

AUCKLAND UNITARY PLAN OPERATIVE IN PART

**PROPOSED PLAN CHANGE 98
(Private): 47 Golding Road & 50
Pukekohe East Road, Pukekohe**

SUMMARY OF DECISIONS REQUESTED

Enclosed:

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

Explanation

- You may make a “further submission” to support or oppose any submission already received (see summaries that follow).
- You should use Form 6.
- Your further submission must be received by **1 July 2024**.
- Send a copy of your further submission to the original submitter as soon as possible after submitting it to the Council.

Summary of Decisions Requested

Plan Change 98 (Private) - 47 Golding Road & 50 Pukekohe East Road, Pukekohe

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
1	1.1	Nicole Sian Stone	slimeline.nicole@gmail.com	Opposes due to effects on neighbourhood character
1	1.2	Nicole Sian Stone	slimeline.nicole@gmail.com	Opposes due to school overcrowding
1	1.3	Nicole Sian Stone	slimeline.nicole@gmail.com	Opposes due to strain on infrastructure
1	1.4	Nicole Sian Stone	slimeline.nicole@gmail.com	Opposes the Mixed Housing Urban zoning
2	2.1	Nihuan Lin	nihuanlin@hotmail.com	Seeks inclusion of 12 Pukekohe East Road in the proposed plan change
2	2.2	Nihuan Lin	nihuanlin@hotmail.com	Rezone 12 Pukekohe East Road to Mixed Housing Urban
3	3.1	Vishant Nathan	vnathan.mreddy@gmail.com	Opposes due to traffic / congestion
3	3.2	Vishant Nathan	vnathan.mreddy@gmail.com	Opposes due to effects of high density
4	4.1	Soma Narayan	dipinti_n@yahoo.com	Opposes due to effects of high density
4	4.2	Soma Narayan	dipinti_n@yahoo.com	Opposes due to effects on property values
5	5.1	Dean and Bev Forsman	forsman@outlook.com	Opposes due to safety concerns with additional vehicles, and new roads accessing Pukekohe East Road due to the proposed development
6	6.1	Rhoda Anne Fowler	rhodaf@xtra.co.nz	Seeks limited size of trucks allowed on Anselmi Ridge Road, new traffic slowing planter bays installed between Bale Way and Stockyard Crecent, middle line painted on bridge, parking on one side of Lyaal Farm Road
7	7.1	Trevor and Megan Earley	matakas78@gmail.com	Opposes change in land use from farmland to residential
7	7.2	Trevor and Megan Earley	matakas78@gmail.com	Opposes due to concerns about effects on the community from future housing types
8	8.1	Kay Thomas	kaythomas@gmail.com	Opposes classification of Anselmi Ridge Road as a collector road
8	8.2	Kay Thomas	kaythomas@gmail.com	Seeks a roundabout or lights at the intersection between Pukekohe East Road and Anselmi Ridge Road
9	9.1	Aaron and Tracey Murray	traceym741@gmail.com	Seeks measures to avoid public access up to the property boundary and to maintain privacy and amenity. Such measures include a 5m planted buffer running along the property boundary, and a 1.8m high fence and hedge on the reserve side
				Amend the precinct description to include the following paragraph, or similar: <i>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 related activities is coordinated with the construction of transport infrastructure upgrades necessary to mitigate adverse effects on the local and wider transport network.</i>
10	10.1	Auckland Transport	spatialplanning@at.govt.nz	Otherwise retain the precinct description.
10	10.2	Auckland Transport	spatialplanning@at.govt.nz	Retain the following provisions: Objective 1, Objective 5, Objective 9, Policy 1, Policy 10, Policy 12, (A3),(A4), A7 and (A8) in Table I45X.4.1 Activity Table (subject to cross-referencing changes), I45X.6.5.4 and related matters of discretion, assessment criteria and Appendix 1, standard I45X6.6 Road Noise Attenuation (subject to correcting cross-referencing errors), I45X.7.1(7)(d) and I45X.7.7(6)(a) and (d) (subject to correcting street name)
10	10.3	Auckland Transport	spatialplanning@at.govt.nz	Delete Policy (5)(a)(viii) if it is no longer required on the basis that the relevant NoR has been lodged

Plan Change 98 (Private) - 47 Golding Road & 50 Pukekohe East Road, Pukekohe

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10	10.4	Auckland Transport	spatialplanning@at.govt.nz	<p>Amend (T3) and (T4) as follows:</p> <p>(a) Amend references to “50 Pukekohe East Road” in (T3) and (T4) to refer to an area depicted in the Precinct Plan (and amend Precinct Plan 1 accordingly).</p> <p>(b) Amend (T3) to refer to I453 Pukekohe East-Central Precinct (rather than the “Kohe Precinct”);</p> <p>(c) Amend (T4) to refer to I453 Pukekohe East-Central Precinct (rather than the “Kohe Precinct”), and to generally clarify the description of the three intersecting roads, namely the intersection of:</p> <p>i. the new collector referred to in (T3);</p> <p>ii. Golding Road; and</p> <p>iii. the I453 Pukekohe East-Central Precinct collector.</p> <p>Amend the numbering of I45X.6.5.3 and the table for consistency with the AUP(OP)’s usual drafting approach, and make any other consequential changes.</p> <p>Otherwise retain the text of these rules.</p>
10	10.5	Auckland Transport	spatialplanning@at.govt.nz	<p>Amend I45X.6.5.5(2) to replace the reference to “East Street” with a reference to “Pukekohe East Road”.</p> <p>Amend I45X.6.5.5(3) to read:</p> <p><i>“Any new road connection to Pukekohe East Road is are only permissible opposite Anselmi Ridge Road <u>in the location shown on the Precinct Plan</u> unless otherwise approved by Auckland Transport.”</i></p> <p>Otherwise retain I45X.6.5.5.</p>
10	10.6	Auckland Transport	spatialplanning@at.govt.nz	<p>Delete standard 145X.6.5.6 and the reference to it within the precinct provisions (see Policy 5(a)(viii) and Appendix 1, first row) on the basis that it is no longer required</p>
10	10.7	Auckland Transport	spatialplanning@at.govt.nz	<p>Amend the precinct plan to:</p> <ul style="list-style-type: none"> -Rename the plan as Precinct Plan 1. -Identify Golding Road / East Street / Pukekohe East Road and the Collector Road and Golding Road / Pukekohe East Road intersections as key intersections. -Show the integration of key connections required by local networks adjoining the edge of the precinct into the surrounding environment. -Identify Roads 1, 2, 10 and 13 in the Concept Masterplan as main local routes. -Depict the land at 50 Pukekohe East Road for the purposes of (T3) and (T4) in the transport upgrade requirements table. <p>See the map in Attachment 2 of the submission for further reference</p>
10	10.8	Auckland Transport	spatialplanning@at.govt.nz	<p>Amend the ‘Role and function of road’ column for Golding Road to delete reference to the NOR (which has been issued).</p>

Plan Change 98 (Private) - 47 Golding Road & 50 Pukekohe East Road, Pukekohe

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
11	11.1	Ministry of Education	krupa_patel@beca.com	Retain the following provisions: Objective 5, Policy 13
11	11.2	Ministry of Education	krupa_patel@beca.com	Amend Policy 5(a)(iii) as follows (underlined): <i>Ensure that a transport network is provided within and adjoining the Precinct that integrates with, and avoids adverse effects on the safety and efficiency of the transport network of the surrounding area by identifying walking and cycling routes on the Precinct Plan and providing a well-connected movement network that facilitates safe walking and cycling, including to key community and educational facilities.</i>
12	12.1	Watercare Services Limited	planchanges@water.co.nz	Seeks clarification as to why Medium Density Residential (MDRS) provisions have been included in Appendix 2
12	12.2	Watercare Services Limited	planchanges@water.co.nz	Seeks that the Applicants commit to delivering and funding the local water supply and wastewater network capacity and servicing requirements of the Plan Change
12	12.3	Watercare Services Limited	planchanges@water.co.nz	Seeks that subdivision and development does not proceed before the completion of the bulk water supply and wastewater infrastructure projects required to service the Plan Change Area
12	12.4	Watercare Services Limited	planchanges@water.co.nz	Seeks assurance that any Infrastructure Funding Agreement, to bring forward the required bulk infrastructure to enable development of the Plan Change Area earlier than what Watercare is planning to provide in accordance with its Asset Management Plan, must not unduly impact Council's or Watercare's debt profile or other funding commitments;
12	12.5	Watercare Services Limited	planchanges@water.co.nz	Amend the precinct description to include the purpose and function of the amended provisions, development can occur concurrently with the provision of infrastructure but prior to the issuing of s224(c) certification for subdivision and building consents for development.
12	12.6	Watercare Services Limited	planchanges@water.co.nz	Amend objective 8 to include the reference to 'capacity'.
12	12.7	Watercare Services Limited	planchanges@water.co.nz	Include new policy 11A to support a non complying activity status.
12	12.8	Watercare Services Limited	planchanges@water.co.nz	Seeks a non-complying activity status for any subdivision or development that precedes the provision of adequate water supply and wastewater infrastructure.
12	12.9	Watercare Services Limited	planchanges@water.co.nz	Amend standard I45X.6.2.4 Water and Wastewater requiring all subdivision or development to connect to a reticulated wastewater and reticulated potable water network prior to the issue of a s224(c) or a building consent.
12	12.10	Watercare Services Limited	planchanges@water.co.nz	Include a new standard I45X.8.4 Water and Wastewater Servicing Plan as a special information requirement.
12	12.11	Watercare Services Limited	planchanges@water.co.nz	Include new standard I45X.8.5 Water Supply and Wastewater Infrastructure Capacity Assessment as a special information requirement.
13	13.1	Auckland Council	unitaryplan@aucklandcouncil.govt.nz	Retain the following provisions: I45X.2 Objectives (1) - (9); I45X.3 Policies (1) - (13); (A4) and (A8) in I45X.4.1 Activity Table
13	13.2	Auckland Council	unitaryplan@aucklandcouncil.govt.nz	Amend I45X.3 Policies to include a new policy as follows: <i>(X) Avoid subdivision and development occurring prior to the provision of sufficient capacity in the water and wastewater network to service the Precinct.</i>

Plan Change 98 (Private) - 47 Golding Road & 50 Pukekohe East Road, Pukekohe

Summary of Decisions Requested

Sub #	Sub Point	Submitter Name	Address for Service	Summary of Decisions Requested
13	13.3	Auckland Council	unitaryplan@aucklandcouncil.govt.nz	Amend I45X4.1 Activity table to add a new rule that classifies any activity not complying with standard I45X.6.2.4 as a non-complying activity.
13	13.4	Auckland Council	unitaryplan@aucklandcouncil.govt.nz	Amend I45X4.1 Activity Table to add a new rule that classifies any subdivision not complying with standard I45X.6.2.4 as a non-complying activity.
13	13.5	Auckland Council	unitaryplan@aucklandcouncil.govt.nz	Insert a rule to ensure that there is no funding required or maintenance cost to council asset managers in the open space areas (no building development).
13	13.6	Auckland Council	unitaryplan@aucklandcouncil.govt.nz	Amend I45X.6.2.4 with a purpose to ensure subdivision and development in the Precinct is serviced by a water and wastewater network with sufficient capacity. The submission proposes a Table I45X.6.2.4.1 that would require as standards, for any subdivision or development, water and wastewater infrastructure including (T1) Water Supply Network, (T2) Pukekohe East Bulk Supply Point (bulk water supply) by Watercare Services Limited, (T3) Pukekohe North Wastewater Pump Station Project (formerly Isabella Wastewater Pump Station Project) by Watercare Services Limited; (T4) Local wastewater pump station and wastewater network
13	13.7	Auckland Council	unitaryplan@aucklandcouncil.govt.nz	Retain the MDRS provisions at Appendix 2 with amendments to take into account the relevant qualifying matters that make application of the Medium Density Residential Standards inappropriate to some parts of the proposed Pukekohe East-Central Precinct 2.

Submissions

Before you fill out the attached submission form, you should know:

You need to include your full name, an email address, or an alternative postal address for your submission to be valid. Also provide a contact phone number so we can contact you for hearing schedules (where requested).

By taking part in this public submission process your submission will be made public. The information requested on this form is required by the Resource Management Act 1991 as any further submission supporting or opposing this submission is required to be forwarded to you as well as Auckland Council. Your name, address, telephone number, email address, signature (if applicable) and the content of your submission will be made publicly available in Auckland Council documents and on our website. These details are collected to better inform the public about all consents which have been issued through the Council.

Please note that your submission (or part of your submission) may be struck out if the authority is satisfied that at least one of the following applies to the submission (or part of the submission):

- It is frivolous or vexatious.
- It discloses no reasonable or relevant case.
- It would be an abuse of the hearing process to allow the submission (or the part) to be taken further.
- It contains offensive language.
- It is supported only by material that purports to be independent expert evidence, but has been prepared by a person who is not independent or who does not have sufficient specialised knowledge or skill to give expert advice on the matter.

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

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



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

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Nicole Sian Stone

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

Address for service of Submitter

50 Anselmi Ridge Road, Pukekohe, 2120

Telephone:

2108255278

Email:

slimline.nicole@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number

PC 98 (Private)

Plan Change/Variation Name

47 Golding Road & 50 Pukekohe East Road, Pukekohe

The specific provisions that my submission relates to are:

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

Plan provision(s)

Plan change 98

Or

Property Address

Or

Map

Or

Other (specify)

Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

The Ninjang and & Belgium raod subdivisions already have a major shortage in parking. This is going to over flow onto Anselmi Ridge.

Changing the zoning to mixed urban will jeopardize the character of our neighbourhood, which could lead to social tension and **1.1**

would disrupt our close nit community. This will also lead to school overcrowding and strain on our already struggling infrastructure. **1.2**

(continue on a separate sheet if necessary) **1.3**

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

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

Pukekohe is a Suburban town not urban, please dont ruin the character of our town & area by allowing mixed urban housing. **1.4**

I wish to be heard in support of my submission

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

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



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

03/31/2024
Date

Notes to person making submission:

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

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

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

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

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

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

(a) adversely affects the environment; and

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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 98 - Nihuan Lin
Date: Wednesday, 3 April 2024 8:30:56 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Nihuan Lin

Organisation name:

Agent's full name:

Email address: nihuanlin@hotmail.com

Contact phone number: 021411958

Postal address:
12 pukekohe east road
pukekohe
Pukekohe
Auckland 2677

Submission details

This is a submission to:

Plan change number: Plan Change 98

Plan change name: PC 98 (Private): 47 Golding Road & 50 Pukekohe East Road, Pukekohe

My submission relates to

Rule or rules:

Property address: 12 pukekohe east road, pukekohe

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

The Mixed Housing Urban Zone designation aligns with the evolving needs of our neighborhood, promoting a mix of housing options while preserving its unique character. By including 12 Pukekohe East Road in this rezoning initiative, we can contribute to a more inclusive and vibrant community environment.

1.1

I am genuinely concerned that if my address is not included, it may indicate that my house is not aligned with the overall plan. This prospect does not seem fair, especially considering the efforts being made to create a more inclusive and sustainable community.

Could you please clarify whether 12 Pukekohe East Road is part of the rezoning proposal? Your response would help me better understand the situation.

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

Details of amendments: I urge you to I consider this submission favorably and support the rezoning of 12 Pukekohe East Road to Mixed Housing Urban Zone. | 1.2

Submission date: 3 April 2024

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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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 98 - nihuan lin
Date: Monday, 15 April 2024 11:15:42 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: nihuan lin

Organisation name:

Agent's full name:

Email address: nihuanlin@hotmail.com

Contact phone number: 021411958

Postal address:
12 pukekohe east road
pukekohe
Pukekohe
Auckland 2677

Submission details

This is a submission to:

Plan change number: Plan Change 98

Plan change name: PC 98 (Private): 47 Golding Road & 50 Pukekohe East Road, Pukekohe

My submission relates to

Rule or rules:

Property address: 12 Pukekohe east 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? Yes

The reason for my or our views are:

The Mixed Housing Urban Zone designation aligns with the evolving needs of our neighborhood, promoting a mix of housing options while preserving its unique character. By including 12 Pukekohe East Road in this rezoning initiative, we can contribute to a more inclusive and vibrant community environment.

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: I urge you to I consider this submission favorably and support the rezoning of 12 Pukekohe East Road to Mixed Housing Urban Zone.

Submission date: 15 April 2024

Attend a hearing

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

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

Declaration

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

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

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

Yes

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

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

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



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

Attn: Planning Technician
Auckland Council
Level 16, 135 Albert Street
Private Bag 92300
Auckland 1142

For office use only

Submission No:

Receipt Date:

Submitter details

Full Name or Name of Agent (if applicable)

Mr/Mrs/Miss/Ms(Full
Name)

Vishant Nathan

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

Address for service of Submitter

5 Paddock Lane, Pukekohe

Telephone:

2102753498

Email:

vnathan.mreddy@gmail.com

Contact Person: (Name and designation, if applicable)

Scope of submission

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

Plan Change/Variation Number

PC 98 (Private)

Plan Change/Variation Name

47 Golding Road & 50 Pukekohe East Road, Pukekohe

The specific provisions that my submission relates to are:

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

Plan provision(s)

PC98

Or

Property Address

Or

Map

Or

Other (specify)

Submission

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

I **support** the specific provisions identified above

I **oppose** the specific provisions identified above

I wish to have the provisions identified above amended Yes No

The reasons for my views are:

traffic and congestion, smaller living spaces, houses being built nowadays are way too close to each other reducing any privacy, We would dislike to move away from the rural suburban feels of pukekohe to a mixed urban living with lots of noise and environmental pollution

3.1
3.2

(continue on a separate sheet if necessary)

I seek the following decision by Council:

Accept the proposed plan change / variation

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

Decline the proposed plan change / variation

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

I wish to be heard in support of my submission

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

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

Vishant Nathan

06/04/2024

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

Date

Notes to person making submission:

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

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

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

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

(a) adversely affects the environment; and

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

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 98 - Soma Narayan
Date: Sunday, 7 April 2024 12:00:47 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Soma Narayan

Organisation name:

Agent's full name: Soma

Email address: dipinti_n@yahoo.com

Contact phone number:

Postal address:

8 Te Ara Hikoi

Auckland

Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 98

Plan change name: PC 98 (Private): 47 Golding Road & 50 Pukekohe East Road, Pukekohe

My submission relates to

Rule or rules:

Property address:

Map or maps:

Other provisions:

I do not agree to the change of Auckland unitary plan from urban zone to mixed housing urban zone. This will mean a likelihood of apartments and townhouses in the subdivision. This will likely lower the value of residents homes in the Reynolds Green subdivision.

4.1

4.2

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:

I do not agree to the change of Auckland unitary plan from urban zone to mixed housing urban zone. This will mean a likelihood of apartments and townhouses in the subdivision. This will likely lower the value of residents homes in the Reynolds Green subdivision

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

Submission date: 6 April 2024

Attend a hearing

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

Declaration

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

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

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

Yes

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

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From: [Bev Forsman](#)
To: [Unitary Plan](#)
Subject: Plan Change 98 (Private) - 47 Golding Road & 50 Pukekohe East Road, Pukekohe
Date: Monday, 15 April 2024 11:27:45 am

Good morning

We write with concern regarding the above proposal on changing the Auckland Unitary Plan to rezone 27.15 hectares of land from Future Urban Zone to Residential - Mixed Housing Urban Zone.

We have lived at 98c Pukekohe East Road for 9 years and prior to that at 112 Pukekohe East Road for 15 years. We love the area with one exception - access onto and off Pukekohe East Road from our home.

There have been numerous accidents in the area from 88 to 112 Pukekohe East Road with residents heading from Pukekohe turning right into their respective driveways. There is no middle pull-off lane and no room to pull over on the left shoulder, so we sit in the fast lane indicating and pray we are not hit from behind. | 5.1

We approached the Council several years ago to voice our concern and were advised there was nothing being proposed to help with safety in that area except that the Council would not be allowing any further access onto Pukekohe East Road.

So we note with alarm the proposed change to 50 Pukekohe East Road into a subdivision which will have two road accesses onto Pukekohe East Road.

What proposals are there for the numerous residents of this new subdivision getting in and out of the subdivision?

As the subdivision goes right up to 88 Pukekohe East Road, will any new traffic management like a centre right turn bay coming from Pukekohe be extended through to 112 Pukekohe East Road to help with the safety of the 15 residences?

Thank you for your consideration into our concerns.

Kind regards

Dean and Bev Forsman

From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 98 - Rhoda Anne Fowler
Date: Thursday, 18 April 2024 8:45:18 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Rhoda Anne Fowler

Organisation name: no company

Agent's full name: RHODA ANNE FOWLER

Email address: rhodaf@xtra.co.nz

Contact phone number:

Postal address:
40C Anselmi Ridge Road
Pukekohe East
Pukekohe 2120

Submission details

This is a submission to:

Plan change number: Plan Change 98

Plan change name: PC 98 (Private): 47 Golding Road & 50 Pukekohe East Road, Pukekohe

My submission relates to

Rule or rules:

(T3) New Collector Road between Golding Road and Pukekohe East Road including cycle facilities.

Note: The Collector Road is to connect opposite Anselmi Ridge Road at Pukekohe East Road and opposite the new east-west Collector Road in Kohe Precinct at Golding Road. Any subdivision or development resulting in a cumulative total of 100 dwellings within 50 Pukekohe East Road

Property address: 40C Anselmi Ridge Road

Map or maps:

Other provisions:

Road alignment from the development to Anselmi Ridge Road ,
Reduction of speed on the road

Limited to truck size using Anselmi Ridge Road to small not large trucks

Trucks associated with development not to use Anselmi Ridge
Lyll Farm Road cannot currently handle light domestic traffic with parking on both sides of the road. It would be ridiculous t not review parking on both sides of the road while increasing traffic on that road.

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:

I live on Anselmi Ridge Road just past the bridge and on the initial rise up the hill. We have 2 new developments that will filter on to Anselmi Ridge road. The road has proven to be quite dangerous for cars and trucks as they regularly cross the middle part of the road on the corner where there is limited visibility. The trucks are the worst! I do not support all vehicle types on this road. Trucks are large in Pukekohe and they should not be allowed to travel on Anselmi Ridge Road. The lights or a round about is needed on Pukekohe East Road. There needs to be traffic slowing bays as the first part of Anselmi Ridge Road on the bridge and hill up to at least Stockyard Crescent. Racers come travel the road regularly and slowing mechanisms will limit this. Residents are limited in what they can do to limit noise as the covenant on our properties limits our ability to construct fences, grow hedges etc.

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

Details of amendments: Limit size of trucks allowed on Anselmi Ridge Road, New Traffic slowing planter bays installed between Bale Way and Stockyard Crescent. Middle line painted on bridge. Parking on one side of Lyall Farm Road | 6.1

Submission date: 18 April 2024

Attend a hearing

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

Declaration

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

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

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

Yes

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

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 98 - Trevor and Megan Earley
Date: Friday, 19 April 2024 2:00:51 pm

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Trevor and Megan Earley

Organisation name:

Agent's full name:

Email address: matakas78@gmail.com

Contact phone number:

Postal address:

3 Muster Road

Pukekohe

Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 98

Plan change name: PC 98 (Private): 47 Golding Road & 50 Pukekohe East Road, Pukekohe

My submission relates to

Rule or rules:

Property address: 47 Golding Road & 50 Pukekohe East Road, Pukekohe

Map or maps:

Other provisions:

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

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

The reason for my or our views are:

why are you getting rid of more farmland - produces food - framers income. | 7.1

I have heard that there will be about 30 Kāinga Ora houses going into the above ground, can you guarantee that the people in those houses will look after the properties and respect our lovely township | 7.2

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

Submission date: 19 April 2024

Attend a hearing

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

Declaration

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

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

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

Yes

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

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 98 - Kay Thomas
Date: Tuesday, 30 April 2024 11:15:58 am

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Kay Thomas

Organisation name:

Agent's full name: Kay Thomas

Email address: kaythomas@gmail.com

Contact phone number:

Postal address:
51 Anselmi Ridge road
Auckland
Auckland 2120

Submission details

This is a submission to:

Plan change number: Plan Change 98

Plan change name: PC 98 (Private): 47 Golding Road & 50 Pukekohe East Road, Pukekohe

My submission relates to

Rule or rules:
The classification of Anselmi Ridge Road as a collector road.

Property address: 51 Anselmi Ridge Road Pukekohe

Map or maps:

Other provisions:

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

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

The reason for my or our views are:
I reject the classification of Anselmi Ridge Road as a collector road. Anselmi ridge itself is heavily covenanted and is designed as a quiet settlement, which is why residents have purchased in the area. The area itself is not laid out for heavy traffic flow or as a through road, the streets are narrow and have limited parking. | 8.1

I or we seek the following decision by council: Decline the plan change, but if approved, make the amendments I requested

Details of amendments: I support a roundabout or lights on Pukekohe East Road. | 8.2

Submission date: 30 April 2024

Attend a hearing

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

Declaration

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

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

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

No

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

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From: [Unitary Plan](#)
To: [Unitary Plan](#)
Subject: Unitary Plan Publicly Notified Submission - Plan Change 98 - Tracey Ana Murray
Date: Tuesday, 30 April 2024 2:01:21 pm
Attachments: [PC 98 Submission MurravAandT_20240430135745.612.pdf](#)
[112 Pukekohe East Road_20240430135748.612.pdf](#)

The following customer has submitted a Unitary Plan online submission.

Contact details

Full name of submitter: Tracey Ana Murray

Organisation name:

Agent's full name:

Email address: traceym741@gmail.com

Contact phone number: 0274 939 608

Postal address:
112 Pukekohe East Road
RD 2
Pukekohe
Auckland 2677

Submission details

This is a submission to:

Plan change number: Plan Change 98

Plan change name: PC 98 (Private): 47 Golding Road & 50 Pukekohe East Road, Pukekohe

My submission relates to

Rule or rules:
Precinct Plan PC2 and Concept Master Plan Layout:
Proposed Reserve and Shared Pathway Eastern Boundary

Property address: 112 Pukekohe East Road LOT 10 DP 167571-INT IN ROW ELEC & TELEPHONE ESMTS

Map or maps: Precinct Plan PC2 Concept Master Plan Layout

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:
Please refer attached .pdf

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

Details of amendments:

Submission date: 30 April 2024

Supporting documents

PC 98 Submission_MurrayAandT_20240430135745.612.pdf
112 Pukekohe East Road_20240430135748.612.pdf

Attend a hearing

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

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

Declaration

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

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

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

No

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

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April 29th, 2024

Plan change name:

PC 98 (Private): 47 Golding Road & 50 Pukekohe East Road, Pukekohe

Submission from:

Aaron and Tracey Murray

112 Pukekohe East Road

LOT 10 DP 167571-INT IN ROW ELEC & TELEPHONE ESMTS

Submission relates to:

Submission Precinct Plan PC2 and Concept Master Plan Layout:

Proposed Reserve and Shared Pathway Eastern Boundary

Position:

Support in part

Require amendments

Reasons for Submission:

We are the property that borders the precinct boundary on the north eastern edge where there is a proposed open space with a shared pathway leading up to our fence line. We currently have free range poultry and stock running in these paddocks with post and batten 7 wire rural fencing and enjoy good rural views to the west.

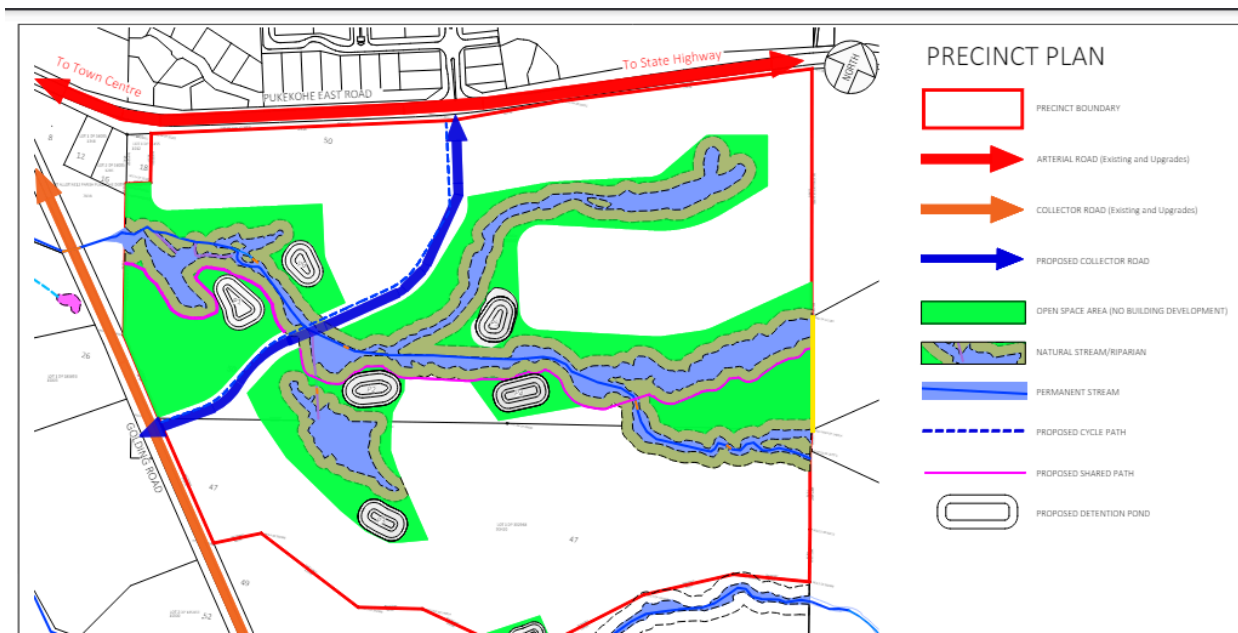
On the Concept Master Plan PC2 an open spaced area proposed shared pathway and proposed riparian planting and stream would extend up to our western boundary. We have concerns that when development occurs, members of the public will have ease of access right up to our rural boundary fencing. This will impact on our privacy, amenity values, security and enjoyment of our rural lifestyle block. As we have both free range chickens and stock on our property, we are also concerned that people and dogs using the open space areas and proposed shared pathway would have an adverse affect on them.

Amendment Request:

To mitigate our concerns, we suggest a 5 metre deep planted buffer running along our boundary between the two streams- preventing the shared pathway and reserve users from coming right up to our boundary . Additionally we would require 1.8 metre high deer fencing and a line of quick growing hedging (on the reserve side) for our privacy and security and maintaining our amenity values.

9.1

We have attached separately a map of our proposed amendment and below the Precinct Plan PC2 indicating where our Boundary line with the proposed development.



Boundary Line for LOT 10 DP 167571

We are happy to be heard on this submission if that is required.

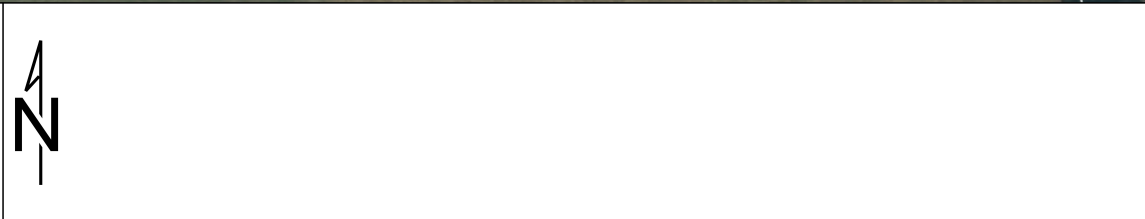
Please don't hesitate to contact us on the number below.

Kind regards

Aaron and Tracey Murray
Mob: 0274 939 608 (Aaron)
traceym741@gmail.com



Map Prepared



DISCLAIMER: This map/plan is illustrative only and all information should be independently verified on site before taking any action. Whilst due care has been taken, Grip gives no warranty as to the accuracy and plan completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

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April 28, 2024



An Auckland Council Organisation

20 Viaduct Harbour Avenue, Auckland 1010
Private Bag 92250, Auckland 1142, New Zealand
Phone 09 355 3553 **Website** www.AT.govt.nz

30 April 2024

Plans and Places
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Planning Technician

Email: unitaryplan@aucklandcouncil.govt.nz

Proposed Private Plan Change 98 – Pukekohe East-Central Precinct 2 – 47 Golding Road & 50 Pukekohe East Road, Pukekohe

Please find attached Auckland Transport's submission on **Proposed Private Plan Change 98 - 47 Golding Road & 50 Pukekohe East Road, Pukekohe**. The applicants are OMAC Limited (47 Golding Road) & Next Generation Properties Limited (50 Pukekohe East Road).

If you have any queries in relation to this submission, please contact me at spatialplanning@at.govt.nz or on 021 204 9623.

Yours sincerely

Robbie Lee

Robbie Lee
Planner, Spatial Planning Policy Advice

cc:
Duncan Ross, Civix
by email duncan@civix.co.nz



Submission by Auckland Transport on Private Plan Change 98: 47 Golding Road & 50 Pukekohe East Road, Pukekohe

To: Auckland Council
Private Bag 92300
Auckland 1142

Submission on: Proposed Private Plan Change 98 from OMAC Limited & Next Generation Properties Limited for land located at 50 Pukekohe East Road and 47 Golding Road in Pukekohe East

From: Auckland Transport
Private Bag 92250
Auckland 1142

1. Introduction

- 1.1 OMAC Limited & Next Generation Properties Limited (**the Applicants**) are seeking a private plan change (**PC98** or **the plan change**) to the Auckland Unitary Plan - Operative in Part (**AUP(OP)**) to rezone approximately 27.15ha of land (**the site**) in Pukekohe East from Future Urban Zone to Residential – Mixed Housing Urban. The plan change also proposes to apply a “Pukekohe East-Central Precinct 2” over the site.
- 1.2 Auckland Transport is a Council-Controlled Organisation of Auckland Council (**the Council**) and the Road Controlling Authority for the Auckland region. Auckland Transport has the legislated purpose to contribute to an 'effective, efficient and safe Auckland land transport system in the public interest'.¹ 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 PC98 are appropriately considered and addressed as the wider surrounding area develops.
- 1.4 Auckland Transport was a submitter to PC76 relating to land to the west of the site on the opposite side of Golding Road. Through the Schedule 1 process for PC76, Auckland Transport reached agreement with the applicants as to appropriate precinct provisions to address transport matters, including its integration with land use. Many of the PC76

¹ Local Government (Auckland Council) Act 2009, section 39.

precinct provisions, now contained in the operative I453 Pukekohe East-Central Precinct, are suitable to be carried over to this plan change.

1.5 Auckland Transport is part of the Te Tupu Ngātahi Supporting Growth Alliance (**Te Tupu Ngātahi**) which is a collaboration between Auckland Transport and The New Zealand Transport Agency to plan and route protect, where appropriate, the preferred transport network in future growth areas such as Pukekohe. The Recommended Strategic Transport Network Identified by Te Tupu Ngātahi to support growth in Pukekohe identifies two projects of direct relevance to this site:

- Pukekohe North-East Arterial: Notice of Requirement for a new transport corridor including Pukekohe East Road
- Pukekohe South-East Arterial: Notice of Requirement to upgrade part of Pukekohe East Road and Golding Road, and a new connection from Golding Road to Svendsen Road.

1.6 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 goals². 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.

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

2.3 The Auckland Plan 2050 and the Future Development Strategy 2023 (**FDS**) work together to set the high-level direction for Auckland over the long-term. The FDS sets out the timing of when future urban areas will be ready for development to commence.

2.4 The site is zoned Future Urban and is therefore identified for growth. Following a structure plan, a plan change is required to rezone future urban land to an appropriate

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

live urban zoning. Residential or business occupation should not occur until the bulk infrastructure / networks are in place. The FDS identifies the future urban land included within the plan change as being within Pukekohe East. The plan change is out of sequence with the expected timing for development of the Pukekohe East Future Urban Area, which is set out as not before 2035+ in the FDS.

- 2.5 Appendix 6 of the FDS includes infrastructure prerequisites, linked to the development readiness of areas. Transport prerequisites relevant to the plan change area include Pukekohe Southeast Arterial & Mill Road Upgrade (Bombay Interchange and Harrisville Road).
- 2.6 The FDS notes that there may be cases where the timing and development of areas could be brought forward. However, this will be considered on a case-by-case basis, and the application will need to ensure that there is not a significant impact on the Council's financial position and broader well-functioning urban environment outcomes can be met.
- 2.7 The growth in transport demands across Auckland comes from development in greenfield areas as well as from the smaller scale incremental intensification enabled through the AUP(OP). There is a need to support the movement of the additional people, goods and services resulting from the widespread growth. This increases pressure on the available and limited transport resources. A high level of certainty is needed about the funding, financing and delivery of transport infrastructure and services if the growth enabled by the AUP(OP) and plan changes is to be aligned with the required transport infrastructure and services. Otherwise, there will continue to be a significant deficiency in the ability of the transport network to provide and co-ordinate transport responses to dispersed growth across the region. This results in poor transport outcomes including lack of travel choice and car dependency.
- 2.8 Plan changes which allow future urban land to be urbanised need to be carefully considered in the context of the wider staging and delivery of planned transport infrastructure and services. Any misalignment in timing between urbanising greenfield areas and providing infrastructure and services brings into question whether the proposed development area is 'development ready'. The matters that need to be carefully considered include:
- Whether the plan change includes mechanisms requiring applicants to mitigate the transport effects associated with their development and to provide the transport infrastructure needed to service or meet the demands from their development.
 - Whether the development means that any strategic transport infrastructure being planned to service the wider growth area identified in the FDS needs to be provided earlier.
 - Whether the development impacts the ability to provide any strategic transport infrastructure identified to service the wider growth area e.g. will it foreclose route options or hinder future upgrades of existing strategic transport infrastructure.
- 2.9 The need to coordinate urban development with infrastructure planning and funding decisions is highlighted in the objectives of the National Policy Statement on Urban Development 2020 (**NPS-UD**). Those objectives are quoted below (with emphasis in bold):

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

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

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

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

- 2.10 The Regional Policy Statement (**RPS**) objectives and policies in the AUP(OP) place similar clear emphasis on the efficient provision of infrastructure and on the integration of land use and development with infrastructure, including transport infrastructure. Refer, for instance, to Objectives B2.2.1(1)(c) and (5) and B3.3.1(1)(b), and Policies B2.2.2(7)(c) and B3.3.2(5)(a). For example, Policy B3.3.2(5)(a) is to: *'Improve the integration of land use and transport by... ensuring transport infrastructure is planned, funded and staged to integrate with urban growth'*. The alignment of infrastructure to support growth is essential to achieving a well-functioning urban environment.
- 2.11 The Regional Land Transport Plan (**RLTP**) sets out the 10-year programme of transport infrastructure investment required to support the transport network including planned and enabled growth in the Auckland region. The RLTP is aligned with the Council's priority areas and the spend proposed within the Council's 10 Year Budget 2021-2031. There is no current identified funding for any of the Pukekohe related transport elements which PC 98 will directly benefit from. However, the upgrading of Pukekohe Station will help support travel demand to and from this location.

Mitigation of adverse transport effects

- 2.12 A critical issue is whether the Plan Change includes appropriate provisions to require development and subdivision proposals to mitigate adverse transport effects and to provide the transport infrastructure and services needed to serve it. This is addressed further in **Attachment 1**.
- 2.13 As mentioned above, adverse transport effects that arise when development occurs without required transport infrastructure and services being provided at an appropriate time cannot be addressed without funding to support the planning, design, consenting and construction of necessary transport infrastructure and services. There is a need to assess and clearly define responsibilities relating to the required infrastructure and the potential range of funding and delivery mechanisms. This includes a consideration of what infrastructure is required at various stages of development.

3. Specific parts of the plan change that this submission relates to

- 3.1 The specific parts of the plan change that this submission relates to are set out in **Attachment 1**. In keeping with Auckland Transport's purpose, the matters raised relate to transport and transport assets, including integration between transport and land use.
- 3.2 Auckland Transport **does not oppose** the plan change, subject to the matters raised in **Attachment 1** being satisfactorily addressed by the Applicants.
- 3.3 Auckland Transport is available and willing to work through the matters raised in this submission with the Applicants.

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
Manager - Spatial Planning Policy Advice

Date: 30 April 2024

Contact person: Robbie Lee
Planner - Spatial Planning Policy Advice

Address for service: Auckland Transport
Private Bag 92250
Auckland 1142

Telephone: 021 204 9623

Email: spatialplanning@at.govt.nz

Attachment 1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
Overall	Oppose in part	<p>Auckland Transport does not oppose the plan change to rezone 27 hectares of land to a Mixed Housing Urban Zone and apply a new Pukekohe East-Central Precinct 2. However, amendments are needed to address a range of outstanding points regarding transport-related matters. These matters must be addressed before Auckland Transport can be satisfied that appropriate provision has been made to ensure the transport needs of the precinct can be met, and that future strategic transport infrastructure is provided for and protected.</p> <p>It is essential that the plan change addresses how transport infrastructure and services will be provided for to support the planned growth, mitigate adverse transport effects, and achieve a well-functioning urban environment.</p>	Accept the plan change, provided that the matters outlined in the main body of this submission and the issues identified in this table are addressed and resolved to Auckland Transport's satisfaction.
Pukekohe East-Central Precinct 2			
I45X.1 – Precinct description	Oppose in part	The precinct description requires an additional paragraph to explain that the precinct includes provisions to ensure that subdivision / development is co-ordinated with the provision of transport upgrades, similar to the third paragraph in the precinct description for Pukekohe East-Central Precinct.	<p>Amend the precinct description to include the following paragraph, or similar:</p> <p><i>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 related activities is coordinated with the construction of transport infrastructure upgrades necessary to mitigate adverse effects on the local and wider transport network.</i></p> <p>Otherwise retain the precinct description.</p>

10.1

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
I45X.2. Objective 1	Support	Objective 1 is consistent with integrating subdivision and development with effective, efficient and safe transport.	Retain Objective 1.
I45X.2. Objective 5	Support	Objective 5 is consistent with integrating subdivision and development with effective, efficient and safe transport.	Retain Objective 5.
I45X.2. Objective 9	Support	Objective 9 is consistent with the protection of activities sensitive to noise from the operation of strategic transport networks. This is required to protect people’s health and amenity value while they are indoors.	Retain Objective 9.
I45X.3. Policy 1	Support	Policy 1 is consistent with integrating subdivision and development with effective, efficient and safe transport.	Retain Policy 1.
I45X.3. Policy 5	Support in part	<p>Policy 5 is needed to ensure and require appropriate transport infrastructure to be provided to service subdivision and development.</p> <p>However, the NOR has been lodged by Supporting Growth on behalf of Auckland Transport to route protect the Golding Road corridor for a future upgrade. Therefore, Policy 5(a)(viii) is no longer required as the NOR provides sufficient protection.</p>	<p>Delete Policy (5)(a)(viii).</p> <p>Otherwise retain Policy 5.</p>
I45X.3 Policy 10	Support	Policy 10 is needed to ensure that a movement network is established within the precinct that provides safe, efficient and integrated connections both within the site and to the surrounding road network, and also promotes walking and cycling.	Retain Policy 10.

10.2

10.3

10.2

Issue / Provision	Support / oppose	Reasons for submission	Decision requested
I45X.3. Policy 12	Support	Policy 12 is needed to ensure activities sensitive to noise are protected from the operation of strategic transport networks.	Retain Policy 12.
Table I45X.4.1 Activity table	Support in part	<p>The activity statuses for development and subdivision included within the activity table are appropriate to achieve effective, efficient and safe transport and road noise attenuation.</p> <p>While in some instances non-complying activity status is required for non-compliance with transport infrastructure upgrade requirements in precincts, in this particular instance Auckland Transport is satisfied that (full) discretionary activity status will suffice.</p>	<p>Retain (A3), (A4), (A7) and– (A8) in Table 145X.4.1 Activity Table.</p> <p>However, amend numbering cross-references, as necessary, to give effect to the relief requested in relation to the numbering of the table at I45X.6.5.3 below.</p>
I45X.6.5.2 and I45X.6.5.3 – Transport Upgrades	Oppose in part	<p>The transport infrastructure upgrades proposed in the table, (T1) to (T4), are <i>generally</i> supported as measures required to mitigate the adverse effects of traffic generation and achieve the integration of land use and transport.</p> <p>However, the upgrades and triggers in (T3) and (T4) require clarification and various corrections:</p> <p>(a) In the ‘upgrade’ column, ‘Kohe Precinct’ is not the correct name of the adjacent precinct. These references should be corrected to I453 Pukekohe East-Central Precinct. The project description in (T4) is also slightly unclear and should be clarified.</p>	<p>Amend (T3) and (T4) as follows:</p> <p>(a) Amend references to “50 Pukekohe East Road” in (T3) and (T4) to refer to an area depicted in the Precinct Plan (and amend Precinct Plan 1 accordingly).</p> <p>(b) Amend (T3) to refer to I453 Pukekohe East-Central Precinct (rather than the “Kohe Precinct”);</p> <p>(c) Amend (T4) to refer to I453 Pukekohe East-Central Precinct (rather than the “Kohe Precinct”), and to generally clarify the description of the three intersecting roads, namely the intersection of:</p> <ul style="list-style-type: none"> i. the new collector referred to in (T3); ii. Golding Road; and

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>(b) In the ‘trigger’ column, the references to “50 Pukekohe East Road” in (T3) and (T4) should be amended to refer to an area depicted in the precinct plan, based on the current property boundaries of that property. Reference to a particular property address is too uncertain.</p> <p>Further, the numbering of the table does not follow the AUP(OP)’s usual approach. The table should be numbered I45X.6.5.2.1 (with consequential changes to numbering elsewhere in the precinct provisions).</p>	<p>iii. the I453 Pukekohe East-Central Precinct collector.</p> <p>Amend the numbering of I45X.6.5.3 and the table for consistency with the AUP(OP)’s usual drafting approach, and make any other consequential changes.</p> <p>Otherwise retain the text of these rules.</p>
I45X.6.5.4 – Road Design and Upgrade of Existing Roads, and related matters of discretion, assessment criteria, and Appendix 1.	Support	Auckland Transport supports provisions which specify overall minimum road reserve widths as well as the functional requirements and key design elements for street design. It supports the application of RDA status, with related matters of discretion and assessment criteria, to provide for instances where these requirements are not met.	Retain I45X.6.5.4 and related matters of discretion, assessment criteria, and Appendix 1.
I45X.6.5.5 – Site Access	Support in part	Auckland Transport supports the site access requirements and restrictions stated in this rule, but notes that there is an error in the street name in I45X.6.5.5(2), and a minor typographical error in I45X.6.5.5(3).	<p>Amend I45X.6.5.5(2) to replace the reference to “East Street” with a reference to “Pukekohe East Road”.</p> <p>Amend I45X.6.5.5(3) to read:</p> <p><i>“Any new road connection to Pukekohe East Road is are only permissible opposite Anselmi Ridge Road in the location shown on the Precinct Plan unless otherwise approved by Auckland Transport.”</i></p> <p>Otherwise retain I45X.6.5.5.</p>

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Issue / Provision	Support / oppose	Reasons for submission	Decision requested
I45X.6.5.6 – Road Widening Setback along Golding Road	Oppose	The NOR has been lodged by Supporting Growth on behalf of Auckland Transport to route protect the Golding Road corridor for a future upgrade. Therefore, this standard is no longer required as the NOR provides sufficient protection.	Delete standard 145X.6.5.6 and the reference to it within the precinct provisions (see Policy 5(a)(viii) and Appendix 1, first row).
I45X.6.6 Road Noise Attenuation	Support in part	The requirement to protect activities sensitive to noise arising from road traffic noise associated with the operation of Pukekohe-East Road and Golding Road is consistent with protecting people’s health and amenity value while they are indoors.	Retain Standard 145X.6.6 Road Noise Attenuation. However, correct the following cross-referencing errors: (a) to the table in I45X.6.6(1); and (b) to rules I45X.6.6(1) and (2) in rule I45X.6.6(3).
I45X.7.1(7) – Matters of discretion – noise attenuation	Support in part	The matters of discretion are supported for the reasons stated in relation to I45X.6.6 above, subject to correction of one error.	Amend reference to “East Street” with “Pukekohe East Road” in I45X.7.1(7)(d). Otherwise retain.
I45X.7.2(6) – Assessment criteria – noise attenuation	Support in part	The assessment criteria are supported for the reasons stated in relation to I45X.6.6 above, subject to correction of two errors.	Amend references to “East Street” with “Pukekohe East Road” in I45X.7.2(6)(a) and (d). Otherwise retain.
I45X.9 Pukekohe East-Central: Precinct Plan 2	Oppose in part	Precinct Plan 2 (which should be numbered Precinct Plan 1) requires minor amendments to ensure that key information is provided to support the integration of the transport network within the precinct into the surrounding area. Currently, the Precinct Plan does not show the connections that are required by the local road network to support adjacent land parcels. This is	Amend the precinct plan to: <ul style="list-style-type: none"> - Renumber the plan as Precinct Plan 1. - Identify Golding Road / East Street / Pukekohe East Road and the Collector Road and Golding Road / Pukekohe East Road intersections as key intersections. - Show the integration of key connections required by local networks adjoining the edge of the precinct into the surrounding environment.

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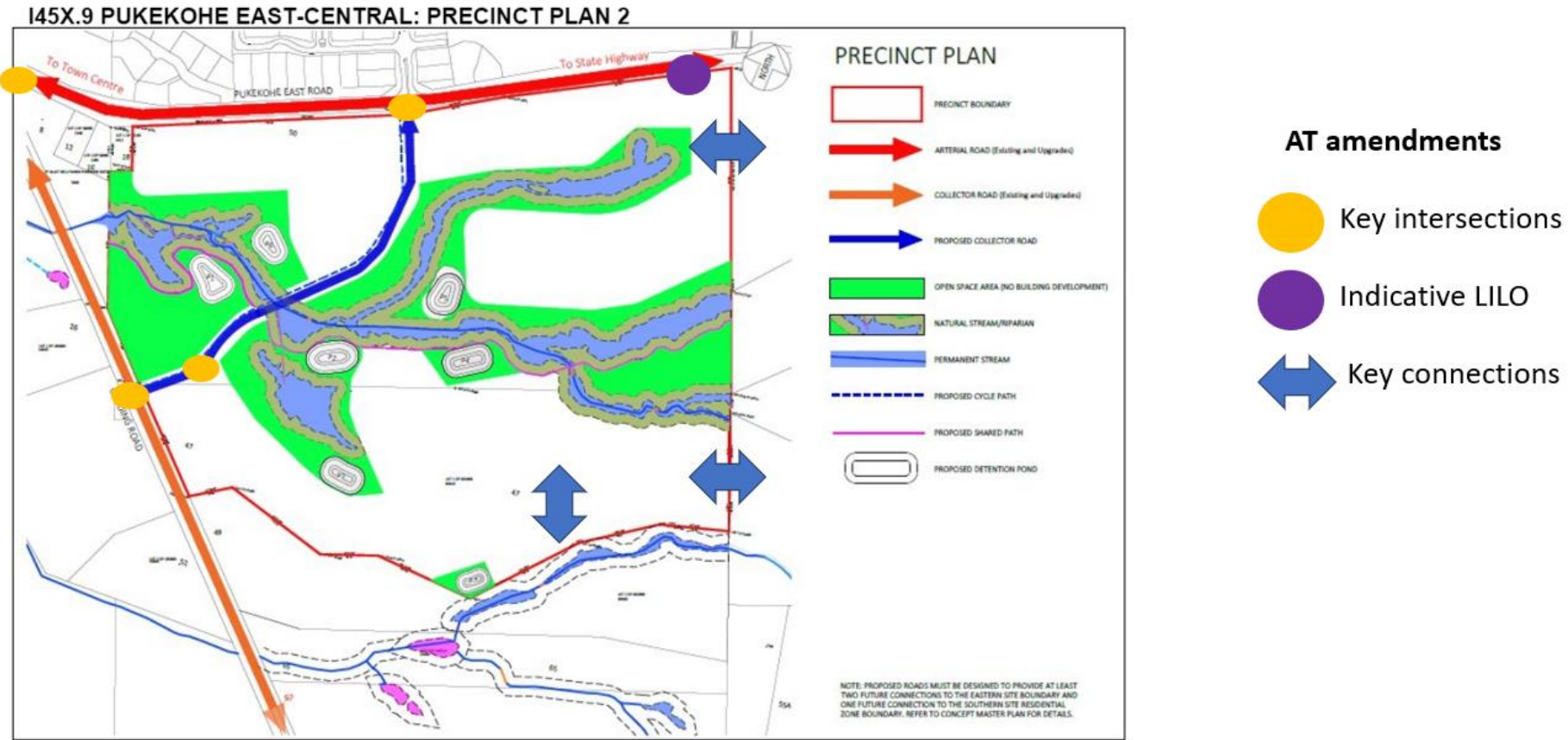
Issue / Provision	Support / oppose	Reasons for submission	Decision requested
		<p>important to ensure future development can adjoin the precinct in a contiguous manner.</p> <p>Additionally, as Pukekohe East Road is an existing arterial and Golding Road is a future arterial, it is important that their intersections with the proposed Collector Road are defined as key intersections. Key intersections need to be identified to assist with the application of the Special Information Requirement in 145C.8.3 Transport Design Report. This is also consistent with Policy 5(a)(i).</p> <p>Key local roads within the precinct that are required to support it should be identified within the Precinct Plan to provide certainty that development will be supported by the necessary transport infrastructure.</p> <p>The Precinct Plan should also depict the land at 50 Pukekohe East Road for the purposes of (T3) and (T4) in the transport upgrade requirements table.</p>	<ul style="list-style-type: none"> - Identify Roads 1, 2, 10 and 13 in the Concept Masterplan as main local routes. - Depict the land at 50 Pukekohe East Road for the purposes of (T3) and (T4) in the transport upgrade requirements table. <p>See Attachment 2 for further reference</p>
Appendix 1 – Minimum Road Width, Function and Required Design Elements	Support in part	Appendix 1 is supported to specify overall minimum road reserve widths as well as the functional requirements and key design elements for street design, subject to one amendment.	Amend the 'Role and function of road' column for Golding Road to delete reference to the NOR (which has been issued).

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Attachment 2

Auckland Transport's requested amendments to Precinct Plan 2





FORM 5

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

To: Auckland Council

Name of submitter: Te Tāhuhu o te Mātauranga | Ministry of Education

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

Attention: Krupa Patel

Phone: 09 336 9440

Email: krupa.patel@beca.com

This is a submission on the Plan Change 98 (Private): 47 Golding Road & 50 Pukekohe East Road, Pukekohe.

Background

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

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

The Ministry of Education's submission is:

Future school network impacts

Plan Change 98 (PC 98) is seeking to rezone approximately 27.15 hectares of land at 47 Golding Road and 50 Pukekohe East Road, from Future Urban Zone to Residential – Mixed Housing Urban Zone. PC98 also seeks to introduce a new precinct to the Auckland Unitary Plan (Operative in Part) – Pukekohe East-Central Precinct 2. The proposed plan change will provide development capacity of approximately 580 new additional dwellings¹ with a developable area of approximately 12.7ha. Although the rezoning of this land was anticipated as it is being rezoned from Future Urban Zone, PC 98 would enable urban growth, thereby increasing the demand on the local school network in Pukekohe.

In 2019, the Ministry developed the National Education Growth Plan 2030 (NEGP), which identifies where growth of school-age children may occur across New Zealand. The NEGP comprises 39 catchment plans covering the areas of highest student population growth, including Tāmaki Makaurau. The NEGP identified the Pukekohe Paerata Tuakau area as one of “complex growth”, acknowledging that the timing of development will impact how and when the Ministry can respond to the future growth planned for the area.

The Ministry recognises that additional capacity within its network will be required to service the growth of this plan change and the wider growth of Pukekohe. The Ministry will endeavour to liaise with the Applicant to discuss opportunities for educational facilities within the plan change area (PCA). In addition, the Ministry considers that the current precinct provisions are consistent with other recent plan changes in the area, and appropriately recognise that education facilities should be enabled throughout residential areas where student populations reside.

Walking and cycling provisions

The Ministry broadly agrees with the proposed walking and cycling provisions through the PCA. Quality pedestrian and cycle connections to schools and through neighbourhoods have health and safety benefits for children and reduce traffic generation at pick up and drop off times. All future schools should be well serviced by safe and accessible pedestrian and cycling links and it is considered that the proposed provisions would require adequate consideration of walking and cycling provisions.

The Ministry's position on the Proposed Plan Change

The Ministry is neutral on PC 98 with proposed precinct provisions in its current form.

The Ministry agrees with the provisions in the plan change that seek to put in place a framework that will deliver integrated communities with a street and block pattern that supports the concepts of liveable, walkable and connected neighbourhoods. This includes a transport network that is easy and safe to use

¹ Assessment of Effects on the Environment and S32 Report, Civix, 2021. Available at: <https://www.aucklandcouncil.govt.nz/UnitaryPlanDocuments/pc98-private-plan-change-application-ae-and-section-32.pdf>

for pedestrians and cyclists and is well connected to public transport, shops, schools, employment, open spaces and other amenities.

Decision sought

The Ministry requests that the following policy wording is retained in the plan change as this enables the establishment of a future educational facility, should the need arise: | 11.1

Policy 13: 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.

This wording is identical to what was agreed between the applicant and the Ministry (and adopted in the decision) for PC 74 (Private): Golding Meadows and Auckland Trotting Club Inc. and PC 76 (Private): Kohe, and provides consistency to the approach taken by the new precincts towards educational facilities.

The Ministry seeks an outcome where walking and cycling provisions are prioritised. Therefore, the Ministry requests the objectives and policies that seek to provide safe walking and cycling networks | 11.1 through the precinct, be retained, in particular the following:

Objective 5: 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 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.

The Ministry also seek an outcome that enforces safe walking and cycling connections to schools and through the neighbourhood. Therefore, the Ministry requests for the following amendment to the policy below (underlined in red): | 11.2

Policy 5(a)(iii): Ensure that a transport network is provided within and adjoining the Precinct that integrates with, and avoids adverse effects on the safety and efficiency of the transport network of the surrounding area by identifying walking and cycling routes on the Precinct Plan and providing a well-connected movement network that facilitates safe walking and cycling, including to key community and educational facilities.

Overall, the Ministry is neutral on PC 98 in its current form as it enables the establishment of schools and seeks to provide a safe walking and cycling network within and through the precinct.

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



Krupa Patel
Planner – Beca Ltd
(Consultant to the Ministry of Education)

Date: 30 April 2024

Auckland Council
Unitary Plan Private Bag 92300
Auckland 1142

Attn.: Planning Technician

unitaryplan@aucklandcouncil.govt.nz

TO: Auckland Council

SUBMISSION ON: Plan Change 98 (Private): 47 Golding Road & 50 Pukekohe East Road, Pukekohe

FROM: Watercare Services Limited

ADDRESS FOR SERVICE: planchanges@water.co.nz

DATE: 30 April 2024

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 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 Development Strategy 2023-2053¹.

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

2. SUBMISSION

General

- 2.1. This is a submission on a change proposed by OMAC Limited and Next Generation Properties Limited (“Applicants”) to the Auckland Unitary Plan (Operative in Part) (AUP(OP)) that was publicly notified on 28 March 2024 (“Plan Change 98”).
- 2.2. The Applicants propose to rezone approximately 27 hectares of land located at 50 Pukekohe East Road and 47 Golding Road, Pukekohe (“Plan Change 98 Area”) from Future Urban Zone to Residential – Mixed Housing Urban Zone in the AUP(OP) and to introduce a precinct plan and precinct provisions, via a new Precinct – Pukekohe East-Central Precinct 2.
- 2.3. Plan Change 98 proposes approximately 580 new residential dwellings within a developable area of approximately 12.7ha. The balance of the Plan Change 98 Area is comprised of wetlands, streams, open space reserve and road reserve.
- 2.4. The purpose of this submission is to address the technical feasibility of the proposed water and wastewater servicing to ensure that the effects on Watercare’s existing and planned water and wastewater networks are appropriately considered and managed in accordance with the Resource Management Act 1991.
- 2.5. 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 Development Strategy 2023-2053, 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 AUP(OP) and the National Policy Statement on Urban Development 2020.

Specific parts of the Plan Change

- 2.6. The specific parts of Plan Change 98 that this submission relates to are:
 - a) the effects of Plan Change 98 on Watercare’s existing and planned water supply and wastewater network; and
 - b) the proposed Precinct provisions for water supply and wastewater.

Sequencing and density of growth in Pukekohe’s Future Urban Areas

- 2.7. The Auckland Future Development Strategy 2023 -2053 (FDS) informs Watercare’s asset planning and infrastructure funding priorities and sequencing. The FDS replaced the Auckland Future Urban Land Supply Strategy 2017 (FULSS) in December 2023.
- 2.8. Plan Change 98 refers to the FULSS, however it should be updated to refer to the FDS. Noting the FULSS identifies the Pan Change area as being development ready in Decade One 2nd half: 2023-2027 which is a shift from the FDS as noted below.

2.9. The FDS identifies Pukekohe as a rural node with investment signalled for the longer term (years 11-30). The Pukekohe Future Urban Areas (FUAs) are timed for development either not before 2035+ or not before 2040+, refer below and Figure 1.

- a) Pukekohe East timing not before 2035+
- b) Pukekohe Southwest not before 2035+
- c) Pukekohe Northeast not before 2040+
- d) Pukekohe Southeast not before 2040+
- e) Pukekohe Northwest not before 2040+

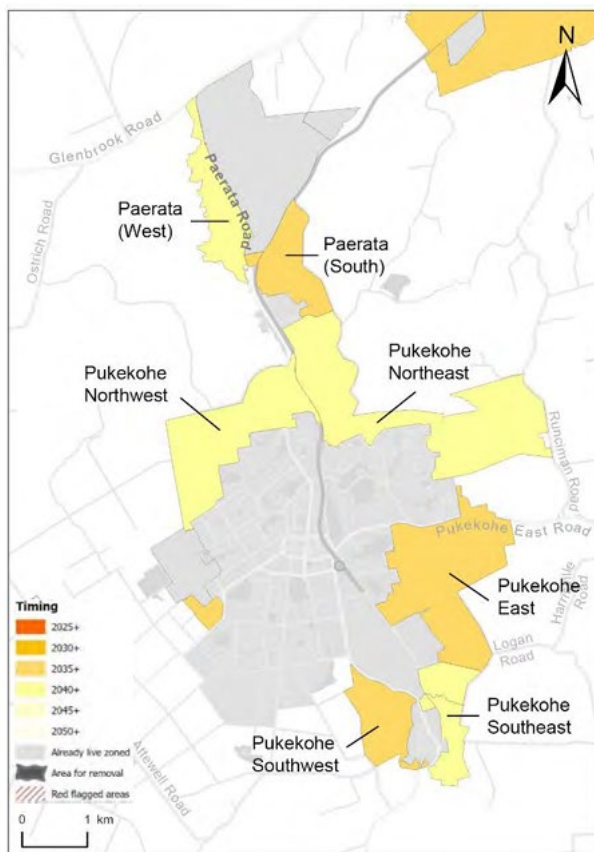


Figure 1 – Pukekohe and Paerata FUA Cluster (Auckland Future Development Strategy 2023-2053)

2.10. Appendix 6 of the FDS identifies the infrastructure prerequisites² i.e. the infrastructure that is required to support the growth and the timing of when the council will be able to fund that infrastructure. The FDS states “*The timing of the live-zoning future urban areas spans over 30 years from 2023 – 2050+ and is necessary in acknowledging the council’s limitations in funding infrastructure to support growth. Distributing the live zoning of future urban areas over this timeframe enables proactive planning in an orderly and cost-efficient way, ensuring the areas are supported by the required bulk infrastructure and able to delivery quality urban outcomes anticipated in this FDS.*”

² As defined and introduced in the FDS 2023 Appendix 6, page 32.

- 2.11. Plan Change 98 is located within the Pukekohe East FUA where bulk infrastructure is not planned to support development before 2035. The Pukekohe Trunk Sewer is identified as an infrastructure prerequisite necessary to support the development and growth of the Pukekohe East FUA. The Pukekohe Trunk Sewer is now referred to as the Station Road gravity transmission pipeline.
- 2.12. The Pukekohe-Paerata Structure Plan 2019 sets out the pattern of land use and the supporting infrastructure network for the Future Urban zones land around Pukekohe and Paerata. The Pukekohe-Paerata Structure Plan projects the total Pukekohe population to grow to 33,809 over a 30 year period, with the FUAs anticipated to contribute to approximately 12,517 additional dwellings.
- 2.13. The FDS does not provide anticipated dwelling capacities per node or for the Pukekohe Future Urban Areas but does inform Auckland Councils Growth Scenario (AGSv1). The AGSv1 must be used by Auckland Council and CCOs as a basis to inform planning for services and infrastructure as well as their funding and financing. The AGSv1 was issued in February 2024 and is being incorporated as the new baseline in Watercare's population model.
- 2.14. Watercare understands that Plan Change 98 seeks to establish 580 additional dwellings which equates to approximately 580 development unit equivalents (DUEs)³. For the purpose of water and wastewater planning, 580 DUEs is equivalent to a population of 1,740.

Plan Change 78

- 2.15. Plan Change 78 responds to the governments National Policy Statement on Urban Development 2020 (amended in 2022) and requirements of the RMA. This means amongst other things that Auckland Council must incorporate the Medium Density Residential Standards (MDRS) that enable three storey housing in relevant residential zones in urban Auckland, e.g. Residential – Mixed Housing Urban Zone, and implement qualifying matters to reduce height and density of development required by the RMA where full intensification is not appropriate. Plan Change 78 was notified on 18 August 2022 and hearings are ongoing.
- 2.16. As part of Plan Change 78 water and wastewater servicing constraints were identified as a new qualifying matter under section 77I(j) in applying the MDRS as specified in Schedule 3A of the RMA and policy 3 of the NPS UD to relevant residential zones. This is discussed in detail in Auckland Councils section 32 evaluation report. The Water and Wastewater Servicing Constraints qualifying matter is proposed to be accommodated in Plan Change 78 as an additional layer/new control on the AUP(OP) planning maps. Plan Change 78 does not apply to Future Urban Zoned land. i.e. it applies to the existing residential zoned land and is Auckland Councils Intensification Planning Instrument. The MDRS provisions have been included in Appendix 2 of Plan Change 98. Noting government have signalled changes may be made to MDRS this year. Plan Change 98 is sought in accordance with Clause 21 of Schedule 1 of the RMA.
- 2.17. As Plan Change 78 amends the provisions of the Residential – Mixed Housing Urban Zone in accordance with the MDRS, it is unclear why the MDRS provisions have been included in Appendix 2 of the proposed precinct provisions of Plan Change 98. It would be useful for the Applicants to clarify why these have been included.

12.1

³ A Development Unit Equivalent (DUE) is the unit of demand used to calculate IGCs. For water supply, one DUE is 220 kilolitres of water use per year. For wastewater, one DUE is 209 kilolitres of wastewater discharge per year.

Plan Change 76 Kohe

- 2.18. Private Plan Change 76 (Kohe) (Plan Change 76) is now operative and relates to approximately 30.6 hectares of land in eastern Pukekohe, bounded by East Street and Golding Road, Ngahere Road and Birch Road. Plan Change 76 also sought to rezone land from Future Urban Zone to Residential – Mixed Housing Urban Zone. Plan Change 76 was notified in May 2022 and made fully operative on 20 July 2023. Golding Road separates the two plan change areas, Plan Change 98 is located to the east of Plan Change 76.
- 2.19. As set out below Plan Change 98 has a number of local network infrastructure dependencies required to be in place to enable the development of the Plan Change Area. These local network infrastructure requirements have a number of complex interdependencies and are delivered by different parties. Based on Watercare's recent experiences with Plan Change 76 there is a need for developers to prepare a local network wastewater and water servicing plan for their development area ahead of the resource consent process starting. Amendments to the Precinct provisions are sought as part of this submission, refer paragraphs 2.42 and 2.43 below.

Wastewater servicing

- 2.20. There is no capacity in the adjacent existing local wastewater network to service the Plan Change Area.

Local Wastewater Network

- 2.21. The Applicants propose to service the Plan Change Area via the local wastewater pump station proposed to be constructed to service Plan Change 76.
- 2.22. The Applicants propose that the entire wastewater catchment for the Plan Change Area will gravitate towards the lowest point on the west of the Plan Change Area in line with the new Road 12 to a connection point just east of Golding Road. A proposed wastewater pipeline will then cross under Golding Road, where it will connect to the new reticulation (including pump station) to be constructed in accordance with Plan Change 76.
- 2.23. The local wastewater pump station required to service Plan Change 76 is currently subject to approval by Watercare as part of a resource consent application.
- 2.24. The Applicants will need to work with Watercare in advance of lodging resource consents for subdivision to confirm the requirement and timing for the local wastewater infrastructure. A wastewater servicing plan for the local wastewater catchment will need to be confirmed with Watercare prior to lodging resource consents for development of the Plan Change Area.
- 2.25. Funding and delivery of the local wastewater infrastructure necessary to service the Plan Change Area is at the cost of the Applicants.
- 2.26. All wastewater infrastructure will be required to comply with Watercare's Code of Practice for Land Development and Subdivision.
- 2.27. As per Watercare's Code of Practice for Land Development and Subdivision, all local networks collecting and conveying wastewater from the Plan Change Area must be sized to accommodate the

proposed development yield and the future upstream and downstream development potential at the developers cost.

Bulk Wastewater Network

- 2.28. The Pukekohe North Wastewater Pump Station Project (formerly Isabella Wastewater Pump Station Project), comprising a new 800mm diameter gravity wastewater pipeline along Station Road, wastewater rising mains, and a new wastewater pump station located at Isabella Drive, is required to service the Plan Change Area.
- 2.29. Specifically, the 800mm diameter gravity pipeline along Station Road (referred to in the FDS as the Pukekohe Trunk Sewer) will need to be completed prior to development of the Plan Change Area.
- 2.30. The Pukekohe North Wastewater Pump Station Project is currently anticipated to be completed by the end of 2025 however the timing of this Project may be subject to change as part of Auckland Council's Long Term Plan process.

Water supply servicing

- 2.31. There is no capacity in the adjacent existing reticulated water supply network to service the Plan Change Area.
- 2.32. Limited information has been provided by the Applicants for the proposed water supply network solution.

Local Water Supply Network

- 2.33. Development from the Plan Change Area will need to connect to the proposed Pukekohe East Bulk Supply Point (BSP) and to the Plan Change 76 boosted local water supply network.
- 2.34. The Applicants will need to work with Watercare in advance of lodging resource consents for subdivision to confirm the requirement and timing for the local water supply infrastructure. A water supply servicing plan for the local water supply catchment will need to be confirmed with Watercare prior to lodging resource consents for development of the Plan Change Area.
- 2.35. Funding and delivery of the local water supply infrastructure necessary to service the Plan Change Area is at the cost of the Applicants.
- 2.36. All water supply infrastructure will be required to comply with Watercare's Code of Practice for Land Development and Subdivision.
- 2.37. As per Watercare's Code of Practice for Land Development and Subdivision, all local networks supplying water to the Plan Change Area must be sized to accommodate the proposed development yield and the future upstream and downstream development potential at the developers cost.

Bulk Water Supply Network

- 2.38. The Pukekohe East BSP Project will need to be completed prior to development of the Plan Change Area. The Pukekohe East BSP Project is at the construction delivery stage and is currently anticipated to be completed by mid 2025.

Programme risk

- 2.39. 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

- 2.40. Funding of the local water and wastewater infrastructure necessary to service the Plan Change Area is at the cost of the Applicants.
- 2.41. Where any of the identified bulk infrastructure projects necessary to service the Plan Change Area are requested to be brought forward ahead of the timing set out in Watercare's Asset Management Plan, this will be at the Applicant's cost and an Infrastructure Funding Agreement will be required.

Precinct Provisions

- 2.42. Watercare strongly supports precinct provisions that require subdivision and development to be coordinated with the provision of sufficient water supply and wastewater infrastructure.
- 2.43. Watercare seeks the following amendments (as set out in Attachment 1) to the Precinct provisions:
- a) Seeks a non-complying activity status for any subdivision or development that precedes the provision of adequate water supply and wastewater infrastructure.
 - b) Amendments to standard I45X.6.2.4 Water and Wastewater requiring all subdivision or development to connect to a reticulated wastewater and reticulated potable water network prior to the issue of a s224(c) or a building consent.
 - c) Amendments to the precinct description to include the purpose and function of the amended provisions, development can occur concurrently with the provision of infrastructure but prior to the issuing of s224(c) certification for subdivision and building consents for development.
 - d) Amendment to objective 8 to include the reference to 'capacity'.
 - e) Amendments to include new policy 11A to support a non complying activity status.
 - f) Amendments to include a new standard I45X.8.4 Water and Wastewater Servicing Plan as a special information requirement.
 - g) Amendments to include new standard I45X.8.5 Water Supply and Wastewater Infrastructure Capacity Assessment as a special information requirement.

3. DECISION SOUGHT

- 3.1. Watercare opposes the Plan Change as currently proposed by the Applicants, on the basis that it is out of sequence with the expected timing for development of the Pukekohe East Future Urban Area, which is set out as not before 2035+ in the Auckland Future Development Strategy 2023-2053.
- 3.2. In the event that the Plan Change is approved notwithstanding Watercare's opposition, Watercare seeks that:
 - a. The Applicants commit to delivering and funding the local water supply and wastewater network capacity and servicing requirements of the Plan Change; | 12.2
 - b. Subdivision and development does not proceed before the completion of the bulk water supply and wastewater infrastructure projects required to service the Plan Change Area; | 12.3
 - c. Any Infrastructure Funding Agreement, to bring forward the required bulk infrastructure to enable development of the Plan Change Area earlier than what Watercare is planning to provide in accordance with its Asset Management Plan, must not unduly impact Council's or Watercare's debt profile or other funding commitments; | 12.4
 - d. 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. | 12.5 - 12.11

4. HEARING

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

30th April 2024

Mark Iszard

Mark Iszard
Head of Major Developments
Watercare Services Limited

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Development Planning Lead
Watercare Services Limited
Private Bag 92521
Victoria Street West
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Attachment 1.

Amendments requested by Watercare shown in red text. Deletions are shown in red strike out.

I45X. Pukekohe East-Central Precinct 2

I45X.1. PRECINCT DESCRIPTION

The Pukekohe East-Central Precinct 2 covers approximately 27 hectares of land and is located to the east of Pukekohe Town Centre.

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

Land use, development and subdivision is also to be undertaken in a manner that allows the stream and road network to be integrated with residential and open space development within the precinct, to provide for stormwater management needs, while recognising the relationship of Mana Whenua with their culture and traditions with their ancestral lands, water, sites, waahi tapu, and other taonga in accordance with Sections 6 (e) & (f), 7 (a), and 8 of the Resource Management Act 1991 (RMA) or subsequent similar clauses upon repeal and replacement of the RMA.

The standards for the precinct recognise that development of residential lots and development can occur concurrently with the provision of infrastructure but prior to the issuing of s224(c) certification for subdivision and building consent for development. The standards do require that development and lots are connected to a functioning water and wastewater network with sufficient capacity to service the proposal prior to the issuing of s224(c) certification for subdivision and building consent for development (where subdivision may not be occurring or development occurs before subdivision).

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The underlying zone is Residential – Mixed Housing Urban Zone.

I45X.2. OBJECTIVES [RP/DP]

- (1) Pukekohe East-Central Precinct 2 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) Stormwater management and design considers and incorporates Mana Whenua values, mauri, matauranga and tikanga associated with freshwater values in accordance with Regional Policy B6.3.2 Policy 2. [rp]
- (4) 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.

(5) 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 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.

(6) Subdivision and development respects tikanga⁴, as specified by Mana Whenua through Regional Policy B6.3.2 Policies 2 and 3 [rp].

(7) Stormwater management is designed to achieve hydrological mitigation and quality treatment to avoid adverse effects of stormwater on the sensitive receiving environment. [rp]

(8) Subdivision and development is coordinated with the supply **and capacity** of sufficient water, wastewater and stormwater infrastructure. | 12.6

(9) Indoor activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of Pukekohe East Road and Golding Road (future arterial road in the Pukekohe-Paerata Structure Plan).

The overlay, Auckland-wide and zone objectives apply in this precinct, in addition to those specified above. The objectives, policies, rules and other provisions in Appendix 2 apply to and modify the Residential Mixed Housing Urban zoned land within the precinct until Plan Change 78 becomes operative, after which point the provisions no longer apply.

I45X.3. POLICIES [RP/DP]

(1) Require that the design of any subdivision and development within the Precinct is undertaken in general accordance with the Precinct Plan.

(2) Encourage development that provides accessible green spaces along stream corridors as shown on the Precinct Plan, where practical.

(3) Require that new buildings and development do not compromise the purpose of the drainage reserve as shown on the Precinct Plan.

(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 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;

(ii) providing an interconnected urban local road network that achieves a highly connected street layout and integrates with the collector road network;

⁴ 1customary practices of Mana Whenua

- (iii) identifying walking and cycling routes on the Precinct Plan 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 where practical;
 - (v) providing for safe local road intersections onto collector and arterial roads;
 - (vi) including upgrades to existing road frontages adjoining the Precinct and connections to existing and future networks outside the Precinct when adjacent residential development occurs;
 - (vii) requiring upgrades or other measures where necessary to address cumulative effects at the Golding Road / Pukekohe East Road intersection, the Anselmi Ridge Road / Pukekohe East Road intersection, and Golding Road where it adjoins the Precinct; and
 - (viii) providing for Pukekohe East Road'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 Pukekohe East Road.
- (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).
- (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) Require vacant lot subdivision and larger development to:
- (a) Incorporate Te Auranga Māori Design Principles.
 - (b) Include landscaping, design, pou, sculptures and storytelling that is developed in partnership with Mana Whenua, which incorporates indigenous vegetation and works by Mana Whenua designers and artists.
 - (c) Provide for Mana Whenua to run a cultural induction course for contractors, and perform a karakia, prior to works starting on site (including breaking ground) for development.
- (7) 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 by:
- (a) Incorporating sustainable stormwater management systems including 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.
- (8) Requiring planting of riparian margins of streams and buffers of wetlands.
- (9) Provide for the establishment of a neighbourhood reserve within walking distance for all residents and ensuring new buildings and development do not compromise the purpose of the Public Open Space Reserve Area as shown on the Precinct Plan.

(10) Ensure that a movement network is established within the precinct that provides safe, efficient and integrated connections both within the site and to the surrounding road network, and also promotes walking and cycling.

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

(11A) Avoid subdivision and development progressing ahead of the provision of a functioning water and wastewater network with sufficient capacity to service the proposed development.

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(12) 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.

(13) 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.

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

I45X.4. ACTIVITY TABLE

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

Table I45X.4.1 Activity table specifies the activity status of land use, development and subdivision activities in the Pukekohe East-Central Precinct 2 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.

	Activity	Activity status
	Development	
(A1)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 in the Residential – Mixed Housing Urban Zone	
(A2)	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	RD

	I45X.6.1, I45X.6.2, I45X.6.3, I45X.6.5.4, or I45X.6.6		
(A4)	Any activity not in accordance with the Precinct Plan or not complying with the standards under I45X.6.4, I45X.6.5 (excluding I45X.6.5.4)	D	
(A4A)	<u>Any activity not complying with standard I45X.6.2.4</u>	<u>NC</u>	12.8
	Infrastructure		
(A5)	Construction of communal stormwater devices or structures	RD	
	Subdivision		
(A6)	Subdivision listed in Chapter E38 Subdivision - Urban	RD	
(A7)	Subdivision listed in Chapter E38 Subdivision – Urban Subdivision not complying with the standards under I45X.6.1, I45X.6.2, I45X.6.3, I45X.6.5.4, or I45X.6.6	RD	
(A8)	Subdivision not in accordance with the Precinct Plan or not complying with the standards under I45X.6.4, I45X.6.5 (excluding I45X.6.5.4)	D	
(A9)	<u>Subdivision not complying with standard I45X.6.2.4</u>	<u>NC</u>	12.8

I45X.5. Notification

(1) Any application for resource consent for an activity listed in Table I45X.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).

I45X.6. STANDARDS

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I45X.4.1. unless replaced with the following specific standards.

All activities listed in Table I45X.4.1 Activity table must comply with the following standards.

I45X.6.1 Fencing of drainage reserve boundaries

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I45X.6.2 Infrastructure and Servicing

I45X.6.2.1 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.

I45X.6.2.2 Water Quality

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I45X.6.2.4 Water and Wastewater

~~(1) All 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.~~

Purpose:

To ensure efficient delivery of wastewater and potable water infrastructure for Pukekohe East-Central Precent 2

- (1) All development or subdivision located on land identified as Residential - Mixed Housing Urban Zone shall connect to a reticulated wastewater network.
- (2) All development or subdivision located on land identified as Residential - Mixed Housing Urban Zone shall connect to a reticulated potable water network.
- (3) Prior to the issue of s224(c) or building consent, the lot or development shall be connected to a functioning water and wastewater network with sufficient capacity to service the proposed lots or development.

I45X.6.3 Riparian and Buffer Planting

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I45X.6.4 Site Development and Landscaping

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I45X.6.5 Precinct Plan and Infrastructure requirements

I45X.6.5.1 Precinct Plan Requirements

(1) Access to all sites, and all building platforms, must be located wholly outside the drainage reserve areas shown on Pukekohe East-Central: Precinct Plan 2.

(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 2 such as to achieve the same level of connectivity to adjacent sites and roads as shown on the Precinct Plan.

I45X.6.5.2 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 I45X.6.5.3.1.

I45X.6.5.3 Transport Upgrades

Table I45X.6.5.3.1 Transport Infrastructure Requirements

Transport Infrastructure Upgrade		Trigger
(T1)	Upgrade of Golding Road to Collector Road standard (east side)	Any subdivision or development with frontage to Golding Road
(T2)	Upgrade of south side of Pukekohe East Road to Collector Road standard (future proof for upgrade for Arterial Road)	Any subdivision or development with frontage to Pukekohe East Road.
(T3)	New Collector Road between Golding Road and Pukekohe East Road including cycle facilities. Note: The Collector Road is to connect opposite Anselmi Ridge Road at Pukekohe East Road and opposite the new	Any subdivision or development resulting in a cumulative total of 100 dwellings within 50 Pukekohe East Road.

	east-west Collector Road in Kohe Precinct at Golding Road.	
(T4)	New Intersection Collector / Kohe Precinct Collector / Golding Road Intersection	Any subdivision or development resulting in a cumulative total of 100 dwellings within 50 Pukekohe East 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 T1 to T2 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 I45X.7(5) and the assessment criteria in I45X.7.2(4)(e).

I45X.6.5.4 Road Design and Upgrade of Existing Roads

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I45X.6.5.5 Site Access

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I45X.6.5.6 – Road Widening Setback along Golding Road

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I45X.6.6 Road Noise Attenuation

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I45X.7. ASSESSMENT – RESTRICTED DISCRETIONARY ACTIVITIES

I45X.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 I45X.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 interface with the drainage reserve as applicable;
- (2) for developments in excess of ten dwellings or commercial units:
 - (a) incorporation of Te Auranga Māori Design Principles;

(b) inclusion of landscaping, design, pou, sculptures and storytelling that is developed in partnership with Mana Whenua, which incorporates indigenous vegetation and works by Mana Whenua designers and artists; and

(c) provision for cultural inductions of contractors and karakia, prior to breaking ground.

(3) Development of new or redevelopment of existing impervious areas that do not comply with the standards:

(a) the potential adverse effects, including:

(i) cumulative effects of increased stormwater flows on freshwater systems;

(ii) effects on stream channels and stream health, natural character, biodiversity, erosion and stability and community; and

(iii) effects on Mana Whenua values, mauri, matauranga and tikanga associated with freshwater, as advised by Mana Whenua;

(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.

(4) 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

(5) 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 Anselmi Ridge Road / Pukekohe East Road intersection;

(v) Golding Road where it adjoins the Precinct; and

(e) incorporation of Te Auranga Māori Design Principles for subdivisions creating in excess of 10 sites;

(f) for subdivision creating in excess of 10 sites, inclusion of landscaping, design, pou, sculptures and storytelling that is developed in partnership with Mana Whenua, which incorporates indigenous vegetation and works by Iwi designers and artists for vacant lot subdivision; and

(g) for subdivision creating in excess of 10 sites, provision for cultural inductions of contractors and karakia, prior to breaking ground for vacant lot subdivision.

(6) Non-compliance with standard I45X.6.5.4 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 I45X.6.6 – 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 Pukekohe East Road and Golding Road.

I45X.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 communal 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) 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 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 PC 76 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) Any road as shown on the Precinct Plan that passes adjacent to or through the drainage reserve areas are designed to minimise adverse effects on vegetation, 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 I45X.6.5.6 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 I45X.6.6 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.
- (7) Cultural Inputs:
- (a) policy 145X.3 (6).

I45X.8. SPECIAL INFORMATION REQUIREMENTS

I45X.8.1 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.

I45X.8.2 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 / Anselmi Ridge Road / Pukekohe East Road intersection;
- (b) Any upgrade of the Golding Road / East Street / Pukekohe East Road intersection; and
- (c) Golding Road where it adjoins the Precinct.

I45X.8.3 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. 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.

I45X.8.4 Water and Wastewater Servicing Plan

(1) At the first stage of subdivision or development of any site existing at (date of plan change approval) within the Precinct the applicant is required to provide a Water and Wastewater Servicing Plan for the Precinct Area. The Water and Wastewater Servicing Plan must:

(a) Identify the location, size and capacity of the proposed water supply and wastewater network for the Precinct.

(b) Identify the location, size and capacity of the key water and wastewater infrastructure dependencies located outside of the Precinct Area but are necessary to service the Precinct.

(c) Identify the location, size and capacity of the local connections within the Precinct.

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I45X.8.5 Water Supply and Wastewater Infrastructure Capacity Assessment

(1) All applications for subdivision or development must be accompanied by a Water Supply and Wastewater Infrastructure Capacity Assessment. The applicant is required to produce a water supply and wastewater infrastructure capacity assessment for the precinct to demonstrate there is sufficient capacity in the wider water and wastewater reticulated network to service the proposed development or lots.

12.11

Appendix 2: Density standards from Part 2 of Schedule 3A, RMA, or the objectives and policies in clause 6 of Schedule 3A, RMA...

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

A N D

IN THE MATTER of a submission under
clause 6 of the First
Schedule to the RMA on
Private Plan Change 98:
47 Golding Road & 50
Pukekohe East Road,
Pukekohe

**SUBMISSION ON NOTIFIED PROPOSAL FOR PRIVATE PLAN CHANGE 98
TO THE AUCKLAND UNITARY PLAN (OPERATIVE IN PART)**

To: Auckland Council

Name of submitter: Auckland Council
(contact: Warren Maclennan)

Address for service: 35 Albert Street
Private Bag 92300
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INTRODUCTION

1. This is a submission on Private Plan Change 98: 47 Golding Road & 50 Pukekohe East Road, Pukekohe (**the plan change**) to the Auckland Unitary Plan (Operative in Part) (**AUP**) by OMAC Limited and Next Generation Properties Limited (the **Applicant**).
2. This submission by Auckland Council is in its capacity as submitter (**ACS**).
3. ACS could not gain an advantage in trade competition through this submission.

THE SPECIFIC PROVISIONS OF THE PROPOSAL THE SUBMISSION RELATES TO

4. The specific provisions of the plan change that this submission relates to are:
 - a. Pukekohe East-Central Precinct 2 in its entirety
 - b. I45X.2 Objectives
 - c. I45X.3 Policies
 - d. I45X.4.1 Activity table
 - e. I45X.6 Standards
 - f. Appendix 2: Density standards from Part 2 of Schedule 3A, RMA, or the objectives and policies in clause 6 of Schedule 3A, RMA.

SUBMISSION

5. ACS does not oppose the plan change, subject to the matters raised in this submission being addressed. The key issues are providing for the strategic integration of transport and wastewater infrastructure, and the planning / funding of such infrastructure, with the land use proposed in the plan change. In addition, ACS seeks amendments to take into account relevant qualifying matters that make the application of the Medium Density Residential Standards inappropriate in some parts of the proposed Pukekohe East-Central Precinct 2 (the **Precinct**).

Infrastructure prerequisites

6. The National Policy Statement on Urban Development (**NPS-UD**) and Auckland Regional Policy Statement (**RPS**) Chapters B2 and B3 of the AUP contain objectives and policies that place strong emphasis on the importance of ensuring the integration of infrastructure, including transport infrastructure, with land use / urbanisation. Section 75(3) of the RMA requires the plan change to “give effect to” these higher order provisions. This is a strong directive requiring the relevant objectives and policies to be implemented.¹ Examples of these provisions include:
 - a) Objective 6 of the NPS-UD which requires local authority decisions on urban development that affect urban environments to be “*Integrated with infrastructure planning and funding decisions*”.
 - b) The range of RPS provisions in chapters B2 and B3 that address the need for the integration of infrastructure provisions, planning and funding with land use,

¹ *Environmental Defence Society Inc v New Zealand King Salmon Company Ltd* [2014] NZSC 38 at [77].

and the timely, efficient, and adequate provision of infrastructure, including B2.2.1(1); B2.2.2(2)(c) and (d); B2.2.2(4) and (7); B3.3.1(1)(b); B3.3.2(5).

7. Policy B2.2.2(7) is directly relevant to the plan change as it applies to Future Urban Zoned land.

B2.2.2(7) Enable rezoning of land within the Rural Urban Boundary or other land zoned future urban to accommodate urban growth in ways that do all of the following

(a) support a quality compact urban form;

(b) provide for a range of housing types and employment choices for the area;

(c) integrate with the provision of infrastructure; and

(d) follow the structure plan guidelines as set out in Appendix 1.

8. Plan Change 80 amended Policy B2.2.2(7) to integrate the concepts of “well-functioning urban environment” and added the following additional clause: “(caa) provide good accessibility, including by way of efficient and effective public or active transport”. The decision on this plan change was notified on 14 September 2023.
9. B2.9 Explanation and Principal Reasons for Adoption of the objectives and policies, states:

In addressing the effects of growth, a key factor is enabling sufficient development capacity in the urban area and sufficient land for new housing and businesses over the next 30 years. The objectives and policies guide the location of urban growth areas. They identify how greenfield land which is suitable for urbanisation will be managed until it is re-zoned for urban development. They encourage provision for Mana Whenua to develop and use their resources. They also set out the process to be followed to ensure that urban development is supported by infrastructure on a timely and efficient basis.

They should be considered in conjunction with the Council’s other principal strategic plans such as the Auckland Plan, the Long-term plan and the Regional Land Transport Plan. The strategies and asset management plans of infrastructure providers will also be highly relevant.

10. The explanatory text at B3.5 of the RPS confirms the intention that “development, especially that associated with growth in greenfield areas, must be integrated and co-ordinated with the provision of infrastructure and the extension of networks”.

11. Auckland Council recently adopted the Auckland Future Development Strategy 2023-2053 (**FDS**). This replaces the Future Urban Land Supply Strategy (2023-2027). The FDS meets the intent behind the NPS-UD and focuses on the long-term future of Tamaki Makaurau. A key component of the FDS is to integrate long-term land use and infrastructure planning while meeting future climate, environmental, population, housing and employment needs. While the plan change was lodged prior to the FDS being finalised, it is still a relevant consideration particularly in terms of the funding of infrastructure requirements.
12. The FDS introduces infrastructure prerequisites, linked to the development readiness of areas. This is to ensure that bulk infrastructure for development is well-coordinated and is able to provide a safe, sustainable environment on which communities can be based. In the previous strategy the plan change area was identified as being development ready in the second half of decade one between 2023-2027. The FDS identifies the timing for the plan change area is now not before 2035+. The infrastructure prerequisites² identified for the Pukekohe East Future Urban Area are the Pukekohe South-East Arterial, Mill Road Upgrade (Bombay Interchange and Harrisville Road), Papakura to Pukekohe Rail Electrification and Pukekohe Trunk Sewer.
13. Matters concerning the provision, timing and funding of infrastructure are directly relevant to decisions on zoning. It is not sound resource management practice and contrary to the purpose of the RMA to zone land for an activity when the infrastructure necessary to allow that activity to occur without adverse effects on the environment does not exist, or there is a high degree of uncertainty as to whether that infrastructure will be provided in a timely and efficient way.³
14. Where infrastructure needed to support a plan change is not planned for in the Long Term Plan and Regional Land Transport Plan⁴, it is incumbent on the Applicant to show how the infrastructure needed to service the development would be provided.
15. A key concern for ACS is therefore that the plan change must adequately provide for the strategic integration of transport and wastewater infrastructure, and the planning / funding of such infrastructure, with land use, otherwise it would be contrary to the principles of the FDS.
16. The Pukekohe Trunk Sewer is a Watercare project known as Pukekohe North Wastewater Pump Station, with an anticipated completion date of late 2025. However, this is subject to funding provision being made in the Long Term Plan, which will not be finalised until June 2024.

² Auckland Future Development Strategy 2023-2053, Appendix 6 Future urban infrastructure prerequisites, at p40

³ See, for instance, *Foreworld Developments Ltd v Napier City Council* EnvC Wellington W8/2005, 2 February 2005.

⁴ Documents to which regard must be had under section 74(2)(b)(i) of the RMA.

17. Auckland Transport lodged a notice of requirement for the Pukekohe South-East Arterial (NoR 5) on 2 October 2023. This notice of requirement relates to the upgrade of Pukekohe East Road and Golding Road and a new connection from Golding Road to Svendsen Road, Pukekohe across Station Road and the North Island Main Trunk Rail Line - including active mode facilities. It is part of the Pukekohe package lodged by Te Tupu Ngātahi Supporting Growth Alliance. The majority of these strategic transport network projects are currently not funded in the Long Term Plan or Regional Land Transport Plan.
18. The FDS recognises there may be times where alternative funding methods or partners enable all or parts of these future urban areas to be live zoned earlier than where the provision of infrastructure solely rely on council funding. At this time, there are no Infrastructure Funding Agreements in place to deliver the required infrastructure earlier than what is provided for in the FDS.
19. ACS acknowledges that the Applicant has gone some way to address issues relating to infrastructure prerequisites. Specifically, the Pukekohe East-Central Precinct 2 provisions mirror those of Plan Changes 74 and 76, including standards that identify triggers for certain transport infrastructure. However, ACS is concerned that the provisions are not sufficient to address the funding and delivery of the water and wastewater infrastructure prerequisites. ACS consider this is fundamental to enabling land zoned Future Urban to be rezoned for development ahead of the areas prioritised for investment in the FDS. ACS seeks additional standards and rules to trigger resource consent as a non-complying activity where the required water and wastewater infrastructure is not in place.
20. ACS is concerned that the areas shown as open space areas (no building development) on the precinct plan may vest in council and there will be a need to ensure that there is no funding or maintenance cost to council asset managers.

Medium Density Residential Standards

21. Section 77G of the RMA requires that Medium Density Residential Standards (MDRS) are incorporated into any relevant urban zone. The requirements may only be less enabling of development than provided in the MDRS if a qualifying matter, as set out in section 77I, is present. Section 77I matters of relevance to this plan change include the presence of streams and wetlands, flood plains, water and wastewater servicing constraints.
22. While the plan change incorporates the Medium Density Residential Standards, as is required by section 77G of the RMA, it does not take into account the presence of qualifying matters. ACS consider that amendments are required to the precinct provisions to reflect the presence of qualifying matters that make the application of the MDRS to some parts of the Precinct inappropriate.

DECISION SOUGHT

23. ACS seeks the following decisions on the proposed Pukekohe East-Central Precinct 2, or any other alternative or consequential relief to give effect to this submission:

- a. Retain I45X.2 Objectives (1) – (9). | 13.1
- b. Retain I45X.3 Policies (1) – (13). |
- c. Amend I45X.3 Policies to include a new policy as follows:
 - (X) Avoid subdivision and development occurring prior to the provision of sufficient capacity in the water and wastewater network to service the Precinct.* | 13.2
- d. Retain (A4) and (A8) in Table I45X.4.1 Activity table. | 13.1
- e. Amend Table I45X.4.1 Activity table to add a new rule that classifies any activity not complying with standard I45X.6.2.4 as a non-complying activity. | 13.3
- f. Amend Table I45X.4.1 Activity to add a new rule that classifies any subdivision not complying with standard I45X.6.2.4 as a non-complying activity. | 13.4
- g. Insert a rule to ensure that there is no funding required or maintenance cost to council asset managers in the open space areas (no building development). | 13.5
- h. Amend I45X.6.2.4 as follows: | 13.6

Purpose:

- *To ensure subdivision and development in the Precinct is serviced by a water and wastewater network with sufficient capacity.*

(1) Subdivision and development must comply with the standards in Table I45X.6.2.4.1.

I45X.6.2.4.1 Water and wastewater infrastructure requirements

<i>Water and wastewater infrastructure</i>		<i>Trigger</i>
<i>(T1)</i>	<i>Water supply network</i>	<i>Any subdivision or development</i>

(T2)	<i>Pukekohe East Bulk Supply Point (bulk water supply) by Watercare Services Limited)</i>	<i>Any subdivision or development</i>
(T3)	<i>Pukekohe North Wastewater Pump Station Project (formerly Isabella Wastewater Pump Station Project) by Watercare Services Limited</i>	<i>Any subdivision or development</i>
(T4)	<i>Local wastewater pump station and wastewater network</i>	<i>Any subdivision or development</i>

- i. Retain the MDRS provisions at Appendix 2 with amendments to take into account the relevant qualifying matters that make application of the Medium Density Residential Standards inappropriate to some parts of the proposed Pukekohe East-Central Precinct 2. 13.7

APPEARANCES AT THE HEARING

- 24. ACS wishes to be heard in support of its submission.
- 25. If others make a similar submission, ACS will consider presenting a joint case with them at the hearing.

DATED 2 May 2024

On behalf of Auckland Council as submitter:



Councillor Richard Hills, Chairperson of the Planning, Environment and Parks Committee



Councillor Angela Dalton, Deputy Chairperson of the Planning, Environment and Parks Committee



Ed Ashby, Independent Māori Statutory Board member

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