notes:**

Yellow highlights show wording brought across from PC95 – Appendix 2a – Precinct Provisions.

Blue highlights show wording included to address submissions.

Green highlights show wording included to address submissions, but are potentially irrelevant (e.g., because there are no streams /wetlands on site).

Red wording show remaining changes made for clarity and/or cohesion.

**I453. Pukekohe East-Central Precinct****I453.1. Precinct Description**

The zoning of land within this precinct is listed below. Refer to the planning maps for the location and extent of the precinct:

Sub-precinct A: Business - Neighbourhood Centre Zone

Refer to Pukekohe East-Central Precinct: Precinct Plan 1 and 2 for the location and extent of the Pukekohe East-Central Precinct and Sub-precinct A.

The Pukekohe East-Central Precinct covers approximately 30 hectares of land and is located to the east of Pukekohe Town Centre. The Precinct is bounded to the west by Ngahere Road, to the north by East Street, to the east by Golding Road and to the south by Birch Road and a stream.

The purpose of the Precinct is to provide for comprehensively planned residential and commercial development in a way that supports a quality compact urban form.

The transport network in the wider area will be progressively upgraded over time to support planned urban growth in this part of Pukekohe. The Precinct includes provisions to ensure that subdivision and development of land for housing and commercial and related activities is coordinated with construction with upgrades necessary to mitigate adverse effects on the local and wider transport network and recognises the need for safe, efficient and effective access to the Pukekohe Train Station.

Land use, development and subdivision is also to be undertaken in a manner that allows the stream network to be integrated with roading, residential and open space development within the Precinct, and also provide for appropriate stormwater management outcomes.

The zoning of land within this Precinct is the Residential – Mixed Housing Urban Zone, and the Business – Neighbourhood Centre Zone (in Sub-precinct A).

**I453.1.1. Sub-precinct A: Golding Road Neighbourhood Centre**

Sub-precinct A is a small 8,500m<sup>2</sup> neighbourhood centre located to the east of Pukekohe Town Centre. The sub-precinct does not have any wetlands or streams.

Sub-precinct A lies within the upper catchment of the Tūtaenui waterway and within the wider cultural landscape of Te Awanui O Taiehu which is significant to Ngāti Te Ata Waiohua and Ngāti Tamaoho. The area was extensively settled and utilised for centuries as part of the traditional food-bowl because of its fertile volcanic soils and were a taonga held and passed down. The Tūtaenui waterway and its tributaries were fringed with wairepo (wetland areas), which were primarily used for food, medicine, and materials for goods such as clothing, cooking and housing. Wairepo were also used for housing taonga during times of war. Areas that were not in wetland included dry fertile whenua that was used for maara kai (cultivations), pātaka kai (food storage and preparation), umu (ovens) and wāhi nohoanga.

Within Sub-precinct A, cultural values, including the history, spiritual, hydrological, geological, archaeological and ecological features within the Precinct need to be appropriately managed, including through consultation with Ngāti Te Ata Waiohua and Ngāti Tamaoho. Future development has the potential to improve and enhance the area, and therefore contribute towards a revitalised cultural landscape. **[NB: Added to address Ngāti Tamaoho and Ngāti Te Ata Waiohua's submissions]**

The underlying zoning of land within Sub-precinct A is Business – Neighbourhood Centre Zone. For the most part, the land use activities and associated provisions for this Zone under the AUP will continue to apply to the sub-precinct, except where these are replaced by the relevant provisions below.

Where provisions expressly relate to Sub-precinct A, these provisions apply only to activities within Sub-precinct A. All other provisions that do not expressly relate to Sub-precinct A apply to activities both within and outside Sub-precinct A in the Pukekohe East-Central Precinct.

## I453.2. Objectives [rp/dp]

### I443.2.1. Pukekohe East-Central Precinct

- (1) Pukekohe East-Central Precinct is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment and enables safe and functional residential development, road network and open space areas.
- (2) Provide for the health and well-being of streams and wetlands within the Precinct.
- (3) 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.
- (4) 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, enables consideration of road access through the Significant Ecological Area 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 and recognises the needs that will arise from development within the Precinct for minimum upgrades

necessary to the wider road network and connections to the Pukekohe Rail Station.

- (5) Stormwater management is designed to achieve hydrological mitigation and quality treatment to avoid, remedy or mitigate adverse effects of stormwater on the receiving environment. **[rp]**
- (6) Subdivision and development is coordinated with the supply of sufficient water, wastewater and stormwater infrastructure.
- (7) Indoor activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of East Street and Golding Road (future arterial road in the Pukekohe-Paerata Structure Plan).

#### **I453.2.1.1. Sub-precinct A: Golding Road Neighbourhood Centre**

- (1) **Sub-precinct A** is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment.
- (2) Encourage the establishment of a small Village Green **within the sub-precinct** located on the intersection of Golding Road and the new Collector Road to facilitate a range of future opportunities.
- (3) Development **within the sub-precinct** is undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, or an active commercial interface where buildings front the proposed Collector Road reserve.
- (4) Access into and out of the **sub-precinct** is controlled to **avoid, remedy or mitigate adverse unanticipated** transport effects on Golding Road and the proposed Collector Road. **[NB: Added /removed accordingly to address Auckland Transport's submissions]**
- (5) The cultural, spiritual and historic values held by Ngāti Te Ata Waiohua and Ngāti Tamaoho and their relationships with the cultural landscape **within the sub-precinct** are recognised and provided for and positive environmental outcomes are achieved for the health and wellbeing of the land, waterways and people. **[NB: Added to address Ngāti Tamaoho and Ngāti Te Ata Waiohua's submissions]**
- (6) The ecological and cultural values of streams and wetlands **within the sub-precinct** are protected and enhanced. **[NB: Added to address Ngaati Tamaoho and Ngaati Te Ata Waiohua's submissions]**

The overlay, Auckland-wide and zone objectives apply in this Precinct (and Sub-precinct A) in addition to those specified above.

### **I453.3. Policies [rp/dp]**

#### **I453.3.1. Pukekohe East-Central Precinct**

- (1) Require that the design of any subdivision and development within the Precinct is

undertaken in general accordance with the Precinct Plan 1.

- (2) Encourage legal protection of the Significant Ecological Area and development that provides accessible green spaces along stream corridors as shown on the Precinct Plan 1, where practical.
- (3) Require that new buildings and development do not compromise the purpose of the drainage reserve and Significant Ecological Area as shown on Pukekohe East- Central Precinct Plan 1, except as necessary within the Significant Ecological Area to provide for stormwater management or road access and connectivity.
- (4) Require residential development and open spaces be well-integrated by providing a positive interface between residential development and open space areas.
- (5) Ensure that a transport network is provided within and adjoining the Precinct and to the Pukekohe Rail Station that:
  - (a) integrates with, and avoids adverse effects on the safety and efficiency of the transport network of the surrounding area by:
    - (i) providing a collector road and key intersections generally in the locations shown in the Precinct Plan 1 or as fixed by the Precinct Plan 1;
    - (ii) providing an interconnected urban local road network that achieves a highly connected street layout and integrates with the collector road network;
    - (iii) identifying walking and cycling routes on the Precinct Plan 1 and providing a well-connected movement network that facilitates safe walking and cycling;
    - (iv) providing a safe separated lane(s) for cyclists on collector and arterial roads;
    - (v) providing for safe local road intersections onto collector and arterial roads;
    - (vi) including upgrades to existing road frontages of the Precinct and connections to existing and future networks outside the Precinct;
    - (vii) requiring upgrades or other measures where necessary to address cumulative effects at the Golding Road / East Street / Pukekohe East Road intersection, the Station Road / East Street intersection, the Ngahere Road / East Street intersection, the Birch Road / Station Road intersection, and Golding Road where it adjoins the Precinct; and
    - (viii) providing for East Street's role as an arterial and the possibility that Golding Road will be developed as an arterial if Auckland Transport decides to do so before 30 January 2026, through setbacks and vehicle access restrictions for sites adjoining Golding Road and road and vehicle access restrictions to East Street.
  - (b) facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles, including (as far as practicable given the local area's

- constraints and characteristics) to the Pukekohe Rail Station;
- (c) is designed and constructed in a manner that is appropriate having regard to the requirements of Auckland Transport's relevant code of practice or engineering standards.
- (6) Avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of stormwater runoff on freshwater in accordance with an approved stormwater management plan:
    - (a) Incorporating sustainable stormwater management systems such as on-site retention and communal detention; and
    - (b) Ensuring that stormwater devices are appropriately located, designed and constructed to achieve detention and quality treatment outcomes. **[rp]**
  - (7) Requiring planting of riparian margins of streams and buffers of wetlands.
  - (8) Ensure that development within the Precinct is appropriately staged and timed to align with the establishment of required water and wastewater connections.
  - (9) Recognise that the Precinct is part of a newly developing residential area and that there is a potential need for educational facilities to establish within the Precinct.
  - (10) Ensure that activities sensitive to noise adjacent to future arterial roads are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors.

#### **I453.3.1.1. Sub-precinct A: Golding Road Neighbourhood Centre**

- (1) Require comprehensive and integrated development of the sub-precinct in accordance with Precinct Plan 2 (Sub-precinct A).
- (2) Ensure new development, buildings and significant additions and alterations to buildings within the sub-precinct are designed to:
  - (a) positively contribute to amenity values and the quality of the built environment where buildings are adjacent the Village Green or the Collector Road;
  - (b) positively contribute to a well-landscaped and visually interesting frontage along Golding Road;
- ~~(3) Limiting access from Golding Road to that shown on the Precinct Plan, unless detailed design upgrades to Golding Road are proposed that incorporate a central flush median. **[NB: Deleted to address Auckland Transport's submissions]**~~
- (4) Minimise the effects of off-site disposal of stormwater within the sub-precinct through the use of sustainable infrastructure design.
- (5) Avoid subdivision and development in the sub-precinct progressing ahead of the provision of bulk and local water supply and wastewater networks with sufficient

capacity to service the proposed development. **[NB: Added to address Watercare's submissions]**

***Cultural Values* [NB: Section added to address Ngāti Te Ata Waiohua's submission]**

- (6) Consult with Ngāti Te Ata Waiohua and Ngāti Tamaoho and recognise and provide for their cultural, spiritual and historical values and relationships associated with the cultural landscape **within the sub-precinct**, which include:
- (a) Important sites, places and areas, waahi tapu and other taonga .
  - (b) Opportunities for visual connections to the waterways and wider cultural landscape.
  - (c) **Freshwater quality of waterways and wetlands.**
  - (d) Remnant ngahere (forest) and native trees.
- (7) Establish a cultural narrative which responds to the values in I453.3.1.1 Policy (6), including through cultural identity markers and artwork, high quality public open spaces, revegetated riparian margins and effective stormwater management **within the sub-precinct.**
- (8) **Encourage the provision of access within the sub-precinct for Ngāti Te Ata Waiohua and Ngāti Tamaoho to the waterways and their margins for the purpose of karakia, monitoring, customary purposes and ahi kaa roa.**

The overlay, Auckland-wide and zone policies apply in the **Pukekohe East-Central Precinct (including Sub-precinct A)** in addition to those specified above.

#### **I453.4. Activity table**

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I453.4.1 below.

Table I453.4.1 Activity Table specifies the activity status of land use, development and subdivision activities in the Pukekohe East-Central Precinct pursuant to sections 9(2), 9(3) and 11 of the Resource Management Act 1991.

#### Note 1

A blank in the activity status column means that the activity status in the relevant overlay, Auckland-wide or zone provision applies.

**Table I453.4.1 Activity table – Pukekohe East-Central Precinct (including Sub-precinct A)**

Activity		Activity status	
		Sub-Precinct A	Precinct excluding Sub-Precinct A
<b>Use and Development</b>			
(A1)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 in the Residential – Mixed Housing Urban Zone, or Table H12.4.1 in the Business – Neighbourhood Centre Zone.		
(A2)	Show home meeting the standards in Rule H5.6 in the Residential – Mixed Housing Urban Zone		P
(A3)	Any activity not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, or I453.6.5.1 to I453.6.5.6 for Sub-precinct A.	RD	RD
(A4)	Any activity not in accordance with the Precinct Plan or not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8).	D	D
(A5)	New Buildings	RD	
(A6)	Any development not complying with the standard under I453.6.5.6. (NB: to address Watercare's comments)	NC	NC
<b>Infrastructure</b>			
(A7)	Construction of communal stormwater devices or structures in accordance with a stormwater management plan.	RD	RD
(A8)	Construction of communal stormwater devices or structures not in accordance with a stormwater management plan.	D	D
(A9)	Vehicular access onto Golding Road in accordance with the Precinct Plan 1 or 2	RD	RD
<b>Subdivision</b>			
(A10)	Subdivision listed in Chapter E38 Subdivision – Urban		
(A11)	Subdivision not complying with the standards under general standards I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, or standards I453.6.5.1 to I453.6.5.5 for Sub-precinct A.	RD	RD



(A12)	Subdivision not in accordance with the Precinct Plan 1 or 2 or not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8) or I453.6.5, or standards I453.6.5.1 to I453.6.5.5 for Sub-precinct A.	D	D
(A13)	Any subdivision not complying with the standard under I453.6.5.6 (NB: to address Watercare's comments)	NC	NC

### I453.5. Notification

- (1) Any application for resource consent for an activity listed in Table I453.4.1 Activity table 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)

### I453.6. Standards

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I453.4.1.

All activities listed in Table I453.4.1 Activity Table must comply with the following standards.

#### I453.6.1 Fencing of drainage reserve boundaries

Purpose: to enable fences and walls to be constructed to a height sufficient to:

- provide privacy for dwellings while enabling opportunities for passive surveillance of an adjoining open space; and
  - minimise visual dominance effects to an adjoining open space.
- (1) Any fences, walls or a combination of these structures (where separate or joined together) along a boundary of the drainage reserve area (as shown on Pukekohe East-Central: Precinct Plan 1) must not exceed the height specified below, measured from the ground level at the boundary:
    - (a) 1.4m in height, or
    - (b) 1.8m in height for no more than 50 per cent of the length of the fence along the boundary and 1.4m for the remainder, or
    - (c) 1.8m in height if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary.

**I453.6.2 Interface with reserve strip along Ngahere Road**

Purpose: to ensure that the interface with the reserve strip along Ngahere Road is treated as a road frontage for fencing and landscaped area controls for so long as that reserve strip is held under the Reserves Act 1977.

- (1) Rules H5.6.15 and H5.6.11(2) shall apply to that part of the Precinct which adjoins the approximately 2m wide strip of Reserve to the east of Ngahere Road as if that boundary was a road boundary, unless that reserve strip is no longer held under the Reserves Act 1977.

**I453.6.3 Stormwater****I453.6.3.1 Hydrological Mitigation**

Purpose: to manage the amount of stormwater runoff generated by a development, to reduce peak flow rate and potential flood risks.

- (1) Provide retention (volume) reduction of at least 5mm runoff depth for non-potable use of all impervious surfaces for which hydrology mitigation is required; and
- (2) 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 the 5mm retention volume or any greater retention volume that is achieved, over the impervious area for which hydrology mitigation is required.
- (3) Any stormwater management device or system must be built generally in accordance with Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01) by a suitably qualified service provider and must be fully operational prior to use of the impervious area.
- (4) 'As built' plans for any stormwater management device or system must be provided to the Council within three months of practical completion of the works.
- (5) Any stormwater management device or system must be operated and maintained in accordance with best practice for the device or system.
- (6) The maximum impervious area must not exceed 70 per cent of the site area.

**I453.6.3.2 Water Quality**

Purpose: To protect water quality in streams, and the Whangapouri Stream catchment, by avoiding the release of contaminants from impervious surfaces.

- (1) New buildings and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e., zinc, copper and lead).
- (2) Runoff from all impervious surfaces (including roads) other than roofing meeting clause 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)'.

#### **I453.6.4 Precinct Plan and infrastructure requirements**

All development and subdivision must comply with the following standards:

##### **I453.6.4.1 Precinct Plan requirements**

- (1) Access to all sites, and all building platforms, must be located wholly outside the Significant Ecological Area and drainage reserve areas shown on Pukekohe East-Central: Precinct Plan 1.
- (2) Upon subdivision of sites containing land within the drainage reserve area, such areas are to be vested in the Council for drainage and/or public open space purposes or otherwise protected by another suitable legal mechanism acceptable to the Council.
- (3) All roads, lanes and pedestrian connections must be provided in general accordance with the indicative alignments in Pukekohe East-Central: Precinct Plan 1 such as to achieve the same level of connectivity to adjacent sites and roads as shown on the Precinct Plan.

##### **I453.6.4.2 Transport**

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network.
  - Achieve the integration of land use and transport.
- (1) Subdivision and development (including construction of any new road) must comply with the standards in Table I453.6.4.2.1.

**Table I453.6.4.2.1 Transport Infrastructure Requirements**

<b>Transport Infrastructure Upgrade</b>		<b>Trigger</b>
(T1)	New east-west Collector Road between Birch Road and Golding Road including cycle facility. Note : the Collector Road is to connect opposite Youngs Grove at Birch Road.	Any subdivision or development resulting in a cumulative total of 200 dwellings within the Precinct
(T2)	Upgrade of Golding Road to Collector Road standard (west side)	Any subdivision or development with frontage to Golding Road
(T3)	Upgrade of north side of Birch Road to Collector Road standard between Ngahere Road and New East-West Collector Road	Any subdivision or development with frontage to Birch Road west of Youngs Grove

(T4)	Extension of Birch Road east of Youngs Grove to local road standard	Any subdivision or development with frontage to Birch Road east of Youngs Grove
(T5)	Upgrade of south side of East Street to Collector Road standard (future proof for upgrade for Arterial Road)	Any subdivision or development with frontage to East Street
(T6)	Upgrade of east side of Ngahere Road (south of Roosevile Park) to local road standard	Any subdivision or development with frontage to Ngahere Road south of Roosevile Park
(T7)	Upgrade of east side of Ngahere Road (north of Roosevile Park) to local road standard	Any subdivision or development with frontage to Ngahere Road north of Roosevile Park if and once the 2m reserve strip on east side of Ngahere Road is removed
(T8)	Upgrade of Ngahere Road alongside Roosevile Park to provide a Pedestrian Path between the northern and southern sections of Ngahere Road subject to landowner permission from Auckland Transport and/or Auckland Council Parks to install such a Pedestrian Path.	Upgrade of Ngahere Road to local road standard north and south of Roosevile Park
(T9)	Interim pedestrian / cycle upgrade along Birch Road from the Precinct boundary to Station Road and to Pukekohe Rail Station, in accordance with Policy 5(b).	First dwelling with a connection to Birch Road or Ngahere Road

- (2) The above will be considered to be complied with if the identified upgrade forms part of the same resource consent, or a separate resource consent which is given effect to prior to release of section 224(c) of the Resource Management Act 1991 for any subdivision OR prior to occupation of any new building(s) for a land use only.

Note 1: Development relevant to any of the Standards T2 to T8 only apply to the section of the road adjacent to the development or subdivision area. The effects of any gaps in frontage upgrades on active mode connectivity or safety will be considered under matter of discretion I453.7(4) and the assessment criteria in I453.7.2(4)(g).

Note 2: These standards may be modified to enable a road design through the Significant Ecological Area that minimises adverse effects on indigenous vegetation (for example, a narrow road carriageway with no parking on either side, a single footpath/cycleway on one side only of the road which could be separated horizontally and/or vertically from the road carriageway, may be acceptable).

#### **I453.6.4.2A Road Design and Upgrade of Existing Rural Roads**

## Purpose:

- To ensure that any activity, development and/or subdivision complies with Appendix 1: Minimum Road Width, Function and Required Design Elements, and that existing rural roads are progressively upgraded to an urban standard.
- (1) Any development and/or subdivision must comply with Appendix 1 Minimum Road Width, Function and Required Design Elements as applicable.

**I453.6.4.3 Stormwater**

- (1) Development and subdivision must be designed so that stormwater is directed to communal stormwater device(s) that must be located within the drainage reserve area.

**I453.6.4.4 Water and wastewater**

- (1) Existing wastewater network downstream of the site currently has potential to service 200 dwellings. After the first 200 dwellings have been established within the Precinct, all further applications for subdivision or development must be accompanied by a capacity assessment demonstrating that sufficient water and wastewater infrastructure is available to service the proposed new dwellings.

**I453.6.4.5 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. 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.
- (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.
- (3) The buffer 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;
  - (b) be consistent with local biodiversity;
  - (c) be planted at a density of 10,000 plants per hectare;
  - (d) be undertaken in accordance with the Special Information Requirements in I453.8.1; and
  - (e) be legally protected and maintained to establishment for a period of five years.

- (5) The on-going protection of the Significant Ecological Area via an appropriate legal mechanism can be recognised as providing environmental benefits relating to climate change resilience, carbon sequestration, permeable areas and urban heat management.

#### **I453.6.4.6 Site Access**

Purpose:

- Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings and to provide for the safe and efficient operation of the future arterial network.
- (1) Where subdivision and development adjoins a road with existing or (on the Precinct Plan) planned 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 crossing occurs directly from the site's frontage over any shared footpath, protected cycle lane or the road frontage.
- (2) Except as provided in (3) no new road intersection (excluding active mode only connections), additional vehicle crossing or additional activities using vehicles crossings existing as at the date of these precinct provisions being made operative shall be permitted along the East Street frontage.
- (3) New road connections to East Street are only permissible in the north-eastern corner of the Precinct if road access is not able to be achieved through Golding Road and in the north-west corner if access is not able to be achieved from the south or Ngahere Road.

#### **I453.6.4.7 – Road Widening Setback along Golding Road**

Purpose:

- (1) To provide for the potential future required widening of Golding Road as an arterial road if Auckland Transport issues a notice of requirement to do so prior to 30 January 2026. Until 30 January 2026 a 2m-wide road widening setback must be provided along that part of the frontage of the land adjoining Golding Road.
- (2) The setback must be measured from the legal road boundary that existed as at 1 February 2022. No buildings, structures or parts of a building shall be constructed within this 2m wide setback, prior to 30 January 2026 except where such buildings or structures are intended to be vested in Auckland Council.

This standard shall not apply if Auckland Transport advises prior and up until 30 January 2026 that Golding Road will have collector road status only.

**This standard I453.6.4.7 does not apply to Sub-precinct A. [NB: Added to address Auckland Transport's submission to delete the 'Road Widening Setback along Golding Road' standard within the Sub-precinct.]**

#### **I453.6.4.8 Road Noise Attenuation**

## Purpose:

- To protect activities sensitive to noise from indoor adverse health and amenity effects arising from road traffic noise associated with the operation of East Street and Golding Road (as a future arterial road as illustrated in the Pukekohe-Paerata Structure Plan).
- (1) Any noise sensitive space (including any indoor spaces in Table I453.6.4.8.1) in a new building or alteration to an existing building that contains an activity sensitive to noise located within 75m to the boundary of East Street or Golding Road (future arterial road in the Pukekohe-Paerata Structure Plan) shall be designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values set out in Table I453.6.4.8.1 below.

**Table I453.6.4.8.1: Indoor noise levels:**

<b>Indoor Space</b>	<b>Indoor noise level <math>L_{Aeq(24h)}</math></b>
Residential (excluding home occupation and camping grounds)	40 dB
<i>Building type: Educational Facilities or Tertiary Educational Facilities</i>	
Lecture rooms/theatres, music studios, assembly halls	35 dB
Teaching areas, conference rooms, drama studios	40 dB
Libraries	45 dB
<i>Building type: Health</i>	
Overnight medical care, wards, sleeping areas	40 dB
Clinics, consulting rooms, theatres, nurses' stations	45 dB
<i>Building type: Community Facilities</i>	
Marae (excluding any area that is not a noise sensitive space)	35 dB
Places of Worship	35 dB
<b>Indoor Space</b>	<b>Indoor noise level <math>L_{Aeq(24h)}</math></b>
<i>All other Activities Sensitive to Noise</i>	
<i>All other noise sensitive spaces</i>	40 dB

- (2) If windows must be closed to achieve the design noise levels in Rule I453.6.4.8.1 the building must be designed, constructed and maintained with a mechanical ventilation system that:
- (a) For habitable rooms for a residential activity, must achieve the following requirements:
    - (i) Provides mechanical ventilation to satisfy clause G4 of the New Zealand

Building Code; and

- (ii) Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
  - (iii) Provides relief for equivalent volumes of spill air; and
  - (iv) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and
  - (v) Does not generate more than 35 db LAeq(30s) when measured 1 metre away from any grille or diffuser.
- (b) For other spaces, is as determined by a suitably qualified and experienced person.
- (3) A design report must be submitted by a suitably qualified and experienced person to the Council demonstrating compliance with Rule I453.6.4.8.1(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise that is within 75m of East Street or Golding Road. In the design, road noise is based on predicted noise levels plus 3 dB, or future predicted noise levels.
- (4) Should noise modelling undertaken on behalf of the by the applicant be used for the purposes of future predicted noise levels under this standard, modelling shall be based on the following inputs:
- (a) An asphaltic concrete surfacing (or equivalent low noise road surface);
  - (b) 50km/hr speed environment;
  - (c) The following Arterial Annual Average Daily Traffic (AADT) flow predictions for 2048 and heavy vehicles (HV) % for 2048:

Section of Road	2048	
	AADT	HV%
East Street	20,000	9%
Golding Road (future arterial)	12,000	10%

- (d) Screening from any buildings that exist or buildings for which building consent has been granted and issued, or which form part of the resource consent application being assessed and the application is expressly made on the basis that the buildings will be constructed prior to occupation of any noise sensitive space benefiting from the screening.

**I453.6.5 Sub-precinct A: Golding Road Neighbourhood Centre**

**I453.6.5.1. Village Green within the sub-precinct**

**Purpose: to create a useable and flexible green space on a key intersection that identifies the**



**sub-precinct entrance.**

- (1) The Village Green **within the sub-precinct** shall be provided with a minimum area of 250m<sup>2</sup> (including 3m wide landscaped strip along the frontage of Golding Road but excluding any road widening requirement).
- (2) The Village Green **within the sub-precinct** may be utilised by adjacent tenancies for outdoor commercial activities.
- (3) The Village Green **within the sub-precinct** shall be retained in private ownership, unless Council accepts vesting for public purposes.

**I453.6.5.2 Fencing of interface with Village Green within the sub-precinct**

Purpose: to enable fences and walls to be constructed to a height sufficient to:

- provide developments **within the sub-precinct** with privacy and safety while enabling opportunities for passive surveillance of an adjoining Village Green; and
- minimise visual dominance effects to an adjoining Village Green **within the sub-precinct**.

- (1) Fences adjoining the Village Green must not exceed 1.4m in height and remain visually permeable.

**I453.6.5.3. Stormwater Management within the sub-precinct**

Purpose: To ensure suitable stormwater mitigation and design considerations are made to reduce and mitigate stormwater effects on the receiving environment **within the sub-precinct** in accordance with best practice design outcomes.

- (1) Subdivision and development shall be managed in accordance with an approved Stormwater Management Plan and any granted network consent (or approved variation).
- (2) Require subdivision and development to plant the riparian margin of streams and wetlands and to provide a treatment train approach at source hydrological mitigation, attenuation and quality treatment (in accordance with an approved Stormwater management plan) to prevent stream bank erosion and to enhance in-stream morphology, and stream and wetland water quality. ***[NB: Added to address Watercare submissions, i.e., addition of standard to Stormwater management. However, no waterways in Sub-precinct A.]***

**I453.6.5.4. Transport within the sub-precinct**

Purpose: Mitigate the adverse effects of traffic generation on the surrounding local and wider road network and to achieve the integration of land use and transport **within the sub-precinct**.

- (1) Road Network Upgrades **within the sub-precinct**
  - (a) Subdivision and development (including construction of any new road) must comply with the standards in **Table I453.6.5.4.1**.

**Table I453.6.5.4.1 Transport Infrastructure Triggers within the sub-precinct**

Transport Infrastructure Upgrade	Trigger
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(T1)	New east-west Collector Road from Golding Road along entire northern frontage of Neighbourhood Centre Zone, including provision for cycle facility on northern berm.	<p><del>Any subdivision or development resulting in a cumulative total of 200 dwellings within Sub-precinct A</del></p> <p><b>Land use consent for buildings within the sub-precinct or 224(c) for any subdivision of the sub-precinct into serviced super-lots or development lots, but not a subdivision of the sub-precinct into a stand-alone lot or any adjustment to the boundary with Golding Road. [NB: Amended to address Auckland Transport's submission]</b></p>
(T2)	Upgrade of Golding Road frontage adjacent to Neighbourhood Centre Zone to Collector Road standard (west side only)	Any subdivision or development within Neighbourhood Centre Zone with frontage to Golding Road

- (b) The above will be considered to be complied with if the identified upgrade forms part of the same resource consent, or a separate resource consent which is given effect to prior to release of section 224(c) of the Resource Management Act 1991 for any subdivision OR prior to occupation of any new building(s) for a land use only.

#### **I453.6.5.5. Landscaping within the sub-precinct**

Purpose: To provide additional building setback to Golding Road which is landscaped in a manner that improves on-site amenity and reduces building intensity on the street.

- (1) A 3m deep landscaping strip along Golding Road, identified on Precinct Plan 1, must be planted in a mix of trees, shrubs or ground cover plants (including grass), excluding the area identified for vehicle access into the zone.

#### **I453.6.5.6. Water Supply and Wastewater**

**[NB: New standard added to address Watercare's submissions – addition of standard on Water Supply and Wastewater]**

Purpose: To ensure subdivision and development in the precinct is coordinated with the provision of bulk water supply and wastewater infrastructure.

- (1) Adequate bulk water supply and wastewater infrastructure with sufficient capacity to service the proposed development must be operational at the time of subdivision (s224(c)) or prior to commencement of construction of any building intended to be occupied.
- (2) Applications for resource consent for development or subdivision will be deemed to comply with standard I453.6.5.6 (1) if the required bulk water supply and wastewater infrastructure is:
- (a) Constructed and operational prior to lodgement of the resource consent application; or

- (b) Under construction with relevant consents and/or designations being given effect to prior to lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrades(s) will be completed and operational prior to:
- (i) The issue of a section 224(c) RMA certificate in the case of a subdivision consent application; or
  - (ii) Prior to commencement of construction of any building intended to be occupied; or
- (3) Any application lodged in terms of I453.6.5.7(2)(a), (b) or (c) above must confirm the applicant's express agreement in terms of section 108AA(1)(a) of the RMA and on an Augier basis to the imposition of consent conditions requiring (as relevant) that:
- (a) no section 224(c) certificate shall be issued and no subdivision survey plan shall be deposited until the relevant infrastructure upgrades are constructed and operational.

Any resource consent(s) granted on the above bases must be made subject to consent conditions. Those conditions will continue to apply until appropriate evidence is supplied to council confirming that the relevant bulk water supply and wastewater infrastructure upgrades are operational.

## **I453.7. Assessment – restricted discretionary activities**

### **I453.7.1. Matters of discretion**

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application for activities listed in Table I453.4.1 Activity Table, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) For new buildings, fences, and additions to buildings that do not comply with the standards:
  - (a) building and fence interface with the drainage reserve or Ngahere Road as applicable.
- (2) Development of new or redevelopment of existing impervious areas that do not comply with the standards:
  - (a) the potential adverse effects including cumulative effects of increased stormwater flows (arising from the non-compliance) on freshwater systems including effects on stream channels and stream health, natural character, biodiversity, erosion and stability and community and Mana Whenua values;
  - (b) the best practicable options for reducing existing adverse effects;
  - (c) the processes proposed for the management of stormwater flow onsite or the availability of an authorised stormwater management device or system in the catchment designed and sized to accommodate the stormwater runoff from the new

and redeveloped impervious area and achieve appropriate hydrology mitigation;  
and

- (d) the practicality and limitations of applying stormwater flow management to the site, taking into account site and operational constraints.
- (3) Construction of communal stormwater devices or structures:
- (a) the capacity and design of the stormwater device or structure;
  - (b) the location of the stormwater device or structure; and
  - (c) the ongoing quality, viability and maintenance of the device or structure.
- (4) Subdivision:
- (a) Transport including development of an integrated road network, road(s), connections with neighbouring sites, access, walking and cycling networks and infrastructure, connections to the existing pedestrian and/or cycle connections including those associated with the Pukekohe train station, design and sequencing of upgrades to the existing road network, and traffic generation.
  - (b) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment.
  - (c) Open Spaces and open space integration including, where practical development of walking and cycling infrastructure to and adjoining green spaces.
  - (d) Cumulative impacts on the following, and need for any upgrade to the following or other measures to mitigate adverse effects:
    - (i) the Golding Road / East Street / Pukekohe East Road intersection;
    - (ii) the Station Road / East Street intersection;
    - (iii) the Ngahere Road / East Street intersection;
    - (iv) the Birch Road / Station Road intersection;
    - (v) Golding Road where it adjoins the Precinct; and
    - (vi) Golding Road where it adjoins the Precinct.
  - (e) The design of any road through the SEA to minimise impacts on indigenous vegetation.
- (6) Non-compliance with standard I453.6.4.2A Road Design and Upgrade of Existing Roads:

- (a) Road design and consistency with the transport-related objectives and policies of the Precinct.
- (7) Non-compliance with standard I453.6.8 – Noise attenuation:
  - (a) The effects on people’s health and residential amenity;
  - (b) The location of the building;
  - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise; and
  - (d) Technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for East Street and Golding Road.

#### **I453.7.1.1 Sub-precinct A: Golding Road Neighbourhood Centre – Matters of discretion**

##### **(1) New Buildings within the sub-precinct**

- (a) effects associated with planned-neighbourhood integration;
- (b) effects on the streetscape and planned-neighbourhood character;
- (c) effects of the building design and appearance;
- (d) infrastructure and servicing. **[NB: Added to address Watercare’s submissions]**

##### **(2) Transport within the sub-precinct**

- (a) Safe vehicle crossings are provided through suitable design, location and review of entry / exit points.
- (b) Surrounding road upgrades.
- (c) Pedestrian and cycle accessibility, connectivity and integration.

##### **(3) Infrastructure within the sub-precinct**

- (a) effects of stormwater management.

#### **I453.7.2. 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 or zone provisions:

- (1) For new buildings, fences, and additions to buildings that do not comply with the standards:
  - (a) building interface with the public realm:
    - (i) the extent to which there is opportunity provided for buildings to overlook existing or proposed open spaces for passive surveillance, such as through the provision of balconies and main glazing facing these spaces; and

- (ii) the extent to which the development makes a positive contribution to the character and amenity of adjacent public places.
- (2) Development of new or redevelopment of existing impervious areas that do not comply with the standards:
- (a) the extent to which Policies E1.3(1), (2), (3), (4), (5), (8) and (9) in Chapter E1 (Water quality and integrated management) are achieved.
- (3) Construction of stormwater devices or structures:
- (a) the capacity and design of the stormwater device or structure:
    - (i) the extent to which stormwater management calculations confirm that the design and capacity of the stormwater management device/ structure is fit for purpose and satisfies the requirements of an approved Stormwater Management Plan (SMP) for the Precinct.
  - (b) the location of the stormwater device or structure:
    - (i) the extent to which the location is able to be well-integrated into the design and enhancement of riparian and open space areas.
  - (c) the ongoing quality, viability and maintenance of the device or structure:
    - (i) the extent to which a maintenance plan addresses requirements and responsibilities to ensure the ongoing quality and viability of the stormwater management devices or structures (including communal devices), and in particular their likely efficiency and effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (4) Subdivision, the extent to which:
- (a) The collector road and its intersections and other connections depicted within the Precinct Plan are provided generally in the locations on the Precinct Plan to achieve a highly connected street layout that integrates with the surrounding transport network and whether an alternative alignment provides an equal or better degree of connectivity and amenity within and beyond the Precinct may be appropriate, having regard to the following functional matters:
    - (i) Landowner patterns and the presence of natural features, natural hazards, contours or other constraints and how these impact on the placement of roads;
    - (ii) The need to achieve an efficient block structure and layout within the Precinct suitable to the proposed activities; and
    - (iii) The constructability of roads and the ability for them to be connected beyond any property boundary.

- (b) A high quality and integrated network of local roads is provided within the Precinct that provides a good degree of accessibility, supports a walkable road network and:
  - (i) where practical (and in so far as land is to be vested in the Council) connect to areas of open space or stream margins containing a walking / cycling network in general accordance with the Precinct Plan; and
  - (ii) where not practical or land is not be vested, other design features are incorporated to provide accessibility and a reasonable standard of amenity and safety.
- (c) Roads are aligned with the drainage network in general accordance with the Precinct Plan and in so far as the drainage network is to be vested in the Council.
- (d) Cycle and pedestrian paths are provided as shown in general accordance with the Precinct Plan and where located within the drainage network in so far as the drainage network is to be vested in the Council, are at a practical grade and alignment, and provide for linkages to paths, on adjacent properties.
- (e) Provision is made 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.
- (f) The design and layout of the roading network includes urban blocks, connections, and safe walking and cycling networks and infrastructure.
- (g) Improved pedestrian and cycling connections are provided:
  - (i) to Station Road, for access to Pukekohe train station, that responds to the local area's constraints and characteristics; and
  - (ii) to other local area walking and cycling networks existing at the time of development.
- (h) The design and efficiency of stormwater infrastructure and devices (including communal devices) including the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (i) The Golding Road / East Street / Pukekohe East Road and Ngahere Road / East Street intersections and section of Golding Road adjoining the Precinct can safely accommodate cumulative effects of traffic.
- (j) If other measures are required to mitigate traffic effects on the above intersections referenced in (b)(i), including completion of the Collector Road between Birch Road and Golding Road as shown on the Precinct Plan.
- (k) Potential adverse effects of retaining walls, in particular extensive and unrelieved

blank faces, are avoided or mitigated by methods such as the location and design of buildings, landscaping and or the design, orientation and treatment of the walls.

- (l) The road as shown on the Precinct Plan that passes adjacent to or through the Significant Ecological Area and the drainage reserve is designed to minimise adverse effects on indigenous vegetation within the Significant Ecological Area, including through the use of retaining structures with terracing rather than battered slopes, and modifications to the road standards typically applied to local roads.
- (5) Non-compliance with standard I453.6.4.2A Road Design and Upgrade of Existing Roads:
- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
  - (b) Whether the design of the road and associated road reserve achieves the relevant transport-related policies of the Precinct.
  - (c) Whether the proposed design and road reserve:
    - (i) incorporates measures to achieve the required design speeds;
    - (ii) can safely accommodate required vehicle movements;
    - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
    - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
  - (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (6) Non-compliance with Standard I453.6.8 Noise Attenuation
- (a) Whether the location of the building or any other existing buildings/structures avoids, remedies or mitigates the adverse noise effects associated with the road traffic noise relating to the operation of East Street and Golding Road as a future arterial road.
  - (b) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.
  - (c) Whether any identified topographical or building design features will mitigate any potential adverse health and amenity effects.
  - (d) Any implications arising from any technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for East Street or Golding Road.



### **I453.7.2.1 Sub-precinct A: Golding Road Neighbourhood Centre – Assessment criteria**

For development that is a restricted discretionary activity in Sub-precinct A, the following assessment criteria apply:

- (1) New Buildings within the sub-precinct
  - (a) The extent to which Policies **I453.3.1.1.(2) and (6) are achieved.**
  - (b) Infrastructure and servicing:
    - (i) Whether there is adequate capacity in the existing public reticulated water supply and wastewater network to service the proposed development. **[NB: Added to address Watercare's submissions]**
- (2) Construction of communal stormwater devices or structures within the sub-precinct in accordance with the Stormwater Management Plan
  - (a) whether appropriate ongoing maintenance and management systems have been arranged;
- (3) Vehicular access onto Golding Road within the sub-precinct in accordance with the Precinct Plan
  - (a) The extent to which Policy **I453.3.1.(5) is achieved.**
- (4) All activities within the sub-precinct (excluding development standard infringements)
  - (a) The extent to which impacts of development on Māori cultural values are avoided, remedied or mitigated through:
    - (i) The ability to incorporate maatauranga Māori and tikanga Māori through the development process, recognising outcomes articulated by Ngāti Te Ata Waiohua and Ngāti Tamaoho.
    - (ii) The incorporation of design elements, art works, naming and historical information to reflect the values and relationships Ngāti Te Ata Waiohua and Ngāti Tamaoho have with the Pukekohe area.
    - (iii) Native landscaping, vegetation and design, including retention of mature native trees, and replanting.
    - (iv) Minimising landform modification where practicable.
  - (b) The extent to which adverse effects on archaeological features identified in the archaeological assessment are avoided, remedied or mitigated by the proposal. **[To address Ngāti Te Ata Waiohua's submissions].**

## **I453.8. Special information requirements**

### **I453.8.1 Traffic Assessment**

- (1) At the first stage of subdivision or development of any site existing at (date of plan change approval); and
- (2) For any subdivision or development exceeding a cumulative increment of 60 further dwellings/lots within the Precinct a Traffic Assessment must be provided which assesses

effects (including cumulative effects) on the safety and efficiency of the road network and in particular addresses the need for:

- (a) Any upgrade of the Golding Road / East Street / Pukekohe East Road intersection;
- (b) Any upgrade of the Ngahere Road / East Street intersection;
- (c) Any upgrade of the Birch Road / Station Road intersection;
- (d) Any upgrade of the Station Road / East Street intersection; and
- (e) Golding Road where it adjoins the Precinct.

### **I453.8.2 Transport Design Report**

- (1) Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. **The Collector / Golding Road intersection must also provide for the design of access to the Neighborhood Centre.** This may be included within a transport assessment supporting land use or subdivision consents. **(NB: Sentence added to address Auckland Transport's submission)**

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

### **I453.8.3 Riparian Planting Plan**

- (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:
  - (a) Identify the location, species, planting bag size and density of the plants;
  - (b) Include a management plan to achieve establishment within 5 years and the eradication of pest weeds;
  - (c) Confirm detail on the eco-sourcing proposed for the planting; and
  - (d) Take into consideration the local biodiversity and ecosystem extent.

### **I453.8.4 Sub-precinct A: Golding Road Neighbourhood Centre**

#### **I453.8.4.1 Infrastructure Capacity Assessment within the sub-precinct**

- (1) Applications for subdivision or development **within the sub-precinct must be**

accompanied by an Infrastructure Capacity Assessment demonstrating that sufficient water, stormwater and wastewater infrastructure is available to service the proposed development.

#### **I453.8.4.2 Landscaping Plan for the Village Green within the sub-precinct**

- (1) A Landscaping Plan for the Village Green and 3.0m landscaping strip fronting Golding Road **within the sub-precinct**, including details on planting types, locations, permitted activities, maintenance and ownership arrangement.

#### **I453.8.4.3 Archaeological assessment within the sub-precinct**

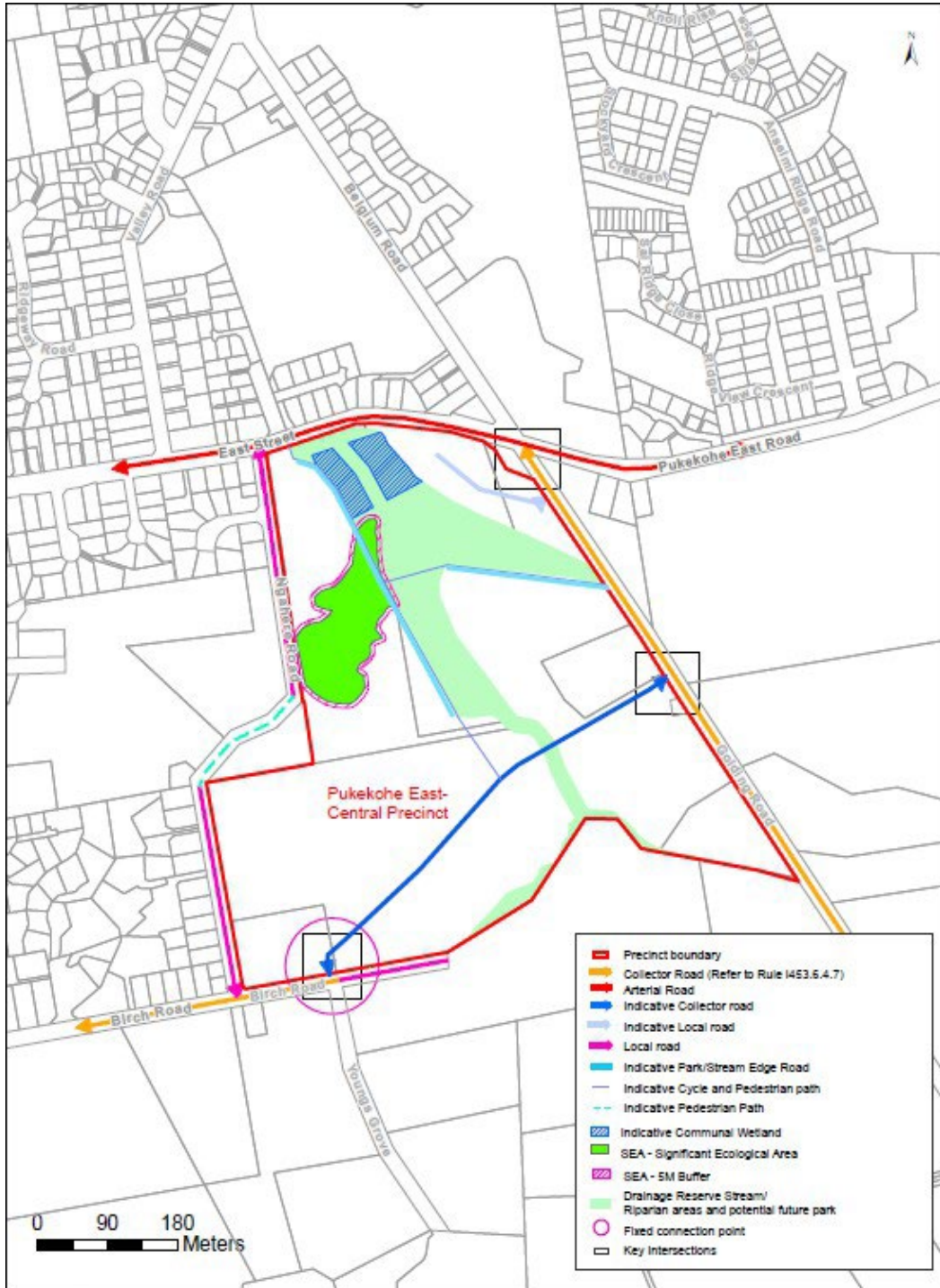
- (1) At the time of the first subdivision or earthworks application **within the sub-precinct**, an archaeological assessment must be prepared in consultation with Ngāti Te Ata Waiohua and Ngāti Tamaoho to identify the potential for archaeology. **[NB: Added to address Ngaati Te Ata Waiohua's submissions].**

#### **I453.8.4.4 Consultation with mana whenua within the sub-precinct**

- (1) Evidence of consultation with Ngāti Te Ata Waiohua and Ngāti Tamaoho **within the sub-precinct**. **[NB: Added to address Ngaati Te Ata Waiohua's submissions].**

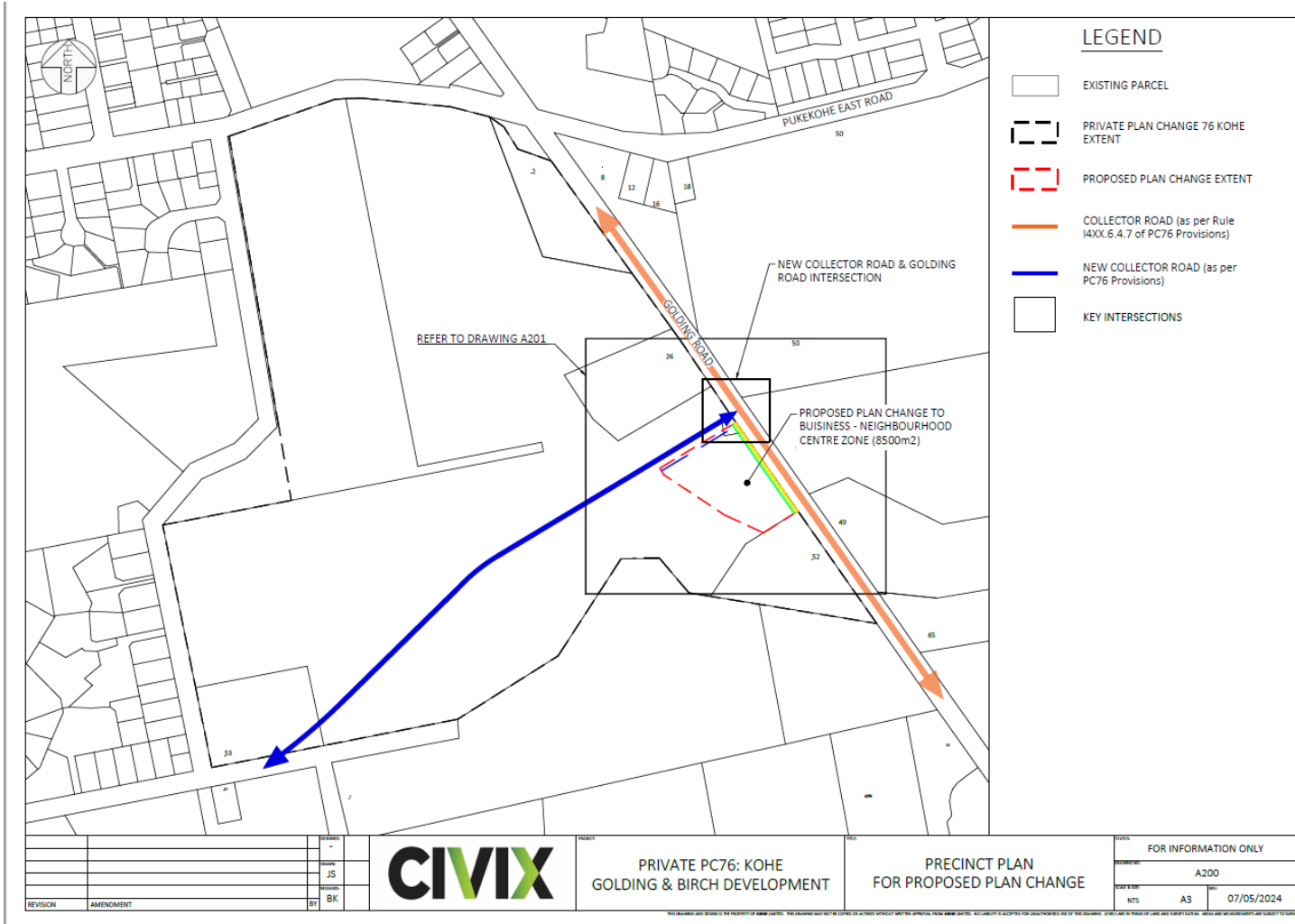
I453.9. Precinct Plans

I453.9.1. Pukekohe East-Central: Precinct Plan 1

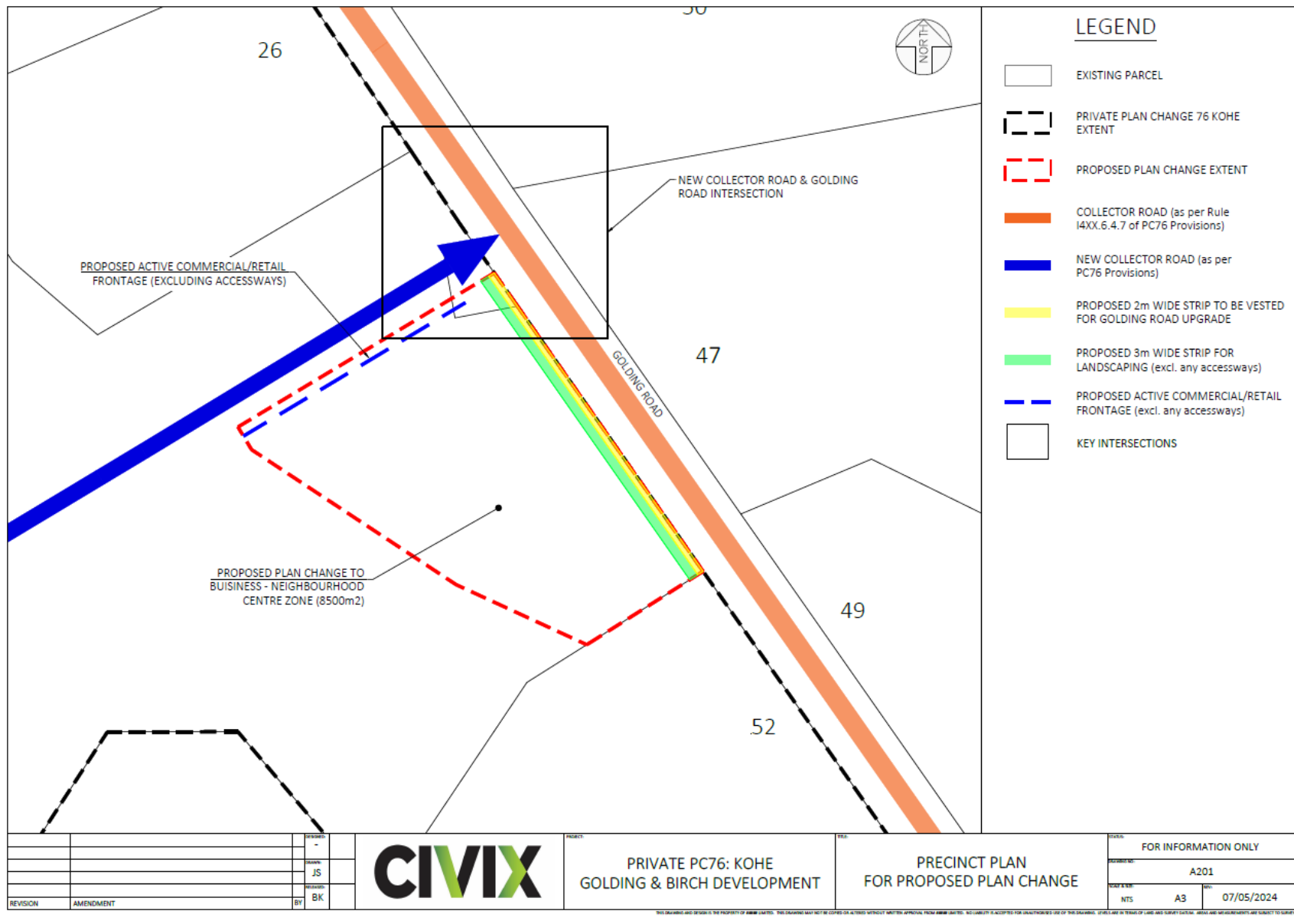


# I453 Pukekohe East-Central Precinct

## I453.9.2. Pukekohe East-Central: Precinct Plan 2 – Sub-precinct A: Golding Road Neighbourhood Centre



# I453 Pukekohe East-Central Precinct



## I453 Pukekohe East-Central Precinct

### I453.10. Appendices:

#### Appendix 1 - Minimum Road Width, Function and Required Design Elements

Name	Role and function of road	Minimum Road Reserve (Note 1)	Total no. of lanes	Design Speed	Median (Note 2)	Cycle provision	Pedestrian provision	Freight or heavy vehicle route	Access restrictions	Bus Provision (Subject to Note 3)
Golding Road (interim)	Collector/Arterial (unless Auckland Transport issues a notice of requirement for an arterial road status on or before 30 January 2026)	21m	2	50km/h	No	Yes	Precinct side only	Yes	Yes (where protected cycle lane or shared path)	Yes
East Street	Arterial	N/A	2	50Km/h	No	Yes	Precinct side only	Yes	Yes	Yes
Birch Road	Collector (interim)	21m	2	50km/h	No	Yes	Precinct side only	No	Yes (where protected cycle lane or shared path)	Yes
Birch Road Local	Local	18m	2	30km/hr	No	No	Precinct side only	No	No	No
Ngahere Road* where marked on Precinct Plan	Local	Same as existing	2	30 km/h	No	Yes if the reserve strip is acquired	Both sides if the reserve strip is acquired	No	No	Yes

## I453 Pukekohe East-Central Precinct

Internal Collector Road	Collector	21m/22m (Note 5)	2	50km/h	No	Yes	Both sides	Yes	Yes (where protected cycle lane or shared path)	Yes
Local internal roads	Local	16m	2	30km/h	No	No	Both sides	No	No	No

\*Existing Road reserve for Ngahere Road varies between 18.5m and 20.1m.

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

Note 2: Whilst not a general part of the road cross section, flush or solid medians may be required at intersections or crossing points on Golding Road and East Street

Note 3: Carriageway and intersection geometry capable of accommodating buses.

Note 4: Width of local roads where they adjoin open space may be modified.

Note 5: Collector Road width may be reduced to 21m if a two-way cycleway is provided on one side of the road.



## **APPENDIX E**

### **Joint witness statement in relation to sub-precinct plan provisions**

**UNDER** the COVID-19 Recovery (Fast-track Consenting) Act 2020

**IN THE MATTER** of a request to **AUCKLAND COUNCIL** for Plan Change 95 to the partly operative Auckland Unitary Plan by **AEDIFICE DEVELOPMENT NO. 1 LIMITED**

**JOINT WITNESS STATEMENT (JWS) IN RELATION TO SUB-PRECINCT PLAN PROVISIONS**

**June 2024**

Expert Conferencing Held on: **Tuesday, 11 June 2024 (and days following via email)**

Venue (if applicable): Online (Microsoft Teams)

**1 ATTENDANCE**

- 1.1 The list of participants is provided at the end of this statement.
- 1.2 All participants confirmed they had no conflicts of interest to declare.

**2 BASIS OF ATTENDANCE AND ENVIRONMENT COURT PRACTICE NOTE 2023**

- 2.1 All participants agree to the following:
  - (a) The Environment Court Practice Note 2023 provides relevant guidance and protocols for the expert conferencing session;
  - (b) They will comply with the relevant provisions of the Environment Court Practice Note 2023 and this JWS has been prepared in accordance with clause 9.5 of that document;
  - (c) This statement is to be provided to the Panel following signing, in accordance with the Environment Court Practice Note 2023.

**3 MATTERS CONSIDERED AT CONFERENCING – AGENDA**

- 3.1 Two topics were discussed at conferencing:
  - 3.1.1** Auckland Transport’s request to delete the reference to “including provision for cycle facility on northern berm” in (T1) of the Transport Infrastructure Upgrade (Table I453.6.5.4.1) within the sub-precinct at page 17 of the draft plan provisions provided to the Panel on 24 May 2024.
  - 3.1.2** Other issues identified by Auckland Council with the Activity Table and related provisions in the draft plan provisions, namely:

1. *Activity A3 has non-compliance with Standard I453.6.5.4 – Transport as an RD Activity. The original precinct has non-compliance with the transport standard I453.6.4.2 is a discretionary activity. For consistency I453.6.5.4 should also be discretionary as it necessary for the transport infrastructure required to support the development to be implemented.*
2. *Activity A9 for vehicle access onto Golding Road in accordance with Precinct Plan 1 or 2 is a RD Activity. This is a new activity that has been added to the whole precinct as well as added in for the sub-precinct. This conflicts with the site access standard (I453.6.4.6) which is a discretionary activity (A4). Vehicle access onto Golding Road was deliberately made a Discretionary activity with the PC76, and this would change the activity status.*
3. *Activity A11 and A12 are in conflict with each other. They both refer to standards I453.6.5.1 to I453.6.5.5 with A11 being RD and A12 being D. As for Use and Development, non-compliance with Standard I453.6.5.4 Transport should be Discretionary, as is the case for the overall precinct.*
4. *The Assessment Criteria for the RD activities for sub-precinct A are limited to those only associated with vehicle access onto Golding Road (I453.7.2.1(3)) whereas the matters of discretion cover wider topics (I453.7.1.1(3)). The criteria required will be dependent on those items that will actually be RD.*
5. *The Special Information requirements I453.8.2(1) – Transport Design Report has a sentence added to address the AT submission “The Collector / Golding Road intersection must also provide for the design of access to the Neighbourhood Centre”. This could be mis-interpreted as being that an access to the town centre should be provided directly from the intersection, whereas we do not think this is what was meant - it is assumed the intended meaning is that the intersection would need to be designed to accommodate the traffic associated with the neighbourhood centre (both in terms of the volumes and the swept turning movements.*

#### **4 MATTERS CONSIDERED AT CONFERENCING – OUTCOMES**

##### **Topic One:**

- 4.1 The experts agreed that an appropriate amendment to the wording of (T1) would resolve the issues identified. The agreed wording change has been incorporated into the revised plan provisions attached as Appendix 1.

##### **Topic Two:**

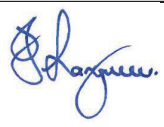
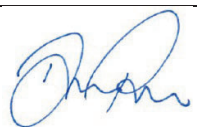
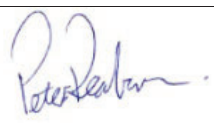
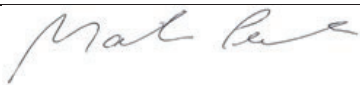
- 4.2 The experts agreed that the issues raised in Topic 2 could also be appropriately resolved by amendments to the wording of the plan change provisions. The agreed wording changes have been incorporated into the revised plan provisions attached as Appendix 1.

#### **5 PARTICIPANTS TO JOINT WITNESS STATEMENT**

- 5.1 The participants to this Joint Witness Statement, as listed below, confirm that:

- (a) They agree that the outcome(s) of the expert conferencing are as recorded in this statement; and
- (b) They have read the relevant provisions of the Environment Court’s Practice Note 2023 and agree to comply with them; and
- (c) The matters addressed in this statement are within their area of expertise; and
- (d) They have confirmed their position in relation to this para 5.1 to the other experts and this is recorded in the schedule below by their signature.

**Confirmed [25 June 2024]**

EXPERT’S NAME	PARTY	SIGNATURE – REFER PARA 5.1
Todd Langwell (Transport)	Applicant	
Duncan Ross (Planning)	Applicant	
Balaji Karnan (Civil Engineer)	Applicant	Balaji Karnan
Peter Reaburn	Auckland Council	
Martin Peake	Auckland Council	
Robbie Lee	Auckland Transport	Robbie Lee

**APPENDIX 1**

**Agreed Wording for Amendments**

**Topic 1**

**Table I453.6.5.4.1 Transport Infrastructure Triggers within Sub-precinct A**

<b>Transport Infrastructure Upgrade</b>		<b>Trigger</b>
(T1)	<u>New east-west Collector Road from Golding Road along entire northern frontage of Neighbourhood Centre Zone, including provision for a bi-directional cycle facility on the northern side or a uni-directional cycleway on both sides.</u>	<u>Land use consent for buildings within the sub-precinct or 224(c) for any subdivision of the sub-precinct into serviced super-lots or development lots, but not including a subdivision of the sub-precinct into a stand-alone lot or any adjustment to the boundary with Golding Road.</u>

**Topic 2**

**Table I453.4.1 Activity table – Pukekohe East-Central Precinct (including Sub-precinct A)**

1. Activities A3 and A4

<b>Activity</b>		<b>Activity status</b>	
		<b>Sub-Precinct A</b>	<b>Precinct excluding Sub-Precinct A</b>
(A3)	Any activity: <ul style="list-style-type: none"> <li>i <u>not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, or</u></li> <li>ii <u>not complying with Sub-precinct A standards under I453.6.5.1, I453.6.5.2, I453.6.5.3 or I453.6.5.5.</u></li> </ul>	<u>RD</u>	RD
(A4)	Any activity: <ul style="list-style-type: none"> <li>i <u>not in accordance with the Precinct Plan or</u></li> <li>ii <u>not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8), or</u></li> <li>iii <u>not complying with the Sub-precinct A standard under I453.6.5.4.</u></li> </ul>	<u>D</u>	D

2. Activity A9 - vehicle access onto Golding Road in accordance with Precinct Plan 1 or 2

Activity		Activity status	
		Sub-Precinct A	Precinct excluding Sub-Precinct A
(A9)	<u>Vehicular access onto Golding Road</u>	D	

3. Activities A11 and A12 (Subdivision)

Activity		Activity status	
		Sub-Precinct A	Precinct excluding Sub-Precinct A
(A&11)	Subdivision: i not in accordance with the Precinct Plan <u>1 or 2</u> or ii not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8) <u>or</u> iii <u>not complying with the Sub-precinct A standard under I453.6.5.4.</u>	D	D
(A12)	<u>Any subdivision not complying with the standard under I453.6.5.6</u>	NC	NC

4. The Assessment Criteria for the RD activities for Sub-precinct A

Agreed none further required for Sub-precinct A (departure from relevant (transport) standards is a discretionary activity)

5. Insert the underlined wording in Special Information requirements I453.8.2(1) Transport Design Report.

- (1) Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. The design of the Collector / Golding Road intersection must also take into consideration where and how access is to be provided to the Neighbourhood Centre. This may be included within a transport assessment supporting land use or subdivision consents.

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

## **APPENDIX F**

### **Recommended Amendments to plan change**

## I453 Pukekohe East-Central Precinct

### I453. Pukekohe East-Central Precinct

#### I453.1. Precinct Description

The Pukekohe East-Central Precinct covers approximately 30 hectares of land and is located to the east of Pukekohe Town Centre. The Precinct is bounded to the west by Ngahere Road, to the north by East Street, to the east by Golding Road and to the south by Birch Road and a stream.

The zoning of land within the Precinct is Residential – Mixed Housing Urban Zone, and Business – Neighbourhood Centre Zone (Sub-precinct A). The purpose of the Precinct is to provide for comprehensively planned residential and business development in a way that supports a quality compact urban form.

**Commented [PR1]:** Restructured wording to better align with standard precinct provision structure

**Commented [PR2]:** "business" is the appropriate word (replaces "commercial")

The transport network in the wider area will be progressively upgraded over time to support planned urban growth in this part of Pukekohe. The Precinct includes provisions to ensure that subdivision and development of land for housing and (in Sub-precinct A) business and related activities is coordinated with construction with upgrades necessary to mitigate adverse effects on the local and wider transport network and recognises the need for safe, efficient and effective access to the Pukekohe Train Station.

Land use, development and subdivision is also to be undertaken in a manner that allows the stream network to be integrated with roading, residential and open space development within the Precinct, and also provide for appropriate stormwater management outcomes.

~~The zoning of land within this Precinct is the Residential Mixed Housing Urban Zone~~

The Pukekohe East-Central Precinct provides overall objectives for the whole area, and includes one sub-precinct – Sub-precinct A:

**Commented [PR3]:** Applicant's proposed wording in this section has been restructured and simplified

Sub-precinct A (Golding Road Neighbourhood Centre) is a small 8,500m<sup>2</sup> neighbourhood centre located to the east of Pukekohe Town Centre. While the sub-precinct itself does not have any wetlands or streams it lies within the upper catchment of the Tūtaenui waterway and within the wider cultural landscape of Te Awanui O Taikehu which is significant to Ngāti Te Ata Waiohū and Ngāti Tamaoho. The area was extensively settled and utilised for centuries as part of the traditional food-bowl because of its fertile volcanic soils and were a taonga held and passed down. The Tūtaenui waterway and its tributaries were fringed with wairepo (wetland areas), which were primarily used for food, medicine, and materials for goods such as clothing, cooking and housing. Wairepo were also used for housing taonga during times of war. Areas that were not in wetland included dry fertile whenua that was used for maara kai (cultivations), pātaka kai (food storage and preparation), umu (ovens) and wāhi nohoanga.

Within Sub-precinct A, cultural values, including the history, spiritual, hydrological, geological, archaeological and ecological features within the Precinct need to be appropriately managed, including through consultation with Ngāti Te Ata Waiohū and Ngāti Tamaoho. Future development has the potential to improve and enhance the area, and therefore contribute



## I453 Pukekohe East-Central Precinct

towards a revitalised cultural landscape.

The timing of subdivision and development will be coordinated with the provision of adequate water and wastewater infrastructure.

**Commented [PR4]:** Added in response to 2 July 2024 requests

Where provisions expressly relate to Sub-precinct A, these provisions apply only to activities within Sub-precinct A. All other provisions that do not expressly relate to Sub-precinct A apply to activities both within and outside Sub-precinct A in the Pukekohe East-Central Precinct.

### I453.2. Objectives [rp/dp]

#### **Pukekohe East-Central Precinct - General**

- (1) Pukekohe East-Central Precinct is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment and enables safe and functional residential development, road network and open space areas.
- (2) Provide for the health and well-being of streams and wetlands within the Precinct.
- (3) 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.
- (4) 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, enables consideration of road access through the Significant Ecological Area 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 and recognises the needs that will arise from development within the Precinct for minimum upgrades necessary to the wider road network and connections to the Pukekohe Rail Station.
- (5) Stormwater management is designed to achieve hydrological mitigation and quality treatment to avoid, remedy or mitigate adverse effects of stormwater on the receiving environment. [rp]
- (6) Subdivision and development is coordinated with the supply of sufficient water, wastewater and stormwater infrastructure.
- (7) Indoor activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of East Street and Golding Road (future arterial road in the Pukekohe-Paerata Structure Plan).

#### **Sub-precinct A**

- (8) Sub-precinct A is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment.
- (9) Development within Sub-precinct A is undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, or an active commercial interface

**Commented [PR5]:** Note: the Applicant's proposed objective relating to a village green has been deleted - Policy 17 refers to a village green

**Commented [PR6]:** This term is used rather than "the sub-precinct"

#### I453 Pukekohe East-Central Precinct

where buildings front the proposed Collector Road reserve.

- (10) Access into and out of Sub-precinct A is controlled to avoid, remedy or mitigate adverse transport effects on Golding Road and the proposed Collector Road.
- (11) The cultural, spiritual and historic values held by Ngāti Te Ata Waiohū and Ngāti Tamaoho and their relationships with the cultural landscape within Sub-precinct A are recognised and provided for and positive environmental outcomes are achieved for the health and wellbeing of the land, waterways and people.
- (12) Subdivision and development in the sub-precinct is coordinated with the delivery of adequate water supply and wastewater infrastructure.

The overlay, Auckland-wide and zone objectives apply in this Precinct (including Sub-precinct A) in addition to those specified above.

#### I453.3. Policies [rp/dp]

##### Pukekohe East-Central Precinct - General

- (1) Require that the design of any subdivision and development within the Precinct is undertaken in general accordance with the Precinct Plan 1.
- (2) Encourage legal protection of the Significant Ecological Area and development that provides accessible green spaces along stream corridors as shown on the Precinct Plan 1, where practical.
- (3) Require that new buildings and development do not compromise the purpose of the drainage reserve and Significant Ecological Area as shown on Pukekohe East-Central Precinct Plan 1, except as necessary within the Significant Ecological Area to provide for stormwater management or road access and connectivity.
- (4) Require residential development and open spaces be well-integrated by providing a positive interface between residential development and open space areas.
- (5) Ensure that a transport network is provided within and adjoining the Precinct and to the Pukekohe Rail Station that:
  - (a) integrates with, and avoids adverse effects on the safety and efficiency of the transport network of the surrounding area by:
    - (i) providing a collector road and key intersections generally in the locations shown in the Precinct Plan 1 or as fixed by the Precinct Plan 1;
    - (ii) providing an interconnected urban local road network that achieves a highly connected street layout and integrates with the collector road network;
    - (iii) identifying walking and cycling routes on the Precinct Plan 1 and providing a well-connected movement network that facilitates safe walking and cycling;

**Commented [PR7]:** Added in response to 2 July 2024 requests

**Commented [PR8]:** Precinct Plan terminology has been made consistent

#### I453 Pukekohe East-Central Precinct

- (iv) providing a safe separated lane(s) for cyclists on collector and arterial roads;
  - (v) providing for safe local road intersections onto collector and arterial roads;
  - (vi) including upgrades to existing road frontages of the Precinct and connections to existing and future networks outside the Precinct;
  - (vii) requiring upgrades or other measures where necessary to address cumulative effects at the Golding Road / East Street / Pukekohe East Road intersection, the Station Road / East Street intersection, the Ngahere Road / East Street intersection, the Birch Road / Station Road intersection, and Golding Road where it adjoins the Precinct; and
  - (viii) providing for East Street's role as an arterial and the possibility that Golding Road will be developed as an arterial if Auckland Transport decides to do so before 30 January 2026, through setbacks and vehicle access restrictions for sites adjoining Golding Road and road and vehicle access restrictions to East Street.
- (b) facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles, including (as far as practicable given the local area's constraints and characteristics) to the Pukekohe Rail Station;
  - (c) is designed and constructed in a manner that is appropriate having regard to the requirements of Auckland Transport's relevant code of practice or engineering standards.
- (6) Avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of stormwater runoff on freshwater in accordance with an approved stormwater management plan:
- (a) Incorporating sustainable stormwater management systems such as on-site retention and communal detention; and
  - (b) Ensuring that stormwater devices are appropriately located, designed and constructed to achieve detention and quality treatment outcomes. **[rp]**
- (7) Requiring planting of riparian margins of streams and buffers of wetlands.
- (8) Ensure that development within the Precinct is appropriately staged and timed to align with the establishment of required water and wastewater connections.
- (9) Recognise that the Precinct is part of a newly developing residential area and that there is a potential need for educational facilities to establish within the Precinct.
- (10) Ensure that activities sensitive to noise adjacent to future arterial roads are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors.

#### **Sub-precinct A**

#### I453 Pukekohe East-Central Precinct

- (11) Require comprehensive and integrated development of Sub-precinct A in accordance with Precinct Plan 2 (Sub-precinct A).
- (12) Ensure new development, buildings and significant additions and alterations to buildings within Sub-precinct A are designed to:
  - (a) positively contribute to amenity values and the quality of the built environment where buildings are adjacent the Village Green or the Collector Road;
  - (b) positively contribute to a well-landscaped and visually interesting frontage along Golding Road;
- (13) Minimise the effects of off-site disposal of stormwater within Sub-precinct A through the use of sustainable infrastructure design.
- (14) Avoid subdivision and development in Sub-precinct A progressing ahead of the provision of bulk and local water supply and wastewater networks with sufficient capacity to service the proposed subdivision or development.
- (15) Consult with Ngāti Te Ata Waiohua and Ngāti Tamaoho and recognise and provide for their cultural, spiritual and historical values and relationships associated with the cultural landscape within Sub-precinct A, which include:
  - (a) Important sites, places and areas, waahi tapu and other taonga .
  - (b) Opportunities for visual connections to the waterways and wider cultural landscape.
  - (c) Remnant ngahere (forest) and native trees.
- (16) Establish a cultural narrative which responds to the values in Policy (15), including through cultural identity markers and artwork, high quality public open spaces, revegetated riparian margins and effective stormwater management within Sub-precinct A
- (17) Provide for a small Village Green which is integrated with the design of the Sub-precinct, is able to be accessed by visitors to the Neighbourhood Centre and is designed to enhance the amenity of the Neighbourhood Centre.

All relevant overlay, Auckland-wide and zone policies apply in apply in this Precinct (including Sub-precinct A) in addition to those specified above.

#### **I453.4. Activity table**

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I453.4.1 below.

Table I453.4.1 Activity Table specifies the activity status of land use, development and subdivision activities in the Pukekohe East-Central Precinct pursuant to sections 9(2), 9(3) and 11 of the Resource Management Act 1991.

Note 1

I453 Pukekohe East-Central Precinct

A blank in the activity status column means that the activity status in the relevant overlay, Auckland-wide or zone provision applies.

**Table I453.4.1 Activity table – Pukekohe East-Central Precinct (including Sub-precinct A)**

Activity		Activity status	
		Sub-Precinct A	Precinct excluding Sub-Precinct A
<b>Use and Development</b>			
(A1)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 in the Residential – Mixed Housing Urban Zone, or Table H12.4.1 in the Business – Neighbourhood Centre Zone.		
(A2)	Show home meeting the standards in Rule H5.6 in the Residential – Mixed Housing Urban Zone		P
(A3)	Any activity: i not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, or ii not complying with Sub-precinct A standards under I453.6.5.1, I453.6.5.2, I453.6.5.3 or I453.6.5.5.	RD	RD
(A4)	Any activity: i not in accordance with the Precinct Plan or ii not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8), or iii not complying with the Sub-precinct A standard under I453.6.5.4.	D	D
(A5)	New Buildings	RD	
(A6)	Any development not complying with the standard under I453.6.5.6.	NC	NC
<b>Infrastructure</b>			
(A57)	Construction of communal stormwater devices	RD	RD
(A8)	Vehicular access onto Golding Road	D	
<b>Subdivision</b>			
(A69)	Subdivision listed in Chapter E38 Subdivision – Urban		

Commented [PR9]: Amended in accordance with Transport Conferencing Statement

Commented [PR10]: Amended in accordance with Transport Conferencing Statement

Commented [PR11]: Amended to be consistent with existing precinct table

Commented [PR12]: Amended to be consistent with existing precinct table and change from RD to D as per transport conferencing statement

I453 Pukekohe East-Central Precinct

(A710)	Subdivision: i not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, or ii not complying with the Sub-precinct A standards under I453.6.5.1, I453.6.5.2, I453.6.5.3 or I453.6.5.5.	RD	RD
(A811)	Subdivision: i not in accordance with the Precinct Plan 1 or 2 or ii not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8) or iii not complying with the Sub-precinct A standard under I453.6.5.4.	D	D
(A12)	Any subdivision not complying with the standard under I453.6.5.6	NC	NC

Commented [PR13]: Amended in accordance with Transport Conferencing Statement

Commented [PR14]: Amended in accordance with Transport Conferencing Statement

**I453.5. Notification**

- (1) Any application for resource consent for an activity listed in Table I453.4.1 Activity table 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)

**I453.6. Standards**

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I453.4.1.

All activities listed in Table I453.4.1 Activity Table must comply with the following standards.

**I453.6.1 Fencing of drainage reserve boundaries**

Purpose: to enable fences and walls to be constructed to a height sufficient to:

- provide privacy for dwellings while enabling opportunities for passive surveillance of an adjoining open space; and
- minimise visual dominance effects to an adjoining open space.

- (1) Any fences, walls or a combination of these structures (where separate or joined together) along a boundary of the drainage reserve area (as shown on Pukekohe East-

## I453 Pukekohe East-Central Precinct

Central: Precinct Plan 1) must not exceed the height specified below, measured from the ground level at the boundary:

- (a) 1.4m in height, or
- (b) 1.8m in height for no more than 50 per cent of the length of the fence along the boundary and 1.4m for the remainder, or
- (c) 1.8m in height if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary.

### **I453.6.2 Interface with reserve strip along Ngahere Road**

Purpose: to ensure that the interface with the reserve strip along Ngahere Road is treated as a road frontage for fencing and landscaped area controls for so long as that reserve strip is held under the Reserves Act 1977.

- (1) Rules H5.6.15 and H5.6.11(2) shall apply to that part of the Precinct which adjoins the approximately 2m wide strip of Reserve to the east of Ngahere Road as if that boundary was a road boundary, unless that reserve strip is no longer held under the Reserves Act 1977.

### **I453.6.3 Stormwater**

#### **I453.6.3.1 Hydrological Mitigation**

Purpose: to manage the amount of stormwater runoff generated by a development, to reduce peak flow rate and potential flood risks.

- (1) Provide retention (volume) reduction of at least 5mm runoff depth for non-potable use of all impervious surfaces for which hydrology mitigation is required; and
- (2) 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 the 5mm retention volume or any greater retention volume that is achieved, over the impervious area for which hydrology mitigation is required.
- (3) Any stormwater management device or system must be built generally in accordance with Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01) by a suitably qualified service provider and must be fully operational prior to use of the impervious area.
- (4) 'As built' plans for any stormwater management device or system must be provided to the Council within three months of practical completion of the works.
- (5) Any stormwater management device or system must be operated and maintained in accordance with best practice for the device or system.
- (6) The maximum impervious area must not exceed 70 per cent of the site area.

## I453 Pukekohe East-Central Precinct

### I453.6.3.2 Water Quality

Purpose: To protect water quality in streams, and the Whangapouri Stream catchment, by avoiding the release of contaminants from impervious surfaces.

- (1) New buildings and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e., zinc, copper and lead).
- (2) Runoff from all impervious surfaces (including roads) other than roofing meeting clause 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)'.

### I453.6.4 Precinct Plan and infrastructure requirements

All development and subdivision must comply with the following standards:

#### I453.6.4.1 Precinct Plan requirements

- (1) Access to all sites, and all building platforms, must be located wholly outside the Significant Ecological Area and drainage reserve areas shown on Pukekohe East-Central: Precinct Plan 1.
- (2) Upon subdivision of sites containing land within the drainage reserve area, such areas are to be vested in the Council for drainage and/or public open space purposes or otherwise protected by another suitable legal mechanism acceptable to the Council.
- (3) All roads, lanes and pedestrian connections must be provided in general accordance with the indicative alignments in Pukekohe East-Central: Precinct Plan 1 such as to achieve the same level of connectivity to adjacent sites and roads as shown on the Precinct Plan.

#### I453.6.4.2 Transport

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network.
  - Achieve the integration of land use and transport.
- (1) Subdivision and development (including construction of any new road) must comply with the standards in Table I453.6.4.2.1.



I453 Pukekohe East-Central Precinct

**Table I453.6.4.2.1 Transport Infrastructure Requirements**

Transport Infrastructure Upgrade		Trigger
(T1)	New east-west Collector Road between Birch Road and Golding Road including cycle facility. Note: the Collector Road is to connect opposite Youngs Grove at Birch Road.	Any subdivision or development resulting in a cumulative total of 200 dwellings within the Precinct
(T2)	Upgrade of Golding Road to Collector Road standard (west side)	Any subdivision or development with frontage to Golding Road
(T3)	Upgrade of north side of Birch Road to Collector Road standard between Ngahere Road and New East-West Collector Road	Any subdivision or development with frontage to Birch Road west of Youngs Grove
(T4)	Extension of Birch Road east of Youngs Grove to local road standard	Any subdivision or development with frontage to Birch Road east of Youngs Grove
(T5)	Upgrade of south side of East Street to Collector Road standard (future proof for upgrade for Arterial Road)	Any subdivision or development with frontage to East Street
(T6)	Upgrade of east side of Ngahere Road (south of Roosevelt Park) to local road standard	Any subdivision or development with frontage to Ngahere Road south of Roosevelt Park
(T7)	Upgrade of east side of Ngahere Road (north of Roosevelt Park) to local road standard	Any subdivision or development with frontage to Ngahere Road north of Roosevelt Park if and once the 2m reserve strip on east side of Ngahere Road is removed
(T8)	Upgrade of Ngahere Road alongside Roosevelt Park to provide a Pedestrian Path between the northern and southern sections of Ngahere Road subject to landowner permission from Auckland Transport and/or Auckland Council Parks to install such a Pedestrian Path.	Upgrade of Ngahere Road to local road standard north and south of Roosevelt Park
(T9)	Interim pedestrian / cycle upgrade along Birch Road from the Precinct boundary to Station Road and to Pukekohe Rail Station, in accordance with Policy 5(b).	First dwelling with a connection to Birch Road or Ngahere Road

(2) The above will be considered to be complied with if the identified upgrade forms part of

#### I453 Pukekohe East-Central Precinct

the same resource consent, or a separate resource consent which is given effect to prior to release of section 224(c) of the Resource Management Act 1991 for any subdivision OR prior to occupation of any new building(s) for a land use only.

Note 1: Development relevant to any of the Standards T2 to T8 only apply to the section of the road adjacent to the development or subdivision area. The effects of any gaps in frontage upgrades on active mode connectivity or safety will be considered under matter of discretion I453.7(4) and the assessment criteria in I453.7.2(4)(g).

Note 2: These standards may be modified to enable a road design through the Significant Ecological Area that minimises adverse effects on indigenous vegetation (for example, a narrow road carriageway with no parking on either side, a single footpath/cycleway on one side only of the road which could be separated horizontally and/or vertically from the road carriageway, may be acceptable).

#### **I453.6.4.2A Road Design and Upgrade of Existing Rural Roads**

Purpose:

- To ensure that any activity, development and/or subdivision complies with Appendix 1: Minimum Road Width, Function and Required Design Elements, and that existing rural roads are progressively upgraded to an urban standard.
- (1) Any development and/or subdivision must comply with Appendix 1 Minimum Road Width, Function and Required Design Elements as applicable.

#### **I453.6.4.3 Stormwater**

- (1) Development and subdivision must be designed so that stormwater is directed to communal stormwater device(s) that must be located within the drainage reserve area.

#### **I453.6.4.4 Water and wastewater**

- (1) Existing wastewater network downstream of the site currently has potential to service 200 dwellings. After the first 200 dwellings have been established within the Precinct, all further applications for subdivision or development must be accompanied by a capacity assessment demonstrating that sufficient water and wastewater infrastructure is available to service the proposed new dwellings.

#### **I453.6.4.5 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. 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.
- (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

#### I453 Pukekohe East-Central Precinct

crosses over the buffer or where no earthworks are proposed within 50m any wetland.

- (3) The buffer 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;
  - (b) be consistent with local biodiversity;
  - (c) be planted at a density of 10,000 plants per hectare;
  - (d) be undertaken in accordance with the Special Information Requirements in I453.8.1; and
  - (e) be legally protected and maintained to establishment for a period of five years.
- (5) The on-going protection of the Significant Ecological Area via an appropriate legal mechanism can be recognised as providing environmental benefits relating to climate change resilience, carbon sequestration, permeable areas and urban heat management.

#### **I453.6.4.6 Site Access**

Purpose:

- Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings and to provide for the safe and efficient operation of the future arterial network.
- (1) Where subdivision and development adjoins a road with existing or (on the Precinct Plan) planned 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 crossing occurs directly from the site's frontage over any shared footpath, protected cycle lane or the road frontage.
  - (2) Except as provided in (3) no new road intersection (excluding active mode only connections), additional vehicle crossing or additional activities using vehicles crossings existing as at the date of these precinct provisions being made operative shall be permitted along the East Street frontage.
  - (3) New road connections to East Street are only permissible in the north-eastern corner of the Precinct if road access is not able to be achieved through Golding Road and in the north-west corner if access is not able to be achieved from the south or Ngahere Road.

#### **I453.6.4.7 – Road Widening Setback along Golding Road**

Purpose:

- (1) To provide for the potential future required widening of Golding Road as an arterial

I453 Pukekohe East-Central Precinct

road if Auckland Transport issues a notice of requirement to do so prior to 30 January 2026. Until 30 January 2026 a 2m-wide road widening setback must be provided along that part of the frontage of the land adjoining Golding Road.

- (2) The setback must be measured from the legal road boundary that existed as at 1 February 2022. No buildings, structures or parts of a building shall be constructed within this 2m wide setback, prior to 30 January 2026 except where such buildings or structures are intended to be vested in Auckland Council.

This standard shall not apply if Auckland Transport advises prior and up until 30 January 2026 that Golding Road will have collector road status only.

Note: This standard I453.6.4.7 does not apply to Sub-precinct A.

**I453.6.4.8 Road Noise Attenuation**

Purpose:

- To protect activities sensitive to noise from indoor adverse health and amenity effects arising from road traffic noise associated with the operation of East Street and Golding Road (as a future arterial road as illustrated in the Pukekohe-Paerata Structure Plan).
- (1) Any noise sensitive space (including any indoor spaces in Table I453.6.4.8.1) in a new building or alteration to an existing building that contains an activity sensitive to noise located within 75m to the boundary of East Street or Golding Road (future arterial road in the Pukekohe-Paerata Structure Plan) shall be designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values set out in Table I453.6.4.8.1 below.

**Table I453.6.4.8.1: Indoor noise levels:**

Indoor Space	Indoor noise level $L_{Aeq(24h)}$
Residential (excluding home occupation and camping grounds)	40 dB
<i>Building type: Educational Facilities or Tertiary Educational Facilities</i>	
Lecture rooms/theatres, music studios, assembly halls	35 dB
Teaching areas, conference rooms, drama studios	40 dB
Libraries	45 dB
<i>Building type: Health</i>	
Overnight medical care, wards, sleeping areas	40 dB
Clinics, consulting rooms, theatres, nurses' stations	45 dB
<i>Building type: Community Facilities</i>	

I453 Pukekohe East-Central Precinct

Marae (excluding any area that is not a noise sensitive space)	35 dB
Places of Worship	35 dB
<b>Indoor Space</b>	<b>Indoor noise level <math>L_{Aeq(24h)}</math></b>
<i>All other Activities Sensitive to Noise</i>	
<i>All other noise sensitive spaces</i>	40 dB

- (2) If windows must be closed to achieve the design noise levels in Rule I453.6.4.8.1 the building must be designed, constructed and maintained with a mechanical ventilation system that:
- (a) For habitable rooms for a residential activity, must achieve the following requirements:
- (i) Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
  - (ii) Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
  - (iii) Provides relief for equivalent volumes of spill air; and
  - (iv) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and
  - (v) Does not generate more than 35 db LAeq(30s) when measured 1 metre away from any grille or diffuser.
- (b) For other spaces, is as determined by a suitably qualified and experienced person.
- (3) A design report must be submitted by a suitably qualified and experienced person to the Council demonstrating compliance with Rule I453.6.4.8.1(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise that is within 75m of East Street or Golding Road. In the design, road noise is based on predicted noise levels plus 3 dB, or future predicted noise levels.
- (4) Should noise modelling undertaken on behalf of the by the applicant be used for the purposes of future predicted noise levels under this standard, modelling shall be based on the following inputs:
- (a) An asphaltic concrete surfacing (or equivalent low noise road surface);
  - (b) 50km/hr speed environment;
  - (c) The following Arterial Annual Average Daily Traffic (AADT) flow predictions for 2048 and heavy vehicles (HV) % for 2048:

<b>Section of Road</b>	<b>2048</b>
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I453 Pukekohe East-Central Precinct

	AADT	HV%
East Street	20,000	9%
Golding Road (future arterial)	12,000	10%

- (d) Screening from any buildings that exist or buildings for which building consent has been granted and issued, or which form part of the resource consent application being assessed and the application is expressly made on the basis that the buildings will be constructed prior to occupation of any noise sensitive space benefiting from the screening.

**I453.6.5 Sub-precinct A**

**I453.6.5.1. Village Green**

Purpose

- To create a useable and flexible green space that identifies the sub-precinct entrance.
- (1) A Village Green within Sub-precinct A shall be provided with a minimum area of 250m<sup>2</sup> (including 3m wide landscaped strip along the frontage of Golding Road but excluding any road widening requirement).
- (2) The Village Green within Sub-precinct A may be utilised by adjacent tenancies for outdoor commercial activities.
- (3) The Village Green within Sub-precinct A shall be retained in private ownership, unless Council accepts vesting for public purposes.

**Commented [PR15]:** Reworded and restructured to be consistent with standard protocols (applies to all Purpose statements)

**I453.6.5.2 Fencing of interface with Village Green**

Purpose

- To enable fences and walls to be constructed to a height sufficient to:
  - provide developments within Sub-precinct A with privacy and safety while enabling opportunities for passive surveillance of an adjoining Village Green; and
  - minimise visual dominance effects to an adjoining Village Green within Sub-precinct A.
- (1) Fences adjoining the Village Green must not exceed 1.4m in height and remain visually permeable.

**I453.6.5.3. Stormwater Management**

Purpose

- To ensure suitable stormwater mitigation and design considerations are made to reduce and mitigate stormwater effects on the receiving environment within Sub-precinct A in accordance

I453 Pukekohe East-Central Precinct

with best practice design outcomes.

- (1) Subdivision and development shall be managed in accordance with an approved Stormwater Management Plan and any granted network consent (or approved variation).

**I453.6.5.4. Transport**

Purpose

- To mitigate the adverse effects of traffic generation on the surrounding local and wider road network and to achieve the integration of land use and transport within Sub-precinct A.
- (1) Road Network Upgrades within Sub-precinct A
  - (a) Subdivision and development (including construction of any new road) must comply with the standards in Table I453.6.5.4.1.

**Table I453.6.5.4.1 Transport Infrastructure Triggers within Sub-precinct A**

<u>Transport Infrastructure Upgrade</u>	<u>Trigger</u>
(T1) <u>New east-west Collector Road from Golding Road along entire northern frontage of Neighbourhood Centre Zone, including provision for a bi-directional cycle facility on the northern side or a uni-directional cycleway on both sides.</u>	<u>Land use consent for buildings within the sub-precinct or 224(c) for any subdivision of the sub-precinct into serviced super-lots or development lots, but not including a subdivision of the sub-precinct into a stand-alone lot or any adjustment to the boundary with Golding Road.</u>
(T2) <u>Upgrade of Golding Road frontage adjacent to the Neighbourhood Centre Zone to Collector Road standard (west side only).</u>	<u>Any subdivision or development within Neighbourhood Centre Zone with frontage to Golding Road.</u>

**Commented [PR16]:** Amended in accordance with Transport Conferencing Statement

- (b) The above will be considered to be complied with if the identified upgrade forms part of the same resource consent, or a separate resource consent which is given effect to prior to release of section 224(c) of the Resource Management Act 1991 for any subdivision OR prior to occupation of any new building(s) for a land use only.

**I453.6.5.5. Landscaping**

Purpose

- To provide additional building setback to Golding Road which is landscaped in a manner that improves on-site amenity and reduces building intensity on the street.
- (1) A 3m deep landscaping strip along Golding Road, identified on Precinct Plan 1, must be planted in a mix of trees, shrubs or ground cover plants (including grass), excluding the area identified for vehicle access into the zone.

#### **I453.6.5.6. Water Supply and Wastewater**

##### Purpose

- To ensure subdivision and development in the precinct is coordinated with the provision of bulk water supply and wastewater infrastructure.
  
- (1) Adequate bulk water supply and wastewater infrastructure with sufficient capacity to service the proposed development must be operational at the time of subdivision (s224(c)) or prior to commencement of construction of any building intended to be occupied.
- (2) Applications for resource consent for development or subdivision will be deemed to comply with standard I453.6.5.6 (1) if the required bulk water supply and wastewater infrastructure is:
  - (a) Constructed and operational prior to lodgement of the resource consent application; or
  - (b) Under construction with relevant consents and/or designations being given effect to prior to lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrades(s) will be completed and operational prior to:
    - (i) The issue of a section 224(c) RMA certificate in the case of a subdivision consent application; or
    - (ii) Prior to commencement of construction of any building intended to be occupied.

Commented [PR17]: Note: Clause 3 as requested has been deleted

#### **I453.7. Assessment – restricted discretionary activities**

##### **I453.7.1. Matters of discretion**

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application for activities listed in Table I453.4.1 Activity Table, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) For new buildings, fences, and additions to buildings that do not comply with the standards:
  - (a) building and fence interface with the drainage reserve or Ngahere Road as applicable.
- (2) Development of new or redevelopment of existing impervious areas that do not comply with the standards:
  - (a) the potential adverse effects including cumulative effects of increased stormwater flows (arising from the non-compliance) on freshwater systems including effects on stream channels and stream health, natural character, biodiversity, erosion



I453 Pukekohe East-Central Precinct

and stability and community and Mana Whenua values;

- (b) the best practicable options for reducing existing adverse effects;
  - (c) the processes proposed for the management of stormwater flow onsite or the availability of an authorised stormwater management device or system in the catchment designed and sized to accommodate the stormwater runoff from the new and redeveloped impervious area and achieve appropriate hydrology mitigation; and
  - (d) the practicality and limitations of applying stormwater flow management to the site, taking into account site and operational constraints.
- (3) Construction of communal stormwater devices or structures:
- (a) the capacity and design of the stormwater device or structure;
  - (b) the location of the stormwater device or structure; and
  - (c) the ongoing quality, viability and maintenance of the device or structure.
- (4) Subdivision:
- (a) Transport including development of an integrated road network, road(s), connections with neighbouring sites, access, walking and cycling networks and infrastructure, connections to the existing pedestrian and/or cycle connections including those associated with the Pukekohe train station, design and sequencing of upgrades to the existing road network, and traffic generation.
  - (b) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment.
  - (c) Open Spaces and open space integration including, where practical development of walking and cycling infrastructure to and adjoining green spaces.
  - (d) Cumulative impacts on the following, and need for any upgrade to the following or other measures to mitigate adverse effects:
    - (i) the Golding Road / East Street / Pukekohe East Road intersection;
    - (ii) the Station Road / East Street intersection;
    - (iii) the Ngahere Road / East Street intersection;
    - (iv) the Birch Road / Station Road intersection;
    - (v) Golding Road where it adjoins the Precinct; and
    - (vi) Golding Road where it adjoins the Precinct.

#### I453 Pukekohe East-Central Precinct

- (e) The design of any road through the SEA to minimise impacts on indigenous vegetation.
- (6) Non-compliance with standard I453.6.4.2A Road Design and Upgrade of Existing Roads:
  - (a) Road design and consistency with the transport-related objectives and policies of the Precinct.
- (7) Non-compliance with standard I453.6.8 – Noise attenuation:
  - (a) The effects on people's health and residential amenity;
  - (b) The location of the building;
  - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise; and
  - (d) Technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for East Street and Golding Road.

#### **I453.7.1.1 Matters of discretion - Sub-precinct A**

- (1) New Buildings and Landscape Treatment
  - (a) effects associated with neighbourhood integration;
  - (b) effects on the streetscape and neighbourhood character;
  - (c) effects of the building design and appearance;
  - (d) integration of landscape treatment with buildings, parking and maneuvering areas and the Village Green;
  - (e) effects of associated infrastructure and servicing.
- (2) Village Green
  - (a) Location and design;
  - (b) Accessibility, connectivity and integration;
  - (c) Location and design of fencing.
- (3) Stormwater Management
  - (a) effects of proposed stormwater infrastructure;

#### **I453.7.2. 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 or zone provisions:

- (1) For new buildings, fences, and additions to buildings that do not comply with the

**Commented [PR18]:** This section amended to cover all relevant RD activities. Note: There are no RDs specific to Transport that are discrete to the sub-precinct

#### I453 Pukekohe East-Central Precinct

standards:

- (a) building interface with the public realm:
  - (i) the extent to which there is opportunity provided for buildings to overlook existing or proposed open spaces for passive surveillance, such as through the provision of balconies and main glazing facing these spaces; and
  - (ii) the extent to which the development makes a positive contribution to the character and amenity of adjacent public places.
- (2) Development of new or redevelopment of existing impervious areas that do not comply with the standards:
  - (a) the extent to which Policies E1.3(1), (2), (3), (4), (5), (8) and (9) in Chapter E1 (Water quality and integrated management) are achieved.
- (3) Construction of stormwater devices or structures:
  - (a) the capacity and design of the stormwater device or structure:
    - (i) the extent to which stormwater management calculations confirm that the design and capacity of the stormwater management device/ structure is fit for purpose and satisfies the requirements of an approved Stormwater Management Plan (SMP) for the Precinct.
  - (b) the location of the stormwater device or structure:
    - (i) the extent to which the location is able to be well-integrated into the design and enhancement of riparian and open space areas.
  - (c) the ongoing quality, viability and maintenance of the device or structure:
    - (i) the extent to which a maintenance plan addresses requirements and responsibilities to ensure the ongoing quality and viability of the stormwater management devices or structures (including communal devices), and in particular their likely efficiency and effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (4) Subdivision, the extent to which:
  - (a) The collector road and its intersections and other connections depicted within the Precinct Plan are provided generally in the locations on the Precinct Plan to achieve a highly connected street layout that integrates with the surrounding transport network and whether an alternative alignment provides an equal or better degree of connectivity and amenity within and beyond the Precinct may be appropriate, having regard to the following functional matters:
    - (i) Landowner patterns and the presence of natural features, natural hazards, contours or other constraints and how these impact on the placement of

#### I453 Pukekohe East-Central Precinct

roads;

- (ii) The need to achieve an efficient block structure and layout within the Precinct suitable to the proposed activities; and
  - (iii) The constructability of roads and the ability for them to be connected beyond any property boundary.
- (b) A high quality and integrated network of local roads is provided within the Precinct that provides a good degree of accessibility, supports a walkable road network and:
- (i) where practical (and in so far as land is to be vested in the Council) connect to areas of open space or stream margins containing a walking / cycling network in general accordance with the Precinct Plan; and
  - (ii) where not practical or land is not be vested, other design features are incorporated to provide accessibility and a reasonable standard of amenity and safety.
- (c) Roads are aligned with the drainage network in general accordance with the Precinct Plan and in so far as the drainage network is to be vested in the Council.
- (d) Cycle and pedestrian paths are provided as shown in general accordance with the Precinct Plan and where located within the drainage network in so far as the drainage network is to be vested in the Council, are at a practical grade and alignment, and provide for linkages to paths, on adjacent properties.
- (e) Provision is made 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.
- (f) The design and layout of the roading network includes urban blocks, connections, and safe walking and cycling networks and infrastructure.
- (g) Improved pedestrian and cycling connections are provided:
- (i) to Station Road, for access to Pukekohe train station, that responds to the local area's constraints and characteristics; and
  - (ii) to other local area walking and cycling networks existing at the time of development.
- (h) The design and efficiency of stormwater infrastructure and devices (including communal devices) including the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (i) The Golding Road / East Street / Pukekohe East Road and Ngahere Road / East

#### I453 Pukekohe East-Central Precinct

Street intersections and section of Golding Road adjoining the Precinct can safely accommodate cumulative effects of traffic.

- (j) If other measures are required to mitigate traffic effects on the above intersections referenced in (b)(i), including completion of the Collector Road between Birch Road and Golding Road as shown on the Precinct Plan.
  - (k) Potential adverse effects of retaining walls, in particular extensive and unrelieved blank faces, are avoided or mitigated by methods such as the location and design of buildings, landscaping and or the design, orientation and treatment of the walls.
  - (l) The road as shown on the Precinct Plan that passes adjacent to or through the Significant Ecological Area and the drainage reserve is designed to minimise adverse effects on indigenous vegetation within the Significant Ecological Area, including through the use of retaining structures with terracing rather than battered slopes, and modifications to the road standards typically applied to local roads.
- (5) Non-compliance with standard I453.6.4.2A Road Design and Upgrade of Existing Roads:
- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
  - (b) Whether the design of the road and associated road reserve achieves the relevant transport-related policies of the Precinct.
  - (c) Whether the proposed design and road reserve:
    - (i) incorporates measures to achieve the required design speeds;
    - (ii) can safely accommodate required vehicle movements;
    - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
    - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
  - (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (6) Non-compliance with Standard I453.6.8 Noise Attenuation
- (a) Whether the location of the building or any other existing buildings/structures avoids, remedies or mitigates the adverse noise effects associated with the road traffic noise relating to the operation of East Street and Golding Road as a future arterial road.
  - (b) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.

#### I453 Pukekohe East-Central Precinct

- (c) Whether any identified topographical or building design features will mitigate any potential adverse health and amenity effects.
- (d) Any implications arising from any technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for East Street or Golding Road.

#### **I453.7.2.1 Assessment criteria - Sub-precinct A**

The Council will consider the relevant assessment criteria below for restricted discretionary activities in Sub-precinct A, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the general precinct provisions in I453.7.2 and in the overlay, Auckland-wide or zone provisions:

##### (1) New Buildings, Landscape Treatment and the Village Green

- (a) The extent to which Policies I453.3.1 (11), (12), (15) and (16) are achieved;
- (b) The extent to which adequate provision is made available for infrastructure and servicing;
- (c) The extent to which the Village Green which is integrated with the design of the Sub-precinct (including any fencing), is able to be accessed by visitors to the Neighbourhood Centre and is designed to enhance the amenity of the Neighbourhood Centre as a whole.
- (d) The extent to which landscape treatment enhances the amenity of the Neighbourhood Centre and integrates with adjoining roads.
- (e) The extent to which impacts of development on Māori cultural values are avoided, remedied or mitigated through:
  - (i) The ability to incorporate maatauranga Māori and tikanga Māori through the development process, recognising outcomes articulated by Ngāti Te Ata Waiohū and Ngāti Tamaoho.
  - (ii) The incorporation of design elements, art works, naming and historical information to reflect the values and relationships Ngāti Te Ata Waiohū and Ngāti Tamaoho have with the Pukekohe area.
  - (iii) Native landscaping, vegetation and design, including retention of mature native trees, and replanting.
  - (iv) Minimising landform modification where practicable.

##### (2) Stormwater Management

- (a) The extent to which the effects of off-site disposal of stormwater are minimised through the use of sustainable infrastructure design;
- (b) The extent to which proposals for stormwater management align with an approved Stormwater Management Plan.

**Commented [PR19]:** Added - in accordance with standard format. The criteria following have been reworded to cover all RD activities and to better align with standard wording

## I453 Pukekohe East-Central Precinct

### I453.8 Special information requirements

#### I453.8.1 Traffic Assessment

- (1) At the first stage of subdivision or development of any site existing at (date of plan change approval); and
- (2) For any subdivision or development exceeding a cumulative increment of 60 further dwellings/lots within the Precinct a Traffic Assessment must be provided which assesses effects (including cumulative effects) on the safety and efficiency of the road network and in particular addresses the need for:
  - (a) Any upgrade of the Golding Road / East Street / Pukekohe East Road intersection;
  - (b) Any upgrade of the Ngahere Road / East Street intersection;
  - (c) Any upgrade of the Birch Road / Station Road intersection;
  - (d) Any upgrade of the Station Road / East Street intersection; and
  - (e) Golding Road where it adjoins the Precinct.

#### I453.8.2 Transport Design Report

- (1) Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. The design of the Collector / Golding Road intersection must also take into consideration where and how access is to be provided to the Neighbourhood Centre. This may be included within a transport assessment supporting land use or subdivision consents.

**Commented [PR20]:** Amended in accordance with Transport Conferencing Statement

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

#### I453.8.3 Riparian Planting Plan

- (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:
  - (a) Identify the location, species, planting bag size and density of the plants;
  - (b) Include a management plan to achieve establishment within 5 years and the eradication of pest weeds;

I453 Pukekohe East-Central Precinct

- (c) Confirm detail on the eco-sourcing proposed for the planting; and
- (d) Take into consideration the local biodiversity and ecosystem extent.

**I453.8.4 Sub-precinct A**

- (1) An application for any subdivision or development in Sub-precinct A must be accompanied by:
  - (a) An Infrastructure Capacity Assessment demonstrating that sufficient water, stormwater and wastewater infrastructure is available to service the proposed development;
  - (b) A Landscaping Plan including the Village Green and provision for a 3.0m landscaping strip fronting Golding Road and details on planting types, locations, permitted activities, maintenance and ownership arrangement;
  - (c) Evidence of consultation with Ngāti Te Ata Waiohū and Ngāti Tamaoho.

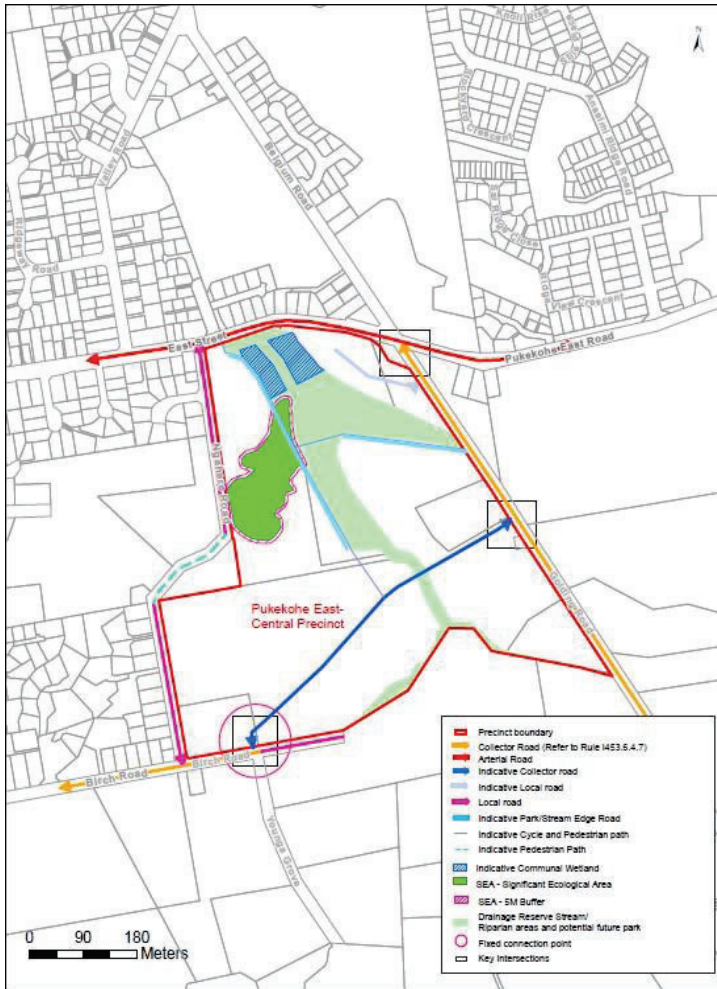
Commented [PR21]: Restructured to simplify



I453 Pukekohe East-Central Precinct

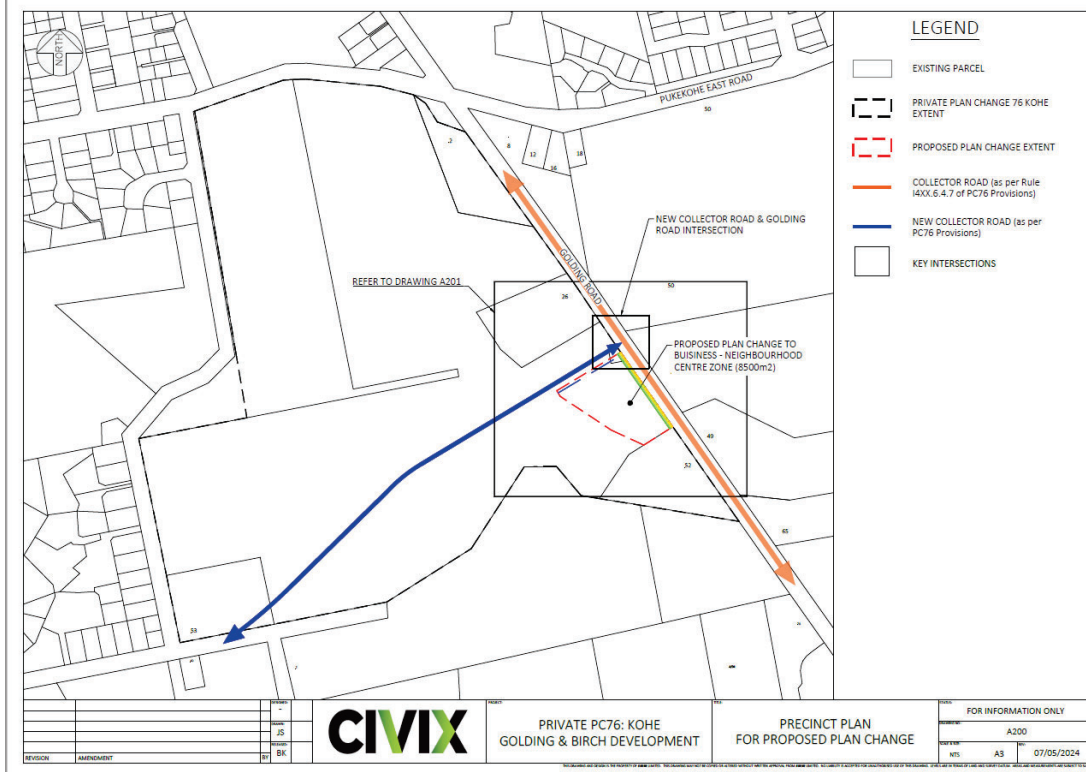
**I453.9. Precinct Plans**

**I453.9.1. Pukekohe East-Central: Precinct Plan 1**

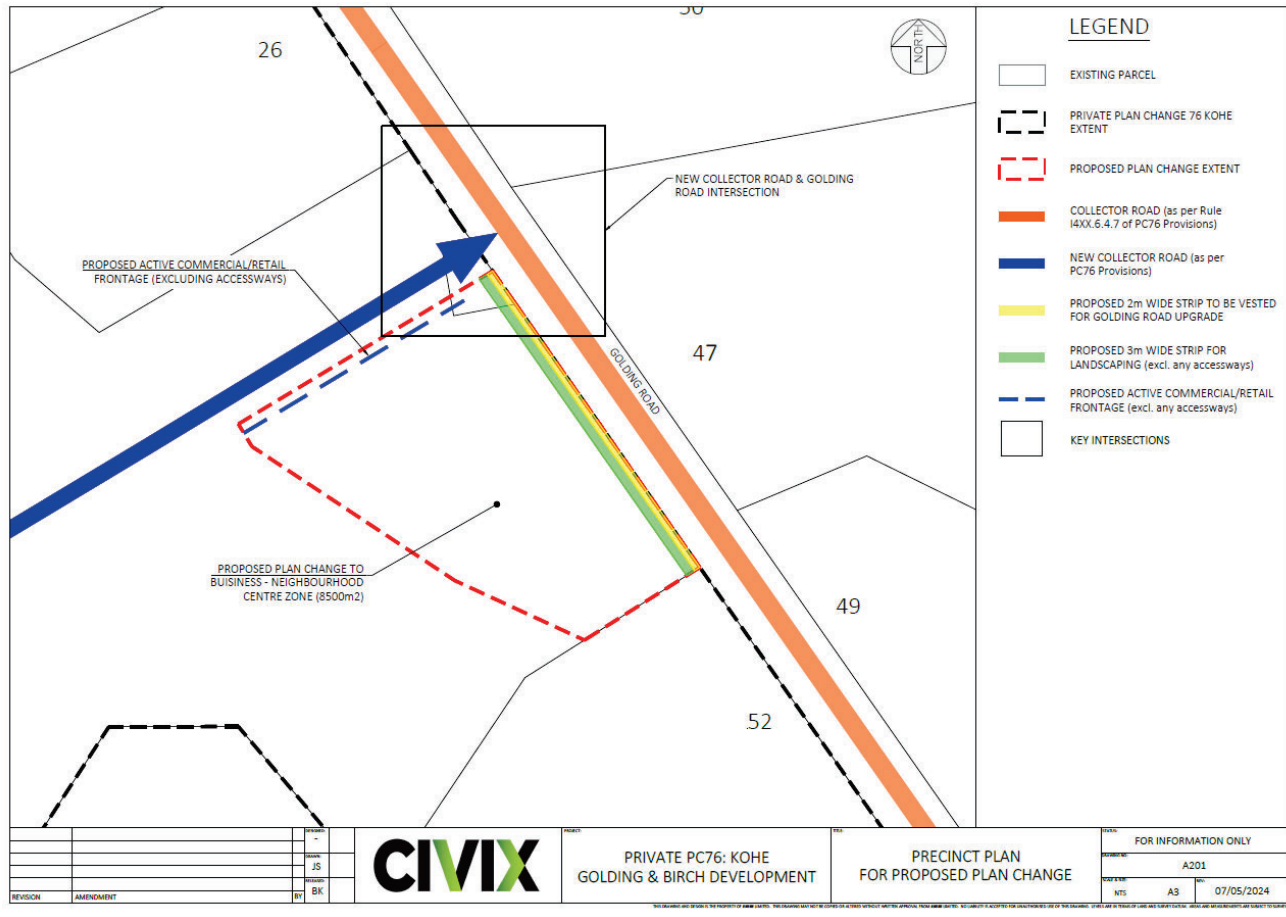


I453 Pukekohe East-Central Precinct

**I453.9.2. Pukekohe East-Central: Precinct Plan 2 – Sub-precinct A: Golding Road Neighbourhood Centre**



I453 Pukekohe East-Central Precinct



I453 Pukekohe East-Central Precinct

**I453.10. Appendices:**

**Appendix 1 - Minimum Road Width, Function and Required Design Elements**

Name	Role and function of road	Minimum Road Reserve (Note 1)	Total no. of lanes	Design Speed	Median (Note 2)	Cycle provision	Pedestrian provision	Freight or heavy vehicle route	Access restrictions	Bus Provision (Subject to Note 3)
Golding Road (interim)	Collector/Arterial (unless Auckland Transport issues a notice of requirement for an arterial road status on or before 30 January 2026)	21m	2	50km/h	No	Yes	Precinct side only	Yes	Yes (where protected cycle lane or shared path)	Yes
East Street	Arterial	N/A	2	50Km/h	No	Yes	Precinct side only	Yes	Yes	Yes
Birch Road	Collector (interim)	21m	2	50km/h	No	Yes	Precinct side only	No	Yes (where protected cycle lane or shared path)	Yes
Birch Road Local	Local	18m	2	30km/hr	No	No	Precinct side only	No	No	No
Ngahere Road* where marked on Precinct Plan	Local	Same as existing	2	30 km/h	No	Yes if the reserve strip is acquired	Both sides if the reserve strip is acquired	No	No	Yes

I453 Pukekohe East-Central Precinct

Internal Collector Road	Collector	21m/22m (Note 5)	2	50km/h	No	Yes	Both sides	Yes	Yes (where protected cycle lane or shared path)	Yes
Local internal roads	Local	16m	2	30km/h	No	No	Both sides	No	No	No

\*Existing Road reserve for Ngahere Road varies between 18.5m and 20.1m.

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

Note 2: Whilst not a general part of the road cross section, flush or solid medians may be required at intersections or crossing points on Golding Road and East Street

Note 3: Carriageway and intersection geometry capable of accommodating buses.

Note 4: Width of local roads where they adjoin open space may be modified.

Note 5: Collector Road width may be reduced to 21m if a two-way cycleway is provided on one side of the road.



# APPENDIX G

## Statutory Matters

## APPENDIX G

### STATUTORY MATTERS

1. Private plan change requests can be made to the council under Clause 21 of Schedule 1 of the RMA. The provisions of a private plan change request must comply with the same mandatory requirements as council-initiated plan changes, and the private plan change request must contain an evaluation report in accordance with section 32 and clause 22(1) in Schedule 1 of the RMA<sup>1</sup>.

#### Resource Management Act 1991

2. Sections of the RMA relevant to private plan change decision making are recorded in the following table.

RMA Section	Matters
Part 2	Purpose and intent of the Act
Section 31	Outlines the functions of territorial authorities in giving effect to the RMA
Section 32	Requirements preparing and publishing evaluation reports. This section requires councils to consider the alternatives, costs and benefits of the proposal.
Section 67	Contents of regional plans – sets out the requirements for regional plan provisions, including what the regional plan must give effect to, and what it must not be inconsistent with
Section 72	Sets out that the purpose of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of this Act.
Section 73	Sets out Schedule 1 of the RMA as the process to prepare or change a district plan
Section 74	Matters to be considered by a territorial authority when preparing a change to its district plan. This includes its functions under section 31, Part 2 of the RMA, national policy statement, other regulations and other matter.
Section 75	Contents of district plans – sets out the requirements for district plan provisions, including what the district plan must give effect to, and what
Section 76	Provides that a territorial authority may include rules in a district plan for the purpose of (a) carrying out its functions under the RMA; and (b) achieving objectives and policies set out in the district plan.
Schedule 1	Sets out the process for preparation and change of policy statements and plans by local authorities. It also sets out the process for private plan change applications.

3. The mandatory requirements for plan preparation are comprehensively summarised by Environment Court in *Long Bay-Okura Great Park Society Incorporated and Others v North Shore City Council* (Decision A078/2008), 16 July 2018 at [34] and updated in subsequent cases including *Colonial Vineyard v Marlborough District Council* [2014] NZEnvC 55 at [17]. When considering changes to district plans, the RMA sets out a wide range of issues to be addressed. The relevant sections of the RMA are set out above and the statutory tests that must be considered for PC74 are set out 1 below.

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<sup>1</sup> Clause 29(1) Schedule 1 of the RMA provides “except as provided in subclauses (1A) to (9), Part 1, with all necessary modifications, shall apply to any plan or change requested under this Part and accepted under clause 25(2)(b)”.



## **A. General requirements**

1. *A district plan (change) should be designed to accord with and assist the territorial authority to carry out its functions so as to achieve, the purpose of the Act.*
2. *When preparing its district plan (change) the territorial authority must give effect to any national policy statement or New Zealand Coastal Policy Statement.*
3. *When preparing its district plan (change) the territorial authority shall:*
  - (a) *have regard to any proposed regional policy statement;*
  - (b) *not be inconsistent with any operative regional policy statement.*
4. *In relation to regional plans:*
  - (a) *the district plan (change) must not be inconsistent with an operative regional plan for any matter specified in section 30(1) [or a water conservation order]; and*
  - (b) *must have regard to any proposed regional plan on any matter of regional significance etc.*
5. *When preparing its district plan (change) the territorial authority must also:*
  - *have regard to any relevant management plans and strategies under other Acts, and to any relevant entry in the Historic Places Register and to various fisheries regulations; and to consistency with plans and proposed plans of adjacent territorial authorities;*
  - *take into account any relevant planning document recognised by an iwi authority; and*
  - *not have regard to trade competition;*
6. *The district plan (change) must be prepared in accordance with any regulation (there are none at present);*
7. *The formal requirement that a district plan (change) must also state its objectives, policies and the rules*

## **B. Objectives [the section 32 test for objectives]**

8. *Each proposed objective in a district plan (change) is to be evaluated by the extent to which it is the most appropriate way to achieve the purpose of the Act.*

## **C. Policies and methods (including rules) [the section 32 test for policies and rules]**

9. *The policies are to implement the objectives, and the rules (if any) are to implement the policies;*
10. *Each proposed policy or method (including each rule) is to be examined, having regard to its efficiency and effectiveness, as to whether it is the most appropriate method for achieving the objectives of the district plan taking into account:*
  - (a) *the benefits and costs of the proposed policies and methods (including rules); and*
  - (b) *the risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.*

## **D. Rules**

11. *In making a rule the territorial authority must have regard to the actual or potential effect of activities on the environment.*

## **E. Other statutes:**

12. *Finally territorial authorities may be required to comply with other statutes. This includes, within the Auckland Region, the Local Government (Auckland) Amendment Act 2004.*



## **APPENDIX H**

### **Specialist peer review reports**

**Private Plan Change 95 – Lot 3 DP 185893 Golding Road, Pukekohe**  
**Specialist Review – Traffic and Transportation on behalf of Auckland Council**  
**Martin Peake – Progressive Transport Solutions Limited**  
**25 June 2024**

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## **Introduction**

1. My name is Martin Peake. I hold the qualification of a Masters in Civil Engineering with Management from the University of Birmingham in the UK (1993). I am a Chartered Engineer (UK) and a member of the Institution of Civil Engineers, and a member of the Chartered Institution of Highways and Transportation.
2. I have over 30 years' experience as a traffic engineer. I have worked for several major consultant engineering firms, and as a Team Leader of one of Auckland Transport's Traffic Operations Teams. I have owned and operated my own traffic engineering consultancy since 2014. In these roles, I have worked in a variety of areas of transportation including traffic engineering, traffic modelling and temporary traffic management. I have provided expert traffic and transportation advice on a range of resource consents and plan changes across the Auckland region.
3. I have been involved in Private Plan Change 95 (**PPC95**) since August 2023 providing advice to Auckland Council on the traffic and transport aspects of the proposal. I am familiar with the site having reviewed Private Plan Change 76 (**PPC76**) for Auckland Council and have visited the site on a number of occasions with the last being on 12 February 2024.
4. I was engaged by Auckland Council at the time the application for PPC95 was lodged. My role has been to:
  - Review the original plan change application documents;
  - Visit the site;
  - Identify matters, within my area of expertise, that required further information from the applicant, and assessing the applicant's response;
  - Review the submissions and further submissions;
  - Identify issues relevant to my area of expertise;
  - Give my expert opinion on the issues, with recommendations where appropriate;
  - Provide this Review as part of Councils RMA s42A reporting process to the Commissioners.
5. In preparing this Review I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note (2014) and agree to comply with it. Except where I state that I am relying on the specified evidence of another person, the content of this Review is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

## Summary

6. I rely on the reporting planner to explain PPC95 including its location and what the plan change is seeking. My review is based on the Precinct Provisions included with the notified plan change and the updated Integrated Transport Assessment following Clause 23 requests for further information.
7. I have identified the following issues relevant to my area of expertise:
  - a) Traffic effects in relation to:
    - i. Trip rates
    - ii. Assessment of traffic effects taking into account Private Plan Change 74 and other possible development
    - iii. Assessment of traffic effects on the Collector Road / Golding Road intersection
  - b) Vehicle access from Golding Road
  - c) Adequacy of provision for pedestrian and cycle access
  - d) Adequacy of Precinct Provisions to manage transport effects, including consistency with PPC76 Precinct Provisions.
8. The conclusions and recommendations I make in respect of these issues are:
  - a) I consider that the forecast trip rates used in the analysis are likely to be low but acknowledge that the actual trip rates will be dependent on the size and mix of activities which will not be known until resource consent stage.
  - b) Further traffic assessment is required to demonstrate the satisfactory operation of the Collector Road / Golding Road intersection, as well as other key intersections. To provide for this assessment, the Precinct Provisions should be updated to require the incremental traffic assessment of development as it occurs to align with the assessments required by the PPC76 Precinct Provisions Special Information Requirements I453.8.2 – Transport Assessment and the Transport Design Report in I453.8.3. This is required to ensure that the actual mix of development that is proposed at the time of resource consent plus other development that has been consented or planned by way of approved plan changes is taken into account.
  - c) Vehicle access onto Golding Road should not be permitted by the Precinct Provisions as the effects on the safe and efficient operation of Golding Road has not been assessed. This is contrary to the Precinct Provisions in PPC76 where access onto Golding Road is a discretionary activity. I consider that:
    - i. the indicative vehicle crossing / access should be removed from Precinct Plan 1

- ii. the discretionary activity status and relevant site access standards from PPC76 Precinct Provisions on vehicle access onto Golding Road<sup>1</sup> should be adopted in the PPC95 Precinct Provisions
  - iii. proposed Policy I4XX3.(3) should be deleted.
- d) The Neighbourhood Centre will increase the demand for walking and cycling and I consider that the Precinct Provisions do not adequately address this matter. Therefore appropriate objectives and policies for the provision of safe, convenient and direct active mode connections to the Neighbourhood Centre should be included in the Precinct Provisions.
- e) The Transport Infrastructure Trigger Table I4XX.6.3.1(T1) transport infrastructure upgrade description is too prescriptive and should be amended to remove the reference to “*on northern berm*” for consistency with PPC76 Precinct Provisions. This would allow flexibility in the design, particularly as demand for cycling on the southern side adjacent to the Neighbourhood Centre is likely to be higher than the northern side with the Neighbourhood Centre.
- f) The proposed Precinct Provisions do not adequately address traffic and transportation matters and contradict the Precinct Provisions for PPC76. Notwithstanding my recommendations above, I consider that the Neighbourhood Centre should be incorporated into the Precinct Provisions for PPC76 with consequential amendments. This would ensure there is consistency between PPC95 and PPC76. It would also align with key recommendations in the ITA that state that PPC95 does not seek to change the traffic and transport provisions for PPC95.
9. In response to submissions, the Applicant has prepared revised Precinct Provisions that amend the Precinct Provisions for PPC76, I453 – Pukekohe East-Central Precinct that include the Neighbourhood Centre as a sub-precinct (Sub-precinct A). These have been subject to discussion with the submitters and were the topic of conferencing at which I was a participant. A Joint Witness Statement dated 25 June 2024 outlines the outcomes of that conferencing and includes the set of agreed Precinct Provisions. This agreed set of provisions would address the issues I have raised above on the Plan Change.
10. In the event that the Precinct Provisions agreed within the Joint Witness Statement are not adopted, and that the Precinct Provisions for PPC95 as notified are not incorporated in PPC76, I make the following recommendations
- i. Robust objectives and policies relevant to traffic and transport are required.
  - ii. Vehicle access from Golding Road should be a Discretionary activity and consequential amendments should be made including deletion of Policy I4XX.3(3) and Assessment Criteria I4XX.8.2(3).
  - iii. The description in the Transport Infrastructure in Table IX4XX.6.3.1(T1) for the upgrades for the new east-west Collector Road regarding the location of the cycle facility should be deleted.

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<sup>1</sup> Standard I453.6.4.6 (1) Site Access

- iv. The trigger in Table IX4XX.6.3.1(T1) for the new east-west collector road is based on “*any sub-division or development resulting in a cumulative total of 200 dwellings within the precinct or issuance of 224c certificate for the Neighbourhood Centre zone proposal*”. It is understood that the Neighbourhood Centre zone is anticipated to include around 15 dwellings, therefore, this trigger is unlikely to be met. A more appropriate trigger for the zone is required, this could be any development or subdivision within the Neighbourhood Centre.
- v. Standard I4XX6.4 Road Widening Setback along Golding Road should be deleted as it is no longer required as Auckland Transport has lodged the Notice of Requirement for Golding Road.
- vi. A standard that relates to the design requirements outlined in Appendix 1 – Minimum Road Width, Function Design Elements. should be included in the Precinct Provisions similar to PPC76 Standard I453.6.4.2A Road Design and Upgrade of Existing Rural Roads.
- vii. A standard that relates to restricting access across from any road with a shared footpath or protected cycle lane (as included in PPC76 at Standard I453.6.4.6(1)) should be included in the precinct provisions.
- viii. Appropriate Assessment Criteria should be included in the Precinct Provisions for development of new buildings and subdivision which are proposed as Restricted Discretionary activities.
- ix. Special Information Requirements should be provided in the Precinct Provisions that require an assessment of the traffic and transport effects for the initial stage of development or subsequent stages of development (as required by PPC76 and relied upon in the PPC95 ITA). This is to ensure traffic assessments are undertaken at resource consent as recommended in the ITA.
- x. Special Information Requirements should be provided in the Precinct Provisions that require a Transport Design Report to support any intersection or roading upgrade to demonstrate how it would operate safely and efficiently.

### **Assessment of Plan Change**

- 11. The following sections provide an assessment of the traffic and transportation issues identified and listed in Paragraph 7. I have taken into account PPC76 in undertaking my review and my review is based on the notified version of the Precinct Provisions.
- 12. I note that SGA has lodged a Notice of Requirement (**NoR**) for route protection for a number of roading projects within Pukekohe, including NoR 5 Pukekohe: Pukekohe South-East Arterial which includes upgrades for Golding Road to an Arterial Road along the eastern frontage of PPC95. A hearing for the NoR was held in mid-March 2024 but at the timing of writing a decision has yet to be announced. Updated information may be available on the outcome of the NoR prior to the hearing.

13. A private plan change has been lodged with Council for land east of Golding Road opposite PPC95. However, was publicly notified on the 28<sup>th</sup> March 2024.

#### *Traffic Effects*

14. Section 5 of the PPC95 Integrated Transport Assessment (**ITA**) outlines the assessment of traffic effects with traffic generation specifically assessed in Sections 4.3 and 5.3.
15. The ITA utilises a trip rate of 3.7 vehicles per hour 100m<sup>2</sup> of Gross Floor Area (**GFA**) derived from the New South Wales Road and Maritime Service Guide to Traffic Generating Developments. The Economics Report prepared by Urban Economics suggests a range of possible tenant mixes which includes a small supermarket (1,500 to 2,000m<sup>2</sup>), retail stores with office space above, cafés and restaurants, medical practitioners, recreational services (including gym) plus a small amount of residential<sup>2</sup>.
16. Examination of the Guide to Traffic Generating Developments indicates that the 3.7 vph trip rate is associated with developments of 30,000-40,000m<sup>2</sup> of Gross Leasable Floor Area (typically 75% of GFA). For development of 5,000m<sup>2</sup> the guide indicates in Table 3.1 a much higher rate of around 12.5 vph per 100m<sup>2</sup> of GLFA. It is my view that the assumed trip rate is low but I acknowledge that the actual trip generation rate will be dependent on the actual mix of development.
17. The ITA assumes that 80% of development trips will be internal trips with only 20% travelling to the wider network. On that basis, for the 3.7 trip rate and for 5,000m<sup>2</sup> of development, the ITA has assessed that the Neighbourhood Centre would generate 37 vehicles per hour that would travel to the wider roading network.
18. As a comparison with the existing residential zoned land, the ITA states that the structure plan that supported PPC76 indicated that there would be 67 dwellings on the land proposed to be zoned Neighbourhood Centre and that this would equate to 37 trips. The ITA therefore considers that there would be negligible traffic impact on the operation of the transport network as a result of rezoning the land and no traffic modelling has been undertaken.
19. ITA Section 5.3 states that the underlying AUP E27.6.1 Trip Generation Standard would require further traffic assessment where development within the Neighbourhood Zone exceeds the thresholds in the standard. In addition, it states that the proposed Precinct Provisions will also require a Transport Assessment of specific intersections where development exceeds 200 cumulative dwellings or any further cumulative increment of 60 dwellings, and that a Transport Design Report is required to be provided that demonstrates any intersections will function safely and efficiently.
20. I acknowledge the AUP E27.6.1 Trip Generation Standard, however, this standard would not apply where a development is undertaken in accordance with an approved ITA. The PPC95 ITA may be considered such a document and thus there would be no requirement for an assessment. This would mean the traffic effects of development of

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<sup>2</sup> Economic Cost-Benefit Analysis of: Proposed Local Centre at Golding and Birch Road, Urban Economics, 20 April 2023, Section 3



the Neighbourhood Centre on the operation of the network taking into account other development at the time of resource consent would not be assessed.

21. With regards to the specific Precinct Provisions referenced in the ITA that require incremental assessment, these have not been included in the proposed provisions. Therefore, I consider that there is a significant risk that the traffic generation of the proposed Neighbourhood Centre would not be appropriately assessed at resource consent stage.
22. The ITA has relied on the analysis of the operation of intersections undertaken in the PPC76 ITA to demonstrate the efficient operation of the road network with the Neighbourhood Centre. However, that assessment considered only the traffic associated with PPC76 and did not take into account the cumulative effects of PPC74. Furthermore, there is development planned for the eastern side of Golding Road where a plan change has been notified. I appreciate that this occurred subsequent to the assessment and notification of PPC95.
23. As stated in paragraph 17, 80% of traffic is considered to be internal trips. In response to a Clause 23 request for further information, the Applicant states that the primary catchment trips are those associated within PPC76 and the area east of Golding Road (i.e. the notified Private Plan Change application at 50 Pukekohe East Road and 47 Golding Road). Secondary catchment trips are considered to be from the areas north of East Street and areas to the south (such as PPC74).
24. It is my view that the Neighbourhood Centre would notably increase the traffic volumes travelling through the proposed Collector Road / Golding Road intersection and alter the turning movements associated with that traffic. For each motorist travelling from the area east of Golding Road to the Neighbourhood Centre, this could result in up to two additional trips through the intersection. For the secondary catchments south of PPC95, this could result in one additional trip plus changes to the turning movements performed (e.g. for a vehicle that would have been travelling south along Golding Road, the vehicle would need to turn right into the Collector Road to reach the Neighbourhood Centre and then, an additional trip would occur to complete their journey south by turning right from the Collector Road back onto Golding Road). Therefore, I consider that the efficient operation of this intersection would be affected by the Neighbourhood Centre. The effect of these trips has not been assessed in the ITA.
25. Based on the above assessment, I consider that analysis of the Collector Road / Golding Road intersection is required that takes into account:
  - a) other approved plan changes (such as PPC74);
  - b) the potential effects of development east of Golding Road; and
  - c) Internal trips travelling through the Collector Road / Golding Road associated with PPC74, PPC76 and development east of Golding Road.
26. This analysis is required to demonstrate the satisfactory operation of this key intersection.
27. Furthermore, I consider that the PPC95 Precinct Provisions should be updated to include the incremental traffic assessment of development as it occurs to align with the

assessments required by the PPC76 Precinct Provisions Special Information Requirements I453.8.2 – Transport Assessment and for the requirement for the Transport Design Report in I453.8.3. These assessments would ensure that the analysis takes into account the actual mix of development that is proposed at the time of resource consent plus other development that has been consented or planned by way of approved plan changes.

#### *Vehicle Access from Golding Road*

28. Precinct Plan 1 shows an indicative vehicle crossing / access onto Golding Road.
29. Golding Road is proposed to be an Arterial road with protected cycle lanes as detailed in the SGA NoR. As an Arterial road, Vehicle Access Restrictions would apply to this road under the AUP.
30. Considering the PPC76 Precinct Provisions in relation to Golding Road, these restrict access onto Golding Road via Standard I453.6.4.6 (1) where there is an existing or planned shared footpath or protected cycle lane. PPC76 Appendix 1 – Minimum Road Width, Function and Required Design Elements requires cycle provision to be provided along any upgrade to Golding Road and includes for access restrictions where protected cycle lanes or shared paths are provided. Non-compliance with Standard I453.6.4.6 Site Access is a Discretionary Activity in Table I453.4.1(A4) and (A8).
31. The discretionary activity status applied in PPC76 highlights the importance of the vehicle access restriction standard.
32. The PPC95 ITA does not provide any assessment of a vehicle crossing or access from Golding Road to demonstrate that an access would be acceptable. In fact, the proposed PPC95 Precinct Provisions include a specific activity for vehicle access onto Golding Road in Table I4XX.4.1(A6) as a Restricted Discretionary activity and the only assessment criteria associated with this is I44X.8.2(3) which requires the vehicle access to be assessed in relation to proposed Policy I4XX.3.3. This policy would enable a vehicle access to be provided if the detailed design of Golding Road includes a flush median.
33. I consider that the proposal to include a vehicle access from Golding Road is contrary to PPC76. I am also concerned that no assessment of the provision of a vehicle access has been undertaken. This is particularly important as the vertical alignment of Golding Road may restrict sight lines along Golding Road. Furthermore, there is no assessment of the effects on the safe and efficient operation of an access including the effects on the protected cycle lane and the general operation of the access. No information has been provided on the traffic volumes at the access.
34. In my view, vehicle access onto Golding Road should not be permitted in the Precinct Provisions and that vehicle access onto Golding Road should be a discretionary activity as minimising vehicle crossings onto the arterial road and across protected cycle lanes would provide for the safe and efficient operation of the road. The discretionary status would not necessarily preclude an access from being provided, it would just be subject to robust justification and assessment as part of a future resource consent application. This approach would be consistent with the Precinct Provisions for PPC76.

35. In summary I consider that:
- a) the indicative vehicle crossing / access be removed from Precinct Plan 1
  - b) the discretionary activity status and relevant site access standards from PPC76 Precinct Provisions on vehicle access onto Golding Road<sup>3</sup> should be adopted in the PPC95 Precinct Provisions
  - c) proposed Policy I4XX3.(3) should be deleted.

*Adequacy of Provision for Pedestrian and Cycle Access*

36. ITA Section 3.6 outlines the future pedestrian and cyclist accessibility in the area. The description effectively summarises many of the proposed upgrades that will be given effect to by PPC76 when triggered by development.
37. The proposed rezoning of the land to Neighbourhood Centre will result in a higher demand (compared to the existing residential zoning) for walking and cycling within PPC76 and from surrounding areas, including existing development north of East Street and possible future residential development east of Golding Road (subject to rezoning of this land). I consider that the walking and cycling facilities proposed as part of PPC76 would generally provide for accessibility within PPC76 and the surrounding area. However, there is no specific requirements in the Precinct Provisions to provide facilities to assist active modes to directly access the Neighbourhood Centre. Whilst there may be crossing facilities provided at the proposed Collector Road / Golding Road intersection, no other facilities are proposed as part of PPC95. I consider that appropriate objectives and policies are required to require the provision of safe, convenient and direct active mode connections to the Neighbourhood Centre from adjacent land, including across Golding Road and the Collector Road.
38. The proposed Precinct Provisions, Table I4XX.6.3.1 Transport Infrastructure Triggers (T1) for the new east-west collector road includes for the “*provision for cycle facility on northern berm*”. This berm is on the opposite side of the road to the Neighbourhood Centre zone and thus would not be convenient for cyclists to access the centre. This description conflicts with the description in the Transport Infrastructure Trigger table for PPC76 which only states “*including cycle facility*”<sup>4</sup> rather than specifying the location of the facility. The description was a point of a discussion through the PPC76 hearing and the location or form of the facility was deliberately omitted. The proposed description is in conflict with PPC76.
39. I note that ITA Figure 16 shows an indicative cross-section for an urban collector road within a 21m wide road reserve and that this includes separated cycle facilities on both sides of the road.
40. From my assessment, I recommend that:

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<sup>3</sup> Standard I453.6.4.6 (1) Site Access

<sup>4</sup> I453 – Pukekohe – East-Central Pukekohe Precinct, Table I453.6.4.2.1 (T1) Transport Infrastructure Requirements

- a) The Precinct Provisions should include appropriate objectives and policies for the provision of safe, convenient and direct active mode connections to the Neighbourhood Centre.
- b) Transport Infrastructure Trigger Table I4XX.6.3.1(T1) transport infrastructure upgrade description should be amended to remove the reference to “*on northern berm*” for consistency with PPC76 Precinct Provisions.

*Adequacy of Precinct Provisions to manage transport effects, including consistency with PPC76 Precinct Provisions*

- 41. The ITA consistently states that the proposal does not modify any of the transport provisions of the approved PPC76 and is reliant on those provisions for assessment of transport effects at resource consent stage. However, as I have highlighted above, the PPC95 Precinct Provisions omit key matters in relation to activity status on transport issues, relevant transport standards, matters of discretion and assessment criteria for restricted discretionary activities, and special information requirements. Furthermore, PPC95 is contrary to PPC76 with the proposed vehicle crossing / access onto Golding Road.
- 42. The submission from Auckland Transport<sup>5</sup> raised this as a key concern and has sought that PPC95 be incorporated into the precinct provisions for PPC76. I concur with this concern and consider that incorporating PPC95 into PPC76 would mean there is consistency in the way transport related effects are managed. If there are specific matters for PPC95 that require different standards or assessment, this could potentially be dealt with via specific standards or dealing with the Neighbourhood Centre as a sub-precinct.
- 43. I have reviewed the proposed PPC95 Precinct Provisions in relation to transport and make the following comments and recommendations:
  - a) Objectives or policies relevant to traffic and transport are insufficient and more robust objectives and policies are required.
  - b) Policy I4XX.3(3) is inappropriate as the effects of access from Golding Road has not been assessed and the provision of a flush median does not necessarily result in safe or efficient operation, therefore this policy should be deleted.
  - c) Vehicle access from Golding Road is a Restricted Discretionary activity whereas non-compliance with access restrictions onto Golding Road in PPC76 is a Discretionary activity. I consider that this should be a Discretionary activity and consequential amendments should be made including deletion of Policy I4XX.3(3) and Assessment Criteria I4XX.8.2(3).
  - d) The description of the Transport Infrastructure upgrades for the new east-west Collector Road in Table IX4XX.6.3.1(T1) is inconsistent with the description in PPC76 as it specifies the location of a cycle facility on the collector road. The location of the cycle facility in the PPC76 provisions was deliberately omitted

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<sup>5</sup> Auckland Transport Submission Point 4.2

to allow for this to be assessed once more detail on the layout of development was known. The location of the cycle facility should be deleted.

- e) The trigger in Table IX4XX.6.3.1(T1) for the new east-west collector road is based on *“any sub-division or development resulting in a cumulative total of 200 dwellings within the precinct or issuance of 224c certificate for the Neighbourhood Centre zone proposal”*. It is understood that the Neighbourhood Centre zone is anticipated to include around 15 dwellings, therefore, this trigger is unlikely to be met based on the number of dwellings. A more appropriate trigger for the zone is required.
  - f) Standard I4XX6.4 Road Widening Setback along Golding Road is no longer required as Auckland Transport has lodged the Notice of Requirement for Golding Road, although a decision has yet to be made on the NoR.
  - g) There is no standard that relates to the design requirements outlined in Appendix 1 – Minimum Road Width, Function Design Elements. A standard should be included in the Precinct Provisions similar to PPC76 Standard I453.6.4.2A Road Design and Upgrade of Existing Rural Roads.
  - h) There is no standard that relates to restricting access across from any road with a shared footpath or protected cycle lane (as included in PPC76 at Standard I453.6.4.6(1)).
  - i) Development of new buildings and subdivision are Restricted Discretionary activities but there are no specific Assessment Criteria, only Matters of Discretion. Appropriate Matters of Discretion should be included in the Precinct Provisions.
  - j) There are no Special Information Requirements that would require an assessment of the traffic and transport effects for the initial stage of development or subsequent stages of development (as required by PPC76 and relied upon in the ITA). Special Information Requirements for a Transport Assessment is considered necessary to assess the traffic effects of the Neighbourhood Centre and would be consistent with the recommendation in the ITA. Appropriate thresholds of development that would trigger the traffic assessment would be required.
  - k) There is no requirement for the provision of a Transport Design Report to support any intersection or roading upgrade to demonstrate how it would operate safely and efficiently. I consider that this should be required in the Special Information Requirements.
44. As stated in paragraph 42, I consider that PPC95 should be incorporated into the PPC76 Precinct Provisions.
45. I note that subsequent to receipt of submissions that the Applicant has prepared a revised set of Precinct Provisions that does incorporate PPC95 into the Precinct Provisions for PPC76 (I453 – Pukekohe East-Central Precinct) as a sub-precinct (Sub Precinct A). This set of precinct provisions has been subject to expert conferencing,

where I was a participant, and is detailed in a Joint Witness Statement<sup>6</sup>. The revised Precinct Provisions addresses the issues I have raised above.

46. Should the revised Precinct Provisions not be adopted, then I consider that the traffic and transportation aspects of PPC76 should be included in the precinct provisions for PPC95 with consequential amendments, together with my recommendations outlined above.

## Submissions

47. I discuss the submissions on the plan change as they relate to traffic and transportation.
48. The submission from Changlang Feng (Submission Point 3.1) is concerned that the business zone will increase traffic flows to the area and increase the risk of traffic incidents.
49. The Neighbourhood Centre zone is focussed on providing amenities for local residents which would assist in reducing travel from future development in the area, including within PPC76 and other anticipated development east of Golding Road. The ITA has assessed that there is negligible net change in traffic volumes on the wider road network with the Neighbourhood Centre as this would replace traffic associated with dwellings within PPC74. Whilst I have raised concerns that the traffic generation could be higher than that assessed, I consider that subject to the changes to Precinct Provisions I have recommended, that the traffic effects will be appropriately assessed at resource consent stage.
50. Auckland Transport (Submission 4) has provided a detailed submission and has sought changes to the Precinct Provisions.
51. Submission Point 4.1 supports the proposed zoning as this would reduce the need for travel (Submission Point 4.1). However, Auckland Transport's Submission Point 4.2 considers that the proposed Golding Road Neighbourhood Centre Precinct should be deleted and that the Precinct Provisions for I453 Pukekohe East-Central Pukekohe Precinct be modified to incorporate the Neighbourhood Centre Zone. As I have outlined above, I would support this approach as this would ensure that the traffic and transport related precinct provisions from I453, including requirements for future assessment, would apply to the Neighbourhood Centre zone. This would also align with the recommendations in the ITA where it states that the "*proposal does not seek to modify any of the transport provisions recently approved within PC76*"<sup>7</sup> [emphasis added].
52. Submission Point 4.3 opposes a vehicle access on Golding Road being shown indicatively on Precinct Plan 1 as Golding Road is proposed to be a future arterial road and it considers that discretion is required as to whether an access onto Golding Road is provided. The submission point also seeks that the Collector Road / Golding Road be illustrated as a key intersection on Precinct Plan 1.
53. I support this submission point and consider that the Golding Road indicative vehicle crossing / access be removed from Precinct Plan 1 for the reasons I set out in paragraphs 28 to 0. With regards to the Collector Road / Golding Road intersection

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<sup>6</sup> Joint Witness Statement in Relation to Sub-precinct Plan Provisions, 25 June 2024

<sup>7</sup> Integrated Transport Assessment (Updated Post Clause 23), TPC, November 2023, para 4.1

being highlighted as a key intersection, this would be addressed if the relief sought in Submission Point 4.2 is adopted. If this relief is not adopted, then I would support the intersection being shown as a key intersection on Precinct Plan 1 subject to appropriate reference to key intersections within the Precinct Provisions.

54. Submission Points 4.5, 4.6, 4.7 and 4.9 relate to specific changes to the proposed Golding Road Neighbourhood Centre Precinct Provisions if the Neighbourhood Centre is not incorporated into the I453 Pukekohe – East-Central Pukekohe Precinct. I address each of these submission points in Table 1.

**Table 1 - Commentary on Relief Sought in Auckland Transport Submission points**

Submission Point	Relief Sought	Comment
4.5	<p>Amend the plan change so that the neighbourhood centre is subject to objectives, policies and rules which more rigorously address transport effects and promote good transport land use integration.</p> <p>Considers that the objective and policies are inadequate compared to the Pukekohe East- Central precinct (I453), particularly as Golding Road will be an arterial road with significant freight movements.</p>	<p>I support stronger objectives and policies that address the integration of the land uses with the transport network. The objectives and policies included in the I453 Precinct Provisions could be incorporated into the proposed precinct provisions and be enhanced specifically for the Neighbourhood Centre.</p>
4.6 & 4.7	<p>Amend the matters of discretion and assessment criteria to provide for more comprehensive consideration of transport matters, including incorporating the matters of discretion and assessment criteria from the Pukekohe East-Central precinct provisions (I453).</p>	<p>I support the relief sought, although I note that in the I453 Precinct Provisions the only relevant transport restricted discretionary activities are the Minimum Road Width, Function and Required Design Elements table and on road noise. Neither of these activities are specifically provided for in the proposed precinct provisions with only vehicle access onto Golding Road being a Restricted Discretionary Activity. I do not support this activity status for Golding Road access as I have outlined in paragraphs 28 to 0.</p>
4.9	<p>A series of amendments to the precinct provisions are sought in this submission point as follows:</p> <p>Amend wording of Objective 4 to provide clarity on the outcome.</p> <p>Delete Policy 3 that refers to access from Golding Road as the site access should be from the Collector Road.</p>	<p>I support the requested amendment.</p> <p>I support deletion of Policy 3 as no assessment of an access from Golding Road has been provided and the provision of a flush median does</p>

Submission Point	Relief Sought	Comment
		not necessarily result in safe right turning movements.
	Request a new activity in Activity Table I4XX.4.1 for subdivision not in accordance with the Precinct Plan or complying with Standards in I4XX.6 to be discretionary activities.	I support the addition of this activity with discretionary status; this would be consistent with PPC76.
	Requests clarification as to how the transport trigger in Table IX44.6.3.1 (T1) would require the east-west Collector Road should development within the Neighbourhood Centre occur prior to 200 dwellings.	I support an amendment that would provide better clarity as to when the east-west Collector would be required.
	Requests the deletion of standard I4XX.6.4 – Road Widening Setback Along Golding Road as the NoR has been lodged for Golding Road.	I support the deletion of this standard for these reason provided by Auckland Transport.
	Requests a new standard that requires subdivision and development to comply with Appendix 1 – Minimum Road Width, Function and Required Design Elements	I support the addition of a new standard as there are no requirements within the proposed Precinct Provisions in relation to the Appendix.
	<p>Amend the plan change to include a special information requirement for a Transport Design Report and Concept Plan to be provided for any new or upgraded key road intersection (including the Collector / Golding Road intersection).</p> <p>Standard 144X.9. Special information requirements, in the Pukekohe East-Central Precinct provides an appropriate example of such a requirement.</p>	<p>I support the request for a Special Information Requirement for a Transport Design Report.</p> <p>As I discussed above in paragraphs 14 to 27, I also consider that a Special Information Requirement for a Transport Assessment is required for the first development and subsequent development within the Neighbourhood Centre.</p>

55. The Franklin Local Board has provided comments on the plan change. With regards to transport, in summary the Local Board:

- a) Support the intent of the Neighbourhood Centre but are concerned that the scale of the zone will generate traffic.



- b) Requested further assessment of the traffic impacts, particularly as Golding Road is intended to be an arterial road.
  - c) Recommend that links to the paths in the Pukekohe-Paerata Paths Plan be provided as well as links to community facilities (such as schools, station and Pukekohe Town Centre).
56. With regards to points a) and b), the ITA has assessed the trip generation from the site and considers that the proposed Neighbourhood Centre will have a negligible effect on the operation of the transport network compared to the already approved PPC74. As I have outlined in my assessment, I have raised concern over the trip generation rate used in the assessment but acknowledge that the trip rate will be dependent on the actual mix of development activities. Subject to appropriate Precinct Provisions, further assessment will be required at resource consent stage to determine the effects of traffic generation; this should take into account other approved development at that time. Therefore, I consider that with appropriate Precinct Provisions, the traffic effects of the Neighbourhood Centre will be appropriately assessed at resource consent stage.
57. With regards to c), the connections to the paths in the Pukekohe-Paerata Paths Plan and to other community facilities, I consider that incorporating the Neighbourhood Centre into the Precinct Provisions for PPC76 would address this Local Board recommendation.

Martin Peake

25 June 2024

**Memo: Technical specialist report to contribute towards Council's section 42A hearing report**

17 April 2024

To: Peter Reaburn, Consultant Planner, Plans and Places, Auckland Council

From: Derek Foy, Director, Formative Limited

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**Subject: Private Plan Change – PC95 Lot 3 DP 185893 Golding Road Pukekohe–  
Economic Assessment****1.0 Introduction**

- 1.1 I have undertaken a review of the private plan change, on behalf of Auckland Council in relation to economic effects.
- 1.2 I am a Director of Formative, an independent consultancy specialising in social, economic, and urban form issues. Prior to this, I was an Associate Director of Market Economics Limited, a research consultancy for six years, and was employed by Market Economics for 18 years.
- 1.3 I have 24 years consulting and project experience, working for commercial and public sector clients. I specialise in retail analysis, assessment of demand and markets, the form and function of urban economies, the preparation of forecasts, and evaluation of outcomes and effects.
- 1.4 I have applied these specialties in studies throughout New Zealand, across most sectors of the economy, notably assessments of housing, retail, urban form, land demand, commercial and service demand, tourism, and local government. I have been involved in assessments for greenfields developments around Auckland, including in the north-west (Kumeu-Huapai, Redhills and Whenuapai), Warkworth, Silverdale, Waiuku, and Drury.
- 1.5 In writing this memo, I have reviewed the application materials as notified for the Private Plan Change request – PC95 Lot 3 DP 185893 Golding Road Pukekohe (“PC95”, or the “PPCR”), and in particular the following documents:
- “Economic Cost-Benefit Analysis of: Proposed Local Centre at Golding and Birch Road”, 20 April 2023, Urban Economics (the “original UE report”) (Appendix 7).
  - “Request for Private Plan Change AEE & Section 32 Evaluation Report, 19 Golding Road (Lot 3 DP 185893), Pukekohe”, 30 May 2023, Civix (the “s32 report”).
  - “Appendix 1: Section 32 Evaluation of Proposed Rules and Methods (S32(2))”, Civix (Appendix 3).
  - “PPC Application – Clause 23 Requests from Auckland Council including Further Information Requests”, 3 August 2023 (“clause 23 response”).
  - “Economic Cost-Benefit Analysis of: Proposed Local Centre at Golding and Birch Road”, 14 August 2023, Urban Economics (the “UE report”). I note that this is the primary UE report I refer to in this report, because it supersedes the original UE report

and includes some additional information requested through the clause 23 request, as explained in the clause 23 response.

## **2.0 Key economics issues**

2.1 In my opinion the key economic issues associated with the proposal are:

- Whether a centre is required within the PPCR area (i.e. the 8,500m<sup>2</sup> area that is within the broader 20ha of 19 Golding Road.
- The appropriate size of any centre in the PPCR area.
- The potential retail distribution effects of a centre in the PPCR area.
- When a centre should be subject to staged development.

## **3.0 Applicant's assessment**

3.1 I accept and adopt the site description provided in the s32 report, including the zoning and description of existing activities.

3.2 I generally accept the methodology applied in the applicant's economic assessment (the UE report) in relation to how to assess the demand for and supply of centre-zoned land, although I disagree with some of the assumptions and observations made. Overall, I agree with the UE report's assessment of:

- The spatial extent of the catchments defined.<sup>1</sup>
- The potential dwelling yield of the catchments defined.<sup>2</sup> While there is no description of the provenance of the dwelling yield estimates used, the estimates appear reasonable given the large area of Future Urban Zone within the catchments, and the relatively high densities that recent suburban developments throughout Auckland are achieving.
- The indicative tenant mix of the proposed Neighbourhood Centre Zone ("NCZ").<sup>3</sup>
- The existence and role of existing centres within the catchment,<sup>4</sup> although I make some comments about the NCZ at 3 Pukekohe East Road.
- That the PPCR area is an appropriate location for a centre to provide for the local convenience needs of surrounding residential areas.<sup>5</sup>
- The summary of economics costs and benefits.<sup>6</sup>

3.3 There are some aspects of the UE report's assessment with which I disagree or wish to provide some response on. In the rest of this statement I provide only limited expansion on the matters in the application with which I agree, but focus most of my response in the next section on those other matters that I consider require some response.

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<sup>1</sup> UE report figure 2

<sup>2</sup> UE report figure 5

<sup>3</sup> UE report page 9

<sup>4</sup> UE report page 10

<sup>5</sup> UE report section 7

<sup>6</sup> UE report section 8

#### 4.0 Assessment of economic effects and management methods

4.1 In this section I respond to parts of the economic assessment which I consider require some further consideration, and explain the reasons for my position, and the likely effects on the environment of the PPCR. The key matters discussed below are:

- a. The influence of the NCZ at 3 Pukekohe East Road.
- b. The relevance of comparator centres, and sustainable floorspace in the PPCR NCZ.
- c. Retail distribution effects.
- d. The implications for the PPCR of proposed Private Plan Change 98.
- e. Timing of development in the PPCR area.

#### NCZ at 3 Pukekohe East Road

4.2 The UE report identifies the existence of the NCZ at 3 Pukekohe East Road, which it describes as “largely developed with no remaining capacity”.<sup>7</sup> While the site is occupied by a number of existing buildings, I note that those buildings are, as shown in Figure 7 of the UE report, predominantly large shed-type structures that appear to have been used for storage linked with the primary sector, and do not appear to be used for commercial activities such as might be expected for a NCZ. So, there is potential for that space to be redeveloped for (what would be a higher value) commercial activity.

4.3 Further, there is also an area of some 3,500m<sup>2</sup> of vacant land within the parcel, on the site’s Pukekohe East Road frontage, and that is adjacent to an additional 2,500m<sup>2</sup> that is occupied only by a single residential dwelling of c.1950s vintage. Together that southern part of the site is around 6,000m<sup>2</sup>, and would appear to be a candidate for (re)development, and is also well located to accommodate a retail centre.

4.4 I accept the UE report’s point that “it is not possible to predict when this land may be redeveloped for a conventional Neighbourhood Centre development”,<sup>8</sup> however I note that the lack of any public development plans does mean that the site may not function as a NCZ in the near future.

4.5 At nearly 2.6ha, the 3 Pukekohe East Road site has quite significant potential to accommodate a commercial centre, and at 30-40% site coverage such as might be expected for a NCZ in this type of location, could accommodate 8,000-10,000m<sup>2</sup> of GFA if comprehensively redeveloped for NCZ activities. That 2.6ha is similar in size to the average Auckland Local Centre Zone (average is 2.9ha), and much larger than the average NCZ (average is 0.27ha). In fact, at 2.6ha, the 3 Pukekohe Road East NCZ is the fifth largest NCZ in Auckland by zoned area.

4.6 Being only 350m north of the PPCR, the 3 Pukekohe Road East NCZ shares many of the same locational benefits that are identified in the UE report, and would similarly well service the same residential catchments as the proposed NCZ in the PPCR area.

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<sup>7</sup> Page 10

<sup>8</sup> Page 10

- 4.7 Because the 3 Pukekohe East Road NCZ and the PPCR area are so close, and both are relatively large for NCZs, in my opinion there should be some consideration of whether both will be required to adequately provide for the local convenience needs of residents and passers-by. If both sites were developed as neighbourhood centres, in my opinion several outcomes would be possible:
- a. Given the relatively limited range of activities that typically operate from the NCZ, there would be some duplication of activities between the two centres.
  - b. One or both of the centres might not be fully developed, or might be only partially tenanted, due to a potential for a lack of demand for NCZ space.
  - c. Retail distribution effects on the Pukekohe TCZ or other centres might arise.
  - d. The two NCZs would together effectively operate as a (relatively large) local centre split across two non-contiguous sites, but perhaps attaining some kind of balance in overall tenant mix.
- 4.8 To assist in understanding which of these outcomes might be likely, it is helpful to understand that the average Auckland local centre services around 8,000 households (given 74 LCZs across Auckland), which is similar to the combined household count anticipated in the UE report's primary and secondary catchments (8,214<sup>9</sup>). A catchment of 8,000 households would also support four or five neighbourhood centres, given the average Auckland neighbourhood centre services about 1,500 households.
- 4.9 That indicates to me that there is potential for a local centre-type presence in Pukekohe East, and there would be support for more than just several NCZs. One possible way of achieving a local centre-type presence would be to provide for two large neighbourhood centres that could effectively operate as a local centre split across two non-contiguous sites. In the next subsection I assess how commercial floorspace would be sustainable in that role.
- 4.10 Rezoning the PPCR area to NCZ would help to ensure that the local population will be adequately serviced with convenience retail activities, and my assessment indicates that the market in the vicinity is sufficiently large to support some development in both the PPCR NCZ and the 3 Pukekohe Road East NCZ, subject to my sustainable floorspace assessment below.

#### **Comparator centres and sustainable floorspace**

- 4.11 The UE report informs its assessment of sustainable GFA for the proposed centre with reference to several comparator centres elsewhere in Auckland. The centres included are:
- a. Long Bay LCZ
  - b. Millwater NCZ
  - c. Hobsonville Point, various zones across multiple sites, including Business - Mixed Use Zone ("BMUZ"), several NCZs, and commercial activity in the Terrace Housing and Apartment Building Zone
  - d. Stonefields BMUZ

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<sup>9</sup> Figure 5

- e. Stubbs Farm LCZ and BMUZ (both yet to be developed) and Business - General Business Zone (“BGBZ”, partially developed).

- 4.12 I note that these comparator centres are predominantly higher order centres than neighbourhood centres, with a mix of LCZ and other (BMUZ and BGBZ) commercial zones around them. To some extent that calls into question the validity of using these centres as comparators for the PPCR’s proposed NCZ, because the PPCR is for only a single NCZ, and for that to be only 0.85ha, and therefore similar to only the Millwater NCZ (0.7ha), but much smaller than (22-33% of the size of) the other four comparators which are 2.6-3.9ha each.
- 4.13 However, given my observations in the previous subsection about the potential for Pukekohe East to accommodate a total quantum of space more similar to a LCZ due to the projected population base in the area, the comparators provide some guidance as to the quantum of retail and commercial activity that might be sustainable in Pukekohe East, across the PPCR NCZ and the 3 Pukekohe Road East NCZ.
- 4.14 I have independently assessed that sustainable floorspace potential, and conclude from that that in the order of 10,000-12,000m<sup>2</sup> of GFA in all LCZs and NCZs would be supported by 8,200 households, or potentially somewhat more dependent on the size of any supermarket that establishes in the centre(s).
- 4.15 As I discuss above, my assessment indicates that 8,000-10,000m<sup>2</sup> of centre floorspace could potentially be developed in the 3 Pukekohe Road East NCZ, and 4,000-5,000m<sup>2</sup> in the PPCR NCZ, a total of 12,000-15,000m<sup>2</sup> of centre floorspace.
- 4.16 That means that in my opinion it is unlikely that it would be sustainable to develop both the 3 Pukekohe Road East NCZ and the PPCR NCZ to their commercial GFA potential, because not all of that 12,000-15,000m<sup>2</sup> of GFA would be sustainable in that catchment.
- 4.17 I note further that Plan Change 74 (“PC74”, under appeal) which approved rezoning of 83ha in Pukekohe East, including a 3,360m<sup>2</sup> NCZ, which might be expected to yield 1,000-1,300m<sup>2</sup> of GFA is within the same catchment applied in the UE report. If that centre is fully developed it will also limit how much local commercial space will remain to be developed in other locations in Pukekohe East.
- 4.18 If the PPCR NCZ is approved and develops to accommodate 4,000-5,000m<sup>2</sup> GFA, and the PC74 NCZ develops 1,000-1,300m<sup>2</sup>, the total GFA in those two centres would be 5,000-6,300m<sup>2</sup>. That would leave<sup>10</sup> between about 3,700m<sup>2</sup> and 7,000m<sup>2</sup> of additional sustainable GFA to be developed elsewhere in the catchment.
- 4.19 Given my estimated maximum potential GFA yield of 8,000-10,000m<sup>2</sup> in the 3 Pukekohe Road East NCZ, that indicates that not all of the 3 Pukekohe Road East NCZ would be required to be developed for centre activities (if the PPCR and PC74 NCZs both develop). The appropriate scale of any centre in the 3 Pukekohe Road East NCZ would appropriately be determined through analysis at a later day, once the characteristics of other preceding centres in the area were confirmed.
- 4.20 As the UE report suggests, a future development of the 3 Pukekohe Road East NCZ might seek to position itself differently to the PPCR NCZ,<sup>11</sup> and in my opinion the fact that the PPCR

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<sup>10</sup> Compared to the 10,000-12,000m<sup>2</sup> of GFA I assessed as being sustainable in all LCZs and NCZs

<sup>11</sup> UE report page 12

NCZ might constrain the commercial development potential of the 3 Pukekohe Road East NCZ to less than 100% of that site would not have any adverse economic effects on the local community.

- 4.21 Instead, my interpretation of the large size of the 3 Pukekohe Road East NCZ is that it is likely to relate more to the way the zoning was initially applied to an existing business activity on a single parcel, rather than being based on any assessment that indicated a requirement for a very large NCZ in that location.

#### **Retail distribution effects**

- 4.22 The potential for retail distribution effects from the PPCR is addressed in section 6 of the UE report. I generally accept the UE report's observations that the 3 Pukekohe Road East NCZ and the PPCR NCZ might seek to distinguish themselves, and I have concluded above that in my opinion there is potential for development in both centres, as well as in the PC74 NCZ.
- 4.23 The UE report does not provide any conclusion on the potential effects of the PPCR NCZ on the Pukekohe TCZ, and therefore also does not consider the potential for cumulative effects of the PC74 NCZ and potential development of the 3 Pukekohe Road East NCZ to come into play.
- 4.24 However, my assessment outlined above, which concluded some potential for 10,000-12,000m<sup>2</sup> of GFA in all LCZs and NCZs in Pukekohe East, is based on the assumption that only a small part of total household retail/commercial demand should be directed to lower order (LCZ and NCZ) centres, with most going to higher order centres (TCZ, Metropolitan Centre, etc.). That means it is implicit in my assessment that the 10,000-12,000m<sup>2</sup> quantum of local space will be sustained by local (Pukekohe East) households, and those same households will then direct a proportion of their expenditure to higher order centres, and in particular in this case to the Pukekohe town centre.
- 4.25 That means that as those households come to establish in Pukekohe East, they will support the ongoing development and successful operation of the town centre, rather than drawing away from it, even with the development of (appropriately-scaled) centres in Pukekohe East as well.
- 4.26 For those reasons my opinion is that the PPCR will not give rise to any adverse retail distribution effects on the Pukekohe TCZ.
- 4.27 The PPCR could in theory give rise to any adverse retail distribution effects on the PC74 NCZ, however from my assessment there will be sufficient demand resident in Pukekohe East to support both centres. Further, the PC74 centre is relatively small (at a likely GFA yield of 1,000-1,300m<sup>2</sup>, or around four to six stores), and is likely to play a strongly local role for the PC74 area, and to be unlikely to be affected by development of a new, larger centre on the PPCR site.

#### **Proposed Private Plan Change 98**

- 4.28 Proposed Private Plan Change 98 ("PC98") was notified on 28 March 2024. Urban Economics also completed an economics assessment for that application, and concluded that the 27ha site (on the other side of Golding Road from the PPCR area) might indicatively yield around 580 dwellings.

- 4.29 I have not reviewed the PC98 economics assessment in detail, but note that the indicative dwelling yield it assumes is consistent with the UE report's assessment for the ultimate dwelling yield in Pukekohe East that has been applied in the current (PC95) application.
- 4.30 From the PC98 application, I conclude that there is ongoing initiative for residential development in the vicinity of the PPCR area, that development appears likely to be of a reasonably high density (on average), and that these indications tend to support the centre sustainability assessment in the UE report.

#### **Timing of development in the PPCR area**

- 4.31 While development in Pukekohe East is proceeding strongly, and additional development is sought to be enabled (through PC98), I note that the Auckland Future Development Strategy ("FDS") indicates that the expected timing of growth in Pukekohe East is 2035+, and Pukekohe South-east is 2040+.
- 4.32 Recent (PC74 and PC76) and ongoing (PC98) rezoning requests are therefore quite in advance of the staging anticipated by the FDS, which raises the question of how much more development will be enabled through the rezoning of FUZ land, and when the dwelling capacity applied in the UE report might be reached.
- 4.33 The timing of ongoing development has potential implications for the timing of when the PPCR development will be required. Information on potential staging of the development was requested in the clause 23 further information request, although does not appear to have been provided, with text against the "Staging" heading not relating to staging. That clause 23 request sought to understand whether there was proposed to be any staging of the PPCR NCZ development as referred to in the UE report, which states:
- .... The proposed Neighbourhood Centre would be built at a rate that is in step with the demand generated by the Plan Change 76 (Primary West) and Primary East areas, practically in several stages, which ensures the optimal access to day-to-day goods and services for these residents.<sup>12</sup>*
- 4.34 It is not clear to me whether any staging is proposed by the applicant, or whether any is considered necessary by the authors of the UE report. While the proposed NCZ would be relatively large for a NCZ (as I discuss earlier), I understand from involvement with previous projects that staging of centres such as this can be challenging, given space required for construction activity on the site, and how interruptive construction activity can be to commercial activities.
- 4.35 For that reason I question whether any staging would be practical, noting that construction feasibility is outside my area of expertise. It seems to me that given the recent approvals of PC74 and PC76, and the recent notification of the PC98 application, that there is likely to be a solid residential base in the area that will support most if not all of the PPCR NCZ commercial floorspace within the short to medium term.
- 4.36 If any parts of the development are not able to be tenanted once construction of the potential PPCR NCZ is complete, that would give rise to adverse economic effects that would, in my opinion, be less than minor. Those effects would be limited to those arising from a small part

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<sup>12</sup> UE report page 12



of the NCZ potentially remaining as vacant tenancies for a period while the remaining household base develops in the area.

- 4.37 If, however, PC98 is not approved, and no further residential development is approved, the sustainable size of the PPCR NCZ would be much reduced from the quantum assessed in the UE report, and in my assessment above. In that case it could be that a large part of the PPCR NCZ might remain either undeveloped, or built but vacant for an extended period.
- 4.38 I note that both my assessment and the UE report's assessment of sustainable floorspace relate to the amount sustainable once the residential catchments are fully built out. If that full build out takes a long time to occur, it would be a similarly long time before that amount of floorspace would be fully sustainable. However, in my opinion that potential is largely a commercial risk for the landowner/proponent of PC95, and would not have broader adverse commercial effects such as retail distribution effects. It is unlikely that the PPCR NCZ would be fully tenanted ahead of residential development occurring in a way that drew retail spend away from other centres, leaving the risk of centre development preceding its residential market arriving with the developer.
- 4.39 Taking these matters into account, in my opinion there would be no need to require any staging conditions for the PPCR NCZ.

## **5.0 Submissions / Franklin Local Board**

- 5.1 No submission raises a specific economics issue. The submission from Chenglang Fang (#3) is concerned about traffic effects.
- 5.2 The Franklin Local Board comments support the presence of a centre, but not its scale. The concern of the Local Board is that the centre would generate traffic rather than just supporting the local neighbourhood.
- 5.3 I have addressed this issue above, and in my opinion there is some merit to the concern that the centre is oversized for current demand. I disagree that the PPCR NCZ is oversized for the ultimate catchment population, although note that that may not be achieved for many years yet. I consider it unlikely that the NCZ would turn into a destination retail centre, but rather would function as a local centre for its local community (Pukekohe East).
- 5.4 Accordingly, I do not expect that the centre would attract spend into Pukekohe East from other centres or parts of Pukekohe, which would limit the likelihood of the type of traffic effects raised in the Local Board submission, and in the submission of Chenglang Fang (#3). Instead, I consider it more likely that parts of the development would remain vacant if developed in advance of market growth. That outcome would be economically inefficient, although would likely be an effect of limited duration, until the area is fully populated.

## **6.0 Conclusions and recommendations**

- 6.1 In my opinion the applicant has adequately assessed the appropriateness of the PPCR area being changed to a NCZ zoning, and the application is for a neighbourhood centre that will be appropriately sized to service local community needs once Pukekohe East's growth areas are fully developed.

- 6.2 There is uncertainty about two key matters that will influence the viability of the PPCR NCZ. First is the role (if any) the NCZ at 3 Pukekohe East Road might play in providing for local commercial and retail needs. There is potential for both the NCZ at 3 Pukekohe East Road and the PPCR NCZ to be developed for commercial centre activities, although that would require Pukekohe East's growth areas to be (at least nearly) fully developed. If the 3 Pukekohe East Road NCZ remains occupied by its current activities and is not redeveloped for centre activities, the PPCR NCZ will be sustainable at its proposed size prior to the surrounding area being fully developed, due to the lack of other local commercial activity in the area.
- 6.3 The second key uncertainty is when Pukekohe East will be fully developed for residential activities, which will influence when the PPCR NCZ will be fully sustainable. I note that not all of Pukekohe East will need to have been developed to support the PPCR NCZ, and that if the PPCR NCZ is developed in advance of residential development the key adverse economic effect of that premature development lies with the landowner/developer of the centre, with there being little in the way of other adverse economic effects.
- 6.4 The key positive effect of the PPCR is that it will enable commercial development to support the local needs of the growing Pukekohe East population, providing efficient access to a range of retail and commercial activities in a manner consistent with that envisaged in the Unitary Plan.
- 6.5 Overall I support the PPCR from an economics perspective because the PPCR area is in an appropriate location, and would have no real potential for adverse economic effects to arise on other centres, or the local community.