

TO Celia Davison, Manager Planning Central/South, Planning and Resource Consents Department

FROM Katrina David, Senior Policy Planner, Planning Central/South, Planning and Resource Consents Department

DATE 18 December 2024






SUBJECT **Update requested to the Auckland Unitary Plan (Operative in Part 2016) (AUP)**



I request an update to the AUP as outlined below:

Reason for update	Private Plan Change 95 to be made operative
Chapter(s)	Chapter I Precincts GEOMAPS Viewer planning maps
Designation only	
Designation #	Name & RA
Locations:	
Lapse Date	
Purpose	
Changes to text (shown in underline and strikethrough)	Amendments are required because Private Plan Change 95 is to be made operative. Chapter I Precincts South: <ul style="list-style-type: none"> Amend precinct – I453 Pukekohe East-Central Precinct Amendments shown in Attachments 1, 2 and 3.
Changes to diagrams	One new precinct plan (Precinct Plan 2) as shown in Attachments 1 and 2.
Changes to spatial data	Amend GEOMAPS Viewer: AUP Zones <ul style="list-style-type: none"> Rezone the plan change area from Residential – Mixed Housing Urban Zone to Business – Neighbourhood Centre Zone AUP Management Layers <ul style="list-style-type: none"> Add new Sub-precinct A to Pukekohe East-Central Precinct for plan change area. Amendments shown in Attachment 5.
Attachments	Attachment 1: Decision to Plan Change 95 (includes updated text (strikethrough/underlined)) Attachment 2: Updated text (strikethrough/underlined) Attachment 3: Clause 20A Attachment 4: Updated Text (Clean includes clause 20A) Attachment 5: Updated GIS viewer

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Maps prepared by: Mitesh Bhula Senior Geospatial Specialist	Text Entered by: Maninder Kaur-Mehta Planning Technician
Signature: 	Signature: 
prepared by: Katrina David Senior Policy Planner	Reviewed by: Craig Cairncross Team Leader
Signature: 	Signature: 
Authorised by: Celia Davison Manager Planning Central/South	
Signature: 	

Attachment 1: Decision to Plan
Change 95 (includes updated text
(~~strikethrough~~/underlined))

Decision following the hearing of a Plan Change to the Auckland Unitary Plan under the Resource Management Act 1991



Proposal

The proposal is a plan change to the Auckland Unitary Plan (Operative in Part) to re-zone approximately 0.85 hectares of land at 26 and 52 Golding Road, Pukekohe, from Mixed Housing Urban to Business – Neighbourhood Centre Zone.

The Plan Change also proposes a “Golding Road Neighbourhood Centre Sub-precinct” over the proposed change area.

This plan change is **APPROVED**. The reasons are set out below.

Private Plan Change:	Private Plan Change 95
Applicant:	Aedifice Development No.1 Limited
Hearing commenced:	5 August 2024, 9:00am (MS Teams)
Hearing Panel:	Richard Blakey Bridget Gilbert Vaughan Smith
Appearances:	<p><u>For the Applicant:</u> Aedifice Development No.1 Limited represented by: Andrew Braggins, Legal Counsel Ian Munro, Urban Design Balaji Karnan, Civil Engineering Todd Langwell, Transport Duncan Ross, Planning</p> <p><u>For the Submitters:</u> N/a</p> <p><u>For the Council:</u> Craig Cairncross, Team Leader Peter Reaburn, Planner (consultant) Martin Peake, Traffic Engineer (consultant) Maria Baring, Development Engineer Chayla Walker, Hearings Advisor</p>
Hearing adjourned	5 August 2024
Hearing Closed:	9 August 2024

INTRODUCTION

1. This decision is made on behalf of the Auckland Council (**the Council**) by Independent Hearing Commissioners Richard Blakey, Bridget Gilbert and Vaughan Smith (**the Panel**), appointed and acting under delegated authority under s.34A of the Resource Management Act 1991 (**RMA**).
2. The Commissioners have been given delegated authority by the Council to make a decision on Plan Change 95 (**PC95**) to the Auckland Council Unitary Plan (Operative in Part) (**AUP**) after considering all the submissions, the s.32 evaluation, the reports prepared by the Council and evidence presented by the Applicant.
3. PC95 is a private plan change that has been prepared following the standard RMA Schedule 1 process (that is, the plan change is not the result of an alternative, 'streamlined' or 'collaborative' process as enabled under the RMA).

THE SITE AND EXISTING PLAN PROVISIONS

4. The site subject to the plan change request is located on the eastern side of Pukekohe and is part of a larger 20.5ha site. The land has frontage to the western side of Golding Road approximately 350m south of that road's intersection with East Street / Pukekohe East Road. Golding Road is a collector / arterial road that will provide access to developing urban land to the south, including that now enabled by Plan Change 74 (now known as the Pukekohe Golding Precinct) and the immediately adjoining Plan Change 76 (now known as the Pukekohe East-Central Precinct).
5. East Street / Pukekohe East Road is classified as an arterial route under the AUP and forms part of an east - west link between the centre of Pukekohe and State Highway 1 Southern Motorway, at the Mill Road interchange. East Street is subject to a 50km/hr speed limit through the urban area of Pukekohe, which transitions to 70km/hr speed limit on Pukekohe East Road. There is a roundabout at the intersection of Golding Road with East Street / Pukekohe East Road. A separate plan change application (Plan Change 98) is seeking Mixed Housing Urban (**MHU**) zoning for the land immediately opposite on the eastern side of Golding Road.
6. The land is currently zoned MHU. There is a small, unzoned area of unused road at the northern end of the area shown to be rezoned, however it has been clarified by the Applicant that this area is not proposed to be rezoned. The surrounding land is also in the MHU zone with the land opposite the site on Golding Road, and other land further to the south, zoned Future Urban Zone (**FUZ**). The plan change land is currently subject to earthworks as part of the development of the broader development of the Pukekohe East-Central Precinct.

SUMMARY OF PLAN CHANGE

7. The proposed plan change, as sought by Aedifice Development No.1 Limited (**Applicant**) is described in detail in the application materials and the Council's s.42A hearing report prepared by Peter Reaburn (Consultant Planner to the Council). In summary, PC95 seeks to apply the Business – Neighbourhood Centre Zone (**NCZ**) to approximately 0.85ha of MHU land within the Pukekohe East-Central Precinct land. The plan change request was lodged

on 30 May 2023. A cl.23 request for further information was issued by the Council on 3 August 2023, and further information was progressively provided by the Applicant subsequent to that date.

8. The s.42A report advises that future development of the site was proposed to be managed by way of discrete Golding Road Neighbourhood Centre Precinct provisions that formed part of the plan change request. The proposed provisions contain a number of urban design, landscaping, stormwater and transport standards and all new development would be subject to review as a restricted discretionary activity resource consent.
9. A concept plan was provided with the plan change to illustrate a possible development scenario. This shows 13 small retail tenancies plus a cafe, a medical facility and a 1,500m² supermarket (approximately). There would be an active frontage to the new collector road passing immediately to the north of the land, which was proposed as part of PC76. A rear access road would border possible residential development on the western side of the land. A privately-owned “village green” is also shown, although the Applicant acknowledged that this particular aspect may need to be refined, including for the reason that it is shown in an area of currently unused road reserve, as noted above.
10. The concept plan is not part of the formal plan change but is instead intended to demonstrate that the land can be developed with a neighbourhood centre that is appropriately scaled to serve the future surrounding residential community.
11. A proposed precinct plan shows basic features that would need to be incorporated in future development, including the active frontage, an indicative access and a Golding Road frontage landscaping strip. The proposed precinct plan provisions require subdivision and development to be undertaken in accordance with the precinct plan (this being comprised of Precinct Plans 1 and 2).
12. The Applicant prepared revised Precinct Provisions on 24 May 2024 that amended PC95 to include the proposed NCZ land as a sub-precinct of the Pukekohe East-Central Precinct, described as Sub-precinct A. The Applicant’s memorandum of the same day advised that the Applicant has sought to address the changes sought by submitters, “*except for those that it considered were not appropriate or necessary due to the physical characteristics of the PC95 area (e.g. provisions relating to watercourses as there are no watercourses in the PC95 Area)*”.¹
13. It noted that the changes sought by Auckland Transport (**AT**) involved the largest change to the provisions, in respect of the approach to include a new sub-precinct.
14. The s.42A report advises that those provisions were then the subject of expert conferencing to address remaining issues with the earlier version that were raised by AT as submitter and Mr Peake as the Council’s reviewer. The Joint Witness Statement (**JWS**) dated 25 June 2024 outlines the outcomes of that conferencing and includes the set of agreed Precinct provisions.

¹ Memorandum, 24 May 2024, at [4.1]

RELEVANT STATUTORY PROVISIONS CONSIDERED

15. The RMA sets out an extensive set of requirements for the formulation of plans and changes to them. These requirements were set out in the Applicant's Plan Change Request, including an evaluation pursuant to s.32² and in section 2 of the s.42A report.
16. In particular, s.32(1)(a) requires an assessment of whether the objectives of a plan change are the most appropriate way to achieve the purpose of Part 2 of the RMA. Section 72 also states that the purpose of the preparation, implementation, and administration of district plans is to assist territorial authorities to carry out their functions in order to achieve the purpose of the RMA. In addition, s.74(1) provides that a territorial authority must prepare and change its district plan in accordance with the provisions of Part 2. While this is a private plan change, these provisions apply as it is the Council that is approving the private plan change, which will in turn change the AUP.
17. The Panel also notes that s.32 clarifies that analysis of efficiency and effectiveness of the plan change is to be at a level of detail that corresponds to the scale and significance of the environmental, economic, social, and cultural effects that are anticipated from the implementation of the proposed re-zoning. Having considered the evidence and relevant background documents, the Panel is satisfied that PC95 has been developed in accordance with the relevant statutory requirements.
18. Clause 10 of Schedule 1 also requires that this decision must include the reasons for accepting or rejecting submissions. The decision must include a further evaluation of any proposed changes to the plan change arising from submissions; with that evaluation to be undertaken in accordance with s.32AA. This further evaluation must be undertaken at a level of detail that corresponds to the scale and significance of the changes. Although not stated within the s.42A report, or the Applicant's evidence, it appears that while there have been amendments to the precinct provisions and plan change throughout the process to date and in response to submissions, these amendments have been to improve and refine aspects already included in the provisions. The Panel considers that they do not fundamentally alter or add new aspects such that supplementary assessment under s.32 of the RMA is required by virtue of s.32AA of the RMA.
19. We also note that no party considered that further analysis of the proposed changes under s.32AA was required.³

NOTIFICATION PROCESS AND SUBMISSIONS

20. PC95 was accepted by the Council (under delegated authority) pursuant to cl.25(2)(b) of Schedule 1 of the RMA on 7 November 2023. PC95 was then publicly notified on 16 November 2023, with the submission period closing on 14 December 2023. The further submission period opened on 16 February 2024 and closed on 1 March 2024.
21. Five submissions were received on PC95, from the following persons/organisations:

² 'AEE and Section 32 Evaluation Report', prepared by Civix and dated 30 May 2023

³ As also confirmed by the respective planning witnesses during the hearing.

- The Ngāti Tamaoho Trust
- Ngāti Te Ata Waiohua
- Chenglang Feng
- Auckland Transport
- Watercare Services Limited

22. The main topics raised by submissions are summarised in the s.42A report.⁴ It is noted that no further submissions on the plan change were received.
23. Comments were also received from the Franklin Local Board from its business meeting of 26 March 2024. The Local Board outlined some concerns with respect to the plan change but declined the opportunity to speak at the hearing.⁵
24. The s.42A report notes that, subsequent to notification and submissions being received, the Applicant has undertaken further consultation with all submitters.
25. Direction 1 from this Panel issued on 8 April 2024 directed the Applicant to file a memorandum outlining what, if any, changes they recommend to the proposal and outline which changes were in response to which submissions. The Applicant filed a memorandum on 24 May 2024 that provided an update with respect to its further consultation undertaken with submitters, sought further directions in respect of witness conferencing on transport matters, and provided a revised set of draft plan provisions.
26. Direction 2 (issued on 24 May 2024) subsequently directed expert conferencing on a specific transport-related issue and set out amended evidence timetable. Conferencing took place on 11 June 2024, and as noted above a signed conferencing statement was completed on 25 June 2024.
27. Further directions were issued as follows:
- (a) Direction 3 (21 June 2024) set out an amended evidence exchange timetable.
 - (b) Direction 4 (12 July 2024) was issued in response to a memorandum from the Applicant of 8 July 2024 seeking a pre-hearing conference to determine whether the hearing would be necessary and providing an update on consultation with submitters and advising of acceptance of the changes set out within the JWS and those proposed within the s.42A report.
 - (c) A pre-hearing conference was subsequently held on 16 July 2024. A record of that conference was provided in Direction 5 issued on 19 July 2024, as well as noting the receipt of written confirmation from AT dated 16 July 2024 that they support the provisions in terms of transportation matters and would not need to be heard in respect of their submissions. The hearing was moved to an online basis, and the direction identified the witnesses who the Panel may have questions for.

⁴ Agenda, at pp.14-15

⁵ Ibid, at pp.17-18

28. A memorandum from Watercare dated 22 July 2024 advised that it supports the provisions in relation to water and wastewater servicing, and so did not need to file evidence nor attend the hearing.
29. On 25 July 2024 counsel for the Applicant sought confirmation in respect of the hearing process, namely that it commence at an earlier time (9am), be conducted in a 'workshop' format (noting that no submitters were now expected to attend the hearing) and requested an outline of the Panel's questions (in particular related to the urban design topic) to allow witnesses to prepare considered answers and/or amended wording for the Precinct provisions. This was responded to by the Panel on 26 July 2024 via email, incorporating the questions that the Panel had on the plan change at that time.
30. Finally, the Panel was also provided on 30 July 2024 with written statements from the Ngāti Tamaoho Trust, Ngāti Te Ata Waiohua and Chenglang Feng confirming that they did not wish to attend the hearing.

SUMMARY OF EVIDENCE

Section 42A Report

31. Mr Reaburn's s.42A report was based on the plan change as notified as well as the changes introduced through the Applicant's memorandum of 24 May 2024 and the subsequent JWS, and addressed the relevant statutory requirements, the relevant environmental effects and the issues raised by submissions. It was Mr Reaburn's overall recommendation that the plan change could be approved, subject to certain recommended amendments as set out in Appendix F to his report (and based on the Applicant's amended version that was included as Appendix D).
32. Mr Reaburn's assessment was based on specialist advice and memorandum received from Martin Peake (transportation) and Derek Foy (economics).⁶

Applicant evidence

33. The evidence presented on behalf of the Applicant followed the requirements set out in Direction 4 but preceded the pre-hearing conference, in order to fulfil its timetable obligations, with the evidence being due on 15 July 2024. We set out below the witnesses who provided evidence on behalf of the Applicant and a brief summary of their conclusions.
34. Adam Thompson provided evidence from an economics perspective. He noted that the Council's economics expert, Mr Foy, supports PC95 on the basis that it will enable commercial development to support the local needs of the growing Pukekohe East population and would have no real potential for adverse economic effects to arise on other centres, or the local community. Mr Thompson confirmed that he remained of the view that the development enabled by PC95 would result in net economic benefits in the Pukekohe residential market, and recommended it be approved.

⁶ Agenda, at Appendix H

35. Balaji Karnan provided evidence in respect of infrastructure matters. He confirmed that the stormwater management plan for PC95 meets the requirements of the Council’s Regional Stormwater Network Discharge Consent; and the assessment of water and wastewater demand concludes that the anticipated peak demand for services in the proposed NCZ is not expected to exceed the potential demand enabled by the current MHU zoning. There were no matters arising from the submissions or the Council’s assessment that caused him to change or reconsider his recommendations on the plan change, and he recommended that it be approved from an infrastructure perspective.
36. Todd Langwell provided evidence regarding the transportation aspects of the plan change. He summarised the key conclusions of the Integrated Transport Assessment provided in support of the plan change. He agreed with the amendment to include the relevant provisions by way of a sub-precinct, and noted his involvement in the JWS, and that he agrees with the revised precinct provisions. He advised that he remains of the view that PC95 is recommended to be approved in respect of transport aspects.
37. Duncan Ross provided evidence in respect of planning matters. He set out a summary of the s.32 evaluation undertaken for PC95 and advised that he continued to support the conclusions reached in that analysis. He noted that there were no issues arising from the Council’s assessment and it was his view that PC95 should be approved because *“it implements the outcomes sought under the PPSP and aligns strongly with the current planning framework”* and *“also accords with the sustainable management conclusion on the basis of the detailed assessment set out in the s32 report”*.⁷

THE HEARING AND MATTERS RAISED

Introduction

38. As outlined above, the hearing was held in an online format. Prior to the hearing the Applicant had helpfully provided a memorandum dated 2 August 2024 (**Memorandum**) in response to the Panel’s outline of its questions set out in its email of 25 July 2024. These questions related to broader considerations associated with other changes in the surrounding environment, as well as specific queries related to the Precinct provisions. The Memorandum largely addressed the Panel’s queries and enabled the hearing to be focused on the various matters raised and for the Applicant’s responses to be further clarified by the Panel. The key matters raised by the Panel and the responses to those issues, including by reference to the Applicant’s reply submissions (**Reply**) are summarised below.

Road reserve stub

39. The Sub-precinct A plans were noted by the Panel to partially incorporate an area of road reserve in its northern corner, including part of the proposed area denoted as a ‘village green’ on the concept plan, and proposed 3m landscape strip. It was queried whether this road reserve can be included in Sub-precinct A, noting that the land is presently un-zoned, and if

⁷ Ross, at [5.1]

so, what changes to the PC95 provisions would be necessary to incorporate this land into Sub-precinct A.

40. The Memorandum advised of a number of options to address the status of the land. During the hearing it was agreed that the road stub could not be 'zoned' and so an amendment to the proposed zone map would be necessary. However, this would not affect the way in which the proposed village green, which would incorporate part of the road stub, could be used in the manner intended by the Sub-precinct provisions.

41. The Reply noted the Applicant's agreement that the road stub should remain unzoned, consistent with the approach under the AUP. It also identified that where a road stub is stopped, E26.2.3(3) and (4) of the AUP provides that the zoning reverts to that of the adjoining land (to the centreline in the case of two different zones). The Reply goes on to say:⁸

As a result a future plan change to rezone the road stub might not be required. However, as noted the road stub might become pedestrian mall which might not trigger that rule. Nothing particularly turns on this issue, but it is appropriate to inform the Panel of this rule now that it has been located.

42. The Panel accepts that submission and considers that the existence of the road stub will not affect the implementation of the proposed village green as part of the future development of the Sub-precinct.

Effect of Notice of Requirement 5

43. The Panel wished to understand whether there were any implications for the Precinct or PC95 provisions, arising from Auckland Transport's Notice of Requirement: Pukekohe South-East Arterial (**NoR 5**) that affects Golding Road.

44. In this regard the Memorandum advised that the precinct provisions had been developed with NoR 5 in mind and that consultation with AT has been underway, including in response to the Applicant's submissions and evidence on NoR 5. While it is noted that the designation boundary extends into the subject land further than the final width required for the future formation of Golding Road, the Panel is satisfied that the works proposed by the Applicant are likely to tie into the designation, and that no further issue arises with respect to NoR 5 (noting also that AT had no further concerns with respect to the plan change).

Intersection of Golding Road/Pukekohe East Road/Belgium Road

45. The Panel questioned whether there is a proposal to upgrade the Golding Road/Pukekohe East Road/Belgium Road intersection to provide pedestrian connectivity (possibly via NoR 5).

⁸ Reply, at [4.3]

46. The Memorandum included comment from Mr Langwell who advised of his expectation that *“given the requirement for pedestrian and cyclist facilities along Pukekohe East Street, the full crossing facilities will be necessary”*.⁹
47. Mr Thompson considers that the zoned Neighbourhood Centre on the northern side of Pukekohe East Road will, when established, operate independently of the centre enabled with Sub-precinct A and that the latter is unlikely to attract a significant number of pedestrians from the north.
48. The Panel accepts the evidence of Mr Langwell and Mr Thompson and considers that no further issues arise in respect of this matter.

Implications of Private Plan Change 98

49. The Panel noted that part of the justification for the proposed NCZ appeared to rely on rezoning the land on the eastern side of Golding Road for residential activity. We were therefore interested to understand any implications for PC95 if approval is not granted to Private Plan Change 98 (**PC98**), relating to the land on the opposite side of Golding Road. The Memorandum included comment from Messrs Ross and Thompson to the effect that there would be minimal implications for PC95 if approval is not granted to PC98, and that the demand for PC95 is driven by Plan Changes 74 and 76.
50. The Panel accepts that evidence and considers that no further issues arise in respect of this matter.

Timing under the Future Development Strategy

51. The Panel requested advice as to what the expected timing for development of the land under the Council’s Future Development Strategy (**FDS**). Mr Ross’ advice through the Memorandum was that the FDS is not of particular relevance, as the PC95 land is already live-zoned. He also noted that *“[b]y having a neighbourhood centre, the Applicant will be reducing traffic and demand on wastewater/water and bringing convenience to the community”*.¹⁰ The Applicant’s response in this regard is acknowledged, and the Panel confirms that this matter has been addressed.

Location of the Village Green

52. The Panel enquired as to whether the location for the proposed village green would be the most appropriate if Golding Road is developed as an arterial road, in accordance with PC95 (while also noting the potential signalised intersection at this location for ‘Road 12’ associated with PC98). The Panel was also interested to understand the most appropriate use for the village green, and how this area should be defined in the Sub-precinct provisions.

⁹ Memorandum, at p.5

¹⁰ Ibid, at p.6

53. The urban design advice of Mr Munro conveyed through the Memorandum was that the village green is an appropriate use and is envisaged as a community focal point that can accommodate multiple activities or outcomes. In particular, he expected that it will be “*an urban gathering space used in association with adjacent tenancies that will also be a front door for the centre*”, and that it “*should be seen as being closer to an intimate outdoor area associated with a group of shops, not a public ‘kick a ball’ park*”.¹¹ He also referred to other similar spaces, such as that at Kaea Lane in Drury, to provide an example of the way in which the village green could function, and that this would be provided for whether held in public or private ownership (with the latter being the more likely outcome).

54. A further query arose during the hearing, as it was identified by the Panel that the location of the village green is not actually specified within the Precinct provisions. The Reply addressed this matter, noting that:¹²

A conservative interpretation of the plan provisions could result in a view that the Village Green could not be located in the road stub area, i.e. outside the boundary of the Precinct Plan, resulting in the size of the Village Green being substantially larger than is proposed.

55. To address this matter, the Reply version of the Precinct included amended wording at Policy I453.3(17) and Standard I453.6.5.1 to allow use of the road stub as part of the Village Green (if the road stub still exists at the time of development). For Policy I453.3(7) the addition is as follows:

The Village Green is to be utilised for a range of passive and social recreation activities which may include a commercial or entertainment component such as, but not limited to, farmers markets, book fairs, outdoor dining, busking and music.

56. The Panel notes that part of its query, not addressed in the Reply, was that the village green could be in a separate location from that shown, unrelated to the road stub. Overall, however, the Panel considers that the precinct provisions are of sufficient detail to address any urban design -related aspects associated with its location within the bounds of the NCZ (including the way in which it will be used as discussed below), and that the proposed changes are appropriate and have adopted them accordingly.

Precinct Provisions

57. The Panel had a number of questions related to the Precinct provisions themselves, as set out below.

Activity table I453.4.1(A4)

58. In terms of Activity table I453.4.1(A4)(i), it was queried whether this should be amended to define which Precinct Plan is to be complied with (or if it is both, then it might follow the

¹¹ Ibid, at p.10

¹² Reply, at [3.5]

wording for (A11)(i)). Mr Ross confirmed that it should be amended to align with (A11)(i)) and this was addressed in the Reply version of the provisions.

Permeability of fencing

59. It was noted that Rule I453.6.2(1) requires that “*Fences adjoining the Village Green must not exceed 1.4m in height and remain visually permeable*” but does not define what ‘visually permeable’ means. The Panel suggested that the rule would benefit from inclusion of a requirement to be at least 50% visually open, as used in the Mixed Housing Urban Zone standards.
60. Following a discussion on this matter during the hearing, the Reply incorporated similar wording to that used in the MHUZ standards, so that Rule I453.6.2(1) is amended to read:

Fences adjoining the Village Green must not exceed 1.4m in height and remain visually permeable, meaning that the fence is at least 50 per cent visually open as viewed perpendicular to the front boundary.

61. The Panel agrees with and adopts that amendment.

Village Green descriptor

62. It was queried by the Panel whether use of the term ‘village green’ in Purpose statement I453.6.5.1(2) is the most appropriate descriptor if it may be “*utilised by adjacent tenancies for outdoor commercial activities*”. Through the hearing the Panel sought therefore that the purpose and anticipated uses of the village green be clarified in the Precinct plan provisions. In this regard, the Reply commented that:

3.3. *It is proposed that the types of activities be described in Policy 17 and the design be addressed in the description of the purpose of the Village Green in Standard I453.6.5.1, but there does not appear to be any particular issue moving the wording across the two provisions.*

3.4. *It is considered that the Precinct does not need specific rules for the relevant activities as they would already be covered off by the underlying zoning or the temporary activity provisions in E40.*

63. The Panel accepts that submission, and accordingly we find that the provisions described in the Reply, and the reference to underlying zone and temporary activity provisions within the AUP appropriately define the expected uses of the village green.

Purpose statement I453.6.5.1(3)

64. With respect to Purpose statement I453.6.5.1(3), it was queried how commercial leasing arrangements for the village green would be addressed if the Council “*accepts vesting for public purposes*”.

65. Mr Ross confirmed in the Memorandum that the Applicant is not proposing to vest the land for public purposes, noting push-back from the Council's Parks department in this regard across other projects in Auckland. No further issue arises in respect of this evidence.

Active frontages

66. The Panel also queried why the requirement for an “*active commercial/retail frontage*” did not rely on use of the AUP's Key Retail Frontage or General Commercial Frontage identification and rules for such frontages, noting that there is no rule to underpin the outcome sought by proposed Objective I453.2(9).
67. This matter was addressed by Mr Munro, who highlighted that the frontage control is limited to Metropolitan and Town Centres, and not Local or Neighbourhood Centres. He also did not consider that any standards were required to address this matter, as all buildings already require consent and would be subject to design-related assessment criteria that directs the need for buildings to activate and front the street.
68. It was acknowledged during the hearing, however that these provisions do not require specific consideration of retail activities on the proposed collector road. In this regard, the Panel considers that the following changes are necessary to address this matter:

- (a) Amend Objective I453.3(9) as follows:

Development within Sub-precinct A is undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, ~~or~~ and an active commercial interface where buildings front the proposed Collector Road ~~reserve~~.

- (b) Amend Assessment criterion I453.7.2.1(1)(a) as follows:

The extent to which Policies I453.3.1(11), (12), (15), ~~and~~ (16) and (17) are achieved.

69. These changes will, in the Panel's view, ensure that building design and interface considerations are appropriately addressed in respect of the collector road frontage.

Rule I453.6.5.5(1) - Landscaping

70. It was noted that Rule I453.6.5.5(1) relating to landscaping states “...*excluding the area identified for vehicle access into the zone*”. It was queried whether this should be changed to “*into ~~the zone~~ Sub-precinct A*”. Mr Ross confirmed in the Memorandum that this change was agreed.

FINDINGS AND REASONS FOR APPROVING THE PLAN CHANGE

71. As noted above, no evidence was presented on behalf of submitters, and beyond the queries and matters of clarification raised by the Panel, there are no matters of contention on which we need to make findings.

72. Therefore, and based on the responses received to our queries, it is a relatively straightforward matter for the Panel to record its acceptance of the evidence for both the Applicant and the Council that the proposed Neighbourhood Centre zoning and inclusion of new precinct provisions is appropriate for the plan change area, and will not give rise to adverse economic, transport or urban design effects on the surrounding locality.
73. There are, however, several minor changes that we have made for consistency or clarity or to provide consistency, within the Sub-precinct provisions. These comprise minor formatting changes and underlining of changed provisions and other amendments set out as follows (deletions in strikethrough and additions in underline font):
- (a) Objective I453.2(12): “...in ~~the~~ Sub-precinct A...”.
 - (b) Policy I453.3(17): change of wording to “...*design of* ~~the~~ Sub-precinct A, *is added*...”.
 - (c) I453.4.1 (Activity Table): renumber so that existing numbering is not affected.
 - (d) I453.4.1 (Activity Table): (A4) clarify the reference so that it is Precinct Plan 1 and 2.
 - (e) I453.4.1 (Activity Table): (A4) and (A8) delete a redundant reference – ~~I453.5~~.
 - (f) I453.6.3.2 (Water Quality): add reference to clause (1).
 - (g) Table I453.6.4.2.1 (Transport Infrastructure Requirements) Note 1: correct reference to I453.7.1(4).
 - (h) I453.6.4.7 – Road Widening Setback along Golding Road: place Purpose in a bullet point and renumber.
 - (i) I453.6.5.1 (Purpose statement): “*To create a useable and flexible green space that identifies the entrance to ~~s~~Sub-precinct A ~~entrance~~*”.
 - (j) I453.6.5.1(2)(b): addition of “soft” to the phrase “green landscaping” to provide greater clarity of meaning.
 - (k) Table I453.6.5.4.1(T1): “*Land use consent for buildings within ~~the~~ Sub-precinct A or issue of a s224(c) RMA certificate...*”.
 - (l) I453.6.5.5. Landscaping: amend the reference to ~~the zone~~ to Sub-precinct A.
 - (m) I453.6.5.6(1): “*at the time of subdivision (s224(c) RMA certificate)*”.
 - (n) I453.7.1. Matters of discretion: Amend the numbering and, consequentially, the references to Sub-precinct A.
 - (o) I453.7.2.1(1)(c): “*integrated with the design of ~~the~~ Sub-precinct A...*”.
 - (p) I453.7.2(4)(a),(c),(d) and (j): change the reference to Precinct Plans 1.
 - (q) I453.7.2(4)(b)(i) and (l): change the reference to Precinct Plan 1.

- (r) I453.6.5.5(1) change the reference to Precinct Plan 2.
- (s) I453.7.2.1 Assessment criteria - Sub-precinct A: delete the heading, refer to Sub-precinct A within the standards and replace the reference to in the general precinct provisions in I453.7.2 with above in I453.7.2(1)-(6).
- (t) I453.8 Special information requirements: Relocate the Riparian Planting Plan clause to be the first clause I453.8.1 and renumber.

74. The Panel also notes that, as part of its final review of the Precinct provisions, a possible error in Policy I453.3(5)(a)(i) with the reference to the requirement to provide “*a collector road and key intersections generally in the locations shown in the Precinct Plan 1 or as fixed by Precinct Plan 1*”. We consider that the second reference should be to Precinct Plan 2, and we have amended this policy accordingly. As a further minor grammatical matter, we consider that use of “the” before “Precinct Plan 1” within this policy and again at Rule I453.4.1(A11) is redundant, and so we have made deletions as a result.

75. Precinct Plan 2 is amended so that it is one plan only. The sub-precinct boundary is shown as including the road stub with a consequential change to the active commercial/retail frontage notation. In addition, it is noted that some references within the Precinct Plan maps and legend themselves need aligning with Precinct Plan 1 or are superfluous (for instance, references to PC76) and have been shown as deleted. This may be a matter of a simple tidy-up by the Council in conjunction with the Applicant before the plan change is made operative.

76. These changes, along with those referred to in the preceding part of this decision, are incorporated into the revised version of the Precinct at **Attachment 1**.

77. We have also included the zone map for the plan change as a further attachment – being **Attachment 2**.

78. Overall, and based on those amendments, we accept Mr Reaburn’s recommendation that PC95 should be adopted, and that the plan change and associated change in the zoning of the land will:

- assist the Council in achieving the purpose of the RMA;
- give effect to the NPS-UD;
- be consistent with the RPS; and
- be consistent with the Auckland Plan.

DECISIONS ON SUBMISSIONS

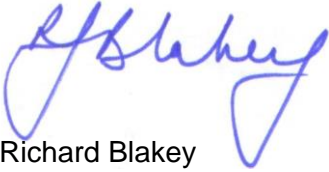
79. It is also necessary for us to set out our decisions with respect to the submissions received on the plan change. We have set out our decision on the submissions, and the relief sought in those submissions, at **Attachment 3** and these are based on the recommendations provided in the assessment by Mr Reaburn in his s.42A report and addendum, and our overall decision to approve the plan change.

FINDINGS WITH RESPECT TO PART 2

80. For all of the reasons set out in this decision, we are also satisfied the matters set out in ss.6, 7 and 8 of the RMA have been addressed. PC95 and its provisions, as amended, have recognised and provided for, have had particular regard to and taken into account those relevant ss.6, 7 and 8 matters.
81. In terms of s.5 of the RMA, it is our finding that the provisions of PC95 are consistent with, and are the most appropriate way, to achieve the purpose of the RMA. PC95 will enable the efficient development of the site for residential activities while also avoiding, remedying, or mitigating any adverse effects on the environment.
82. Having considered all the evidence and relevant background documents, we are satisfied, overall, that PC95 has been developed in accordance with the relevant statutory and policy matters with regard to ss.32 and 32AA and Part 2 of the RMA. The plan change will clearly assist the Council in its effective administration of the AUP(OP).

DECISION

- I. That pursuant to Schedule 1, clause 10 of the Resource Management Act 1991, that Proposed Plan Change 95 to the Auckland Unitary Plan (Operative in Part) be **approved**, on the basis of the Plan Change provisions as provided with the Applicant's memorandum of 8 August 2024, subject to those amendments that we have described in this decision.
- II. Submissions on the plan change are accepted and rejected in accordance with Attachment 1 to this decision. In general, these decisions follow the recommendations set out in the Council's s.42A report, except as otherwise identified in the JWS in relation to the matters that were then in contention.
- III. In addition to the reasons set out above, the overall reasons for the decision are that Plan Change 95:
- (a) will assist the Council in achieving the purpose of the RMA;
 - (b) is consistent with the Auckland Regional Policy Statement;
 - (c) is supported by necessary evaluation in accordance with s.32 of the RMA; and
 - (d) will assist with the effective implementation of the Auckland Unitary Plan.



Richard Blakey

Chairperson



Bridget Gilbert



Vaughan Smith

7 October 2024

ATTACHMENTS

Attachment 1 I453 Pukekohe East-Central Precinct

Attachment 2 Plan Change Zone Map

Attachment 3 Table of Decisions on Submissions

Provisions as Notified

Note: All Notified Precinct Provisions are deleted and replaced with a new sub-precinct in Precinct I453. Pukekohe East-Central Precinct

~~I4XX. Golding Road Neighbourhood Centre Precinct~~

~~I4XX.1. Precinct Description~~

~~The Golding Road Neighbourhood Centre Precinct is a small 8,500m² neighbourhood centre located to the east of Pukekohe Town Centre.~~

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

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

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

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

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

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

~~The overlay, Auckland wide and zone policies apply in this precinct in addition to those~~

specified above.

I4XX.4. Activity Table

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

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

Table I4XX.4.1 Activity table

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

I4XX.5. Notification

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

I4XX.6. Standards

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

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

I4XX.6.1 Village Green

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

- (1) The Village Green shall be provided with a minimum area of 250m² (including 3m wide landscaped strip along the frontage of Golding Road but excluding any road widening requirement).
- (2) The Village Green may be utilised by adjacent tenancies for outdoor commercial activities.

~~(3) The Village Green shall be retained in private ownership, unless Council accepts vesting for public purposes.~~

14XX.6.2 Fencing of interface with Village Green

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

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

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

14XX.6.2 Stormwater Management

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

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

14XX.6.3. Transport

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

~~(1) Road Network Upgrades~~

~~(a) Subdivision and development (including construction of any new road) must comply with the standards in Table 14XX.6.3.X.~~

Table 14XX.6.3.1 Transport Infrastructure Triggers

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

~~(b) The above will be considered to be complied with if the identified upgrade forms part of the same resource consent, or a separate resource consent which is given effect 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.~~

14XX.6.4. Road Widening Setback along Golding Road

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

~~(1) Until 30 January 2026 a 2m wide road widening setback must be provided along that part of the frontage of the land adjoining Golding Road, as per Precinct Plan 1.~~

144X Golding Road Neighbourhood Centre

- (2) ~~The setback must be measured from the legal road boundary that existed as at 1-February 2022. No buildings, structures or parts of a building shall be constructed within this 2m wide setback, prior to 30 January 2026 except where such buildings or structures are intended to be vested in Auckland Council.~~

14XX.6.5 Landscaping

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

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

14XX.7. Assessment – controlled activities

~~There are no controlled activities in this precinct.~~

14XX.8. Assessment – restricted discretionary activities

14XX.8.1. Matters of discretion

~~The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application for activities listed in Table 144X.4.1 Activity table, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:~~

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

144X.8.2. Assessment criteria

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

- (1) ~~New Buildings~~
- ~~a. Refer to Policy 14XX.3.3~~
- (2) ~~Construction of communal stormwater devices or structures in accordance with the Stormwater Management Plan~~
- ~~a. whether appropriate ongoing maintenance and management systems have been arranged;~~
- (3) ~~Vehicular access onto Golding Road in accordance with the Precinct Plan a.~~
- ~~a. Refer to Policy 14XX.3.2~~

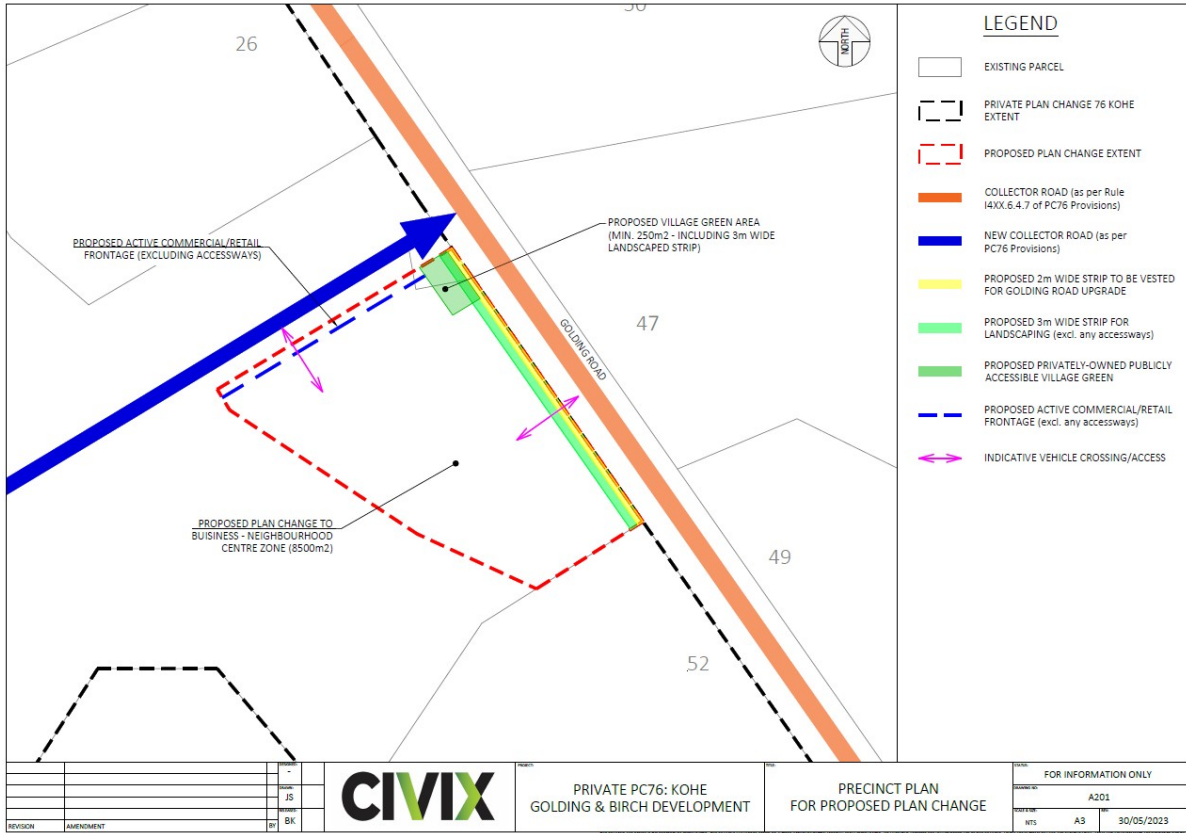
144X.9. Special information requirements

I44X Golding Road Neighbourhood Centre

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

I44X Golding Road Neighbourhood Centre

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



Appendix 1 – 1 Minimum Road Width, Function and Required Design Elements

Name	Role and function of road	Minimum Road-Reserve (Note-1)	Total no. of lanes	Design Speed	Median (Note-2)	Cycle provision	Pedestrian provision	Fr he ve e- Ye
Golding Road (interim)	Collector/Arterial (unless Auckland Transport does not issue a notice of requirement for an arterial road status on or before	21m	2	50km/h	No	Yes	Precinct side-only	
Internal Collector Road	Collector	21m/22m (Note-5)	2	50km/h	No	Yes	Both sides	Ye

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

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

Note 3: Carriageway and intersection geometry capable of accommodating buses. Note 4: Width of local roads where they adjoin open space may be modified.

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

Amendments to Precinct I453. Pukekohe East-Central Precinct

Additions in underline

Deletions in ~~strikethrough~~

I453. Pukekohe East-Central Precinct

I453.1. Precinct Description

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

The zoning of land within the Precinct is Residential – Mixed Housing Urban Zone, and Business – Neighbourhood Centre Zone (Sub-precinct A). The purpose of the Precinct is to provide for comprehensively planned residential and business development in a way that supports a quality compact urban form.

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

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

~~The zoning of land within this Precinct is the Residential Mixed Housing Urban Zone.~~

The Pukekohe East-Central Precinct provides overall objectives for the whole area, and includes one sub-precinct – Sub-precinct A:

Sub-precinct A (Golding Road Neighbourhood Centre) is a small 8,500m² neighbourhood centre located to the east of Pukekohe Town Centre. While the sub-precinct itself does not have any wetlands or streams it lies within the upper catchment of the Tūtaenui waterway and within the wider cultural landscape of Te Awanui O Taiehu which is significant to Ngāti Te Ata Waiohua and Ngāti Tamaoho. The area was extensively settled and utilised for centuries as part of the traditional food-bowl because of its fertile volcanic soils and were a taonga held and passed down. The Tūtaenui waterway and its tributaries were fringed with wairepo (wetland areas), which were primarily used for food, medicine, and materials for goods such as clothing, cooking and housing. Wairepo were also used for housing taonga during times of war. Areas that were not in wetland included dry fertile whenua that was used for maara kai (cultivations), pātaka kai (food storage and preparation), umu (ovens) and wāhi nohoanga.

Within Sub-precinct A, cultural values, including the history, spiritual, hydrological, geological, archaeological and ecological features within the Precinct need to be appropriately managed, including through consultation with Ngāti Te Ata Waiohua and Ngāti Tamaoho. Future

development has the potential to improve and enhance the area, and therefore contribute towards a revitalised cultural landscape.

The timing of subdivision and development will be coordinated with the provision of adequate water and wastewater infrastructure.

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

I453.2. Objectives [rp/dp]

Pukekohe East-Central Precinct - General

- (1) Pukekohe East-Central Precinct is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment and enables safe and functional residential development, road network and open space areas.
- (2) Provide for the health and well-being of streams and wetlands within the Precinct.
- (3) The network of key watercourses is protected and enhanced where practical in a manner which assists to manage the risk of flooding and provide open space areas for recreation as well as walking and cycling connections.
- (4) A safe, efficient and integrated transport network that provides legible connections through the Precinct, encourages walking and cycling and the use of public transport, encourages roads adjacent to the drainage reserve, enables consideration of road access through the Significant Ecological Area and the effective management of stormwater within the drainage reserve as shown on the Precinct Plan, provides necessary upgrades to the road network adjoining the Precinct and recognises the needs that will arise from development within the Precinct for minimum upgrades necessary to the wider road network and connections to the Pukekohe Rail Station.
- (5) Stormwater management is designed to achieve hydrological mitigation and quality treatment to avoid, remedy or mitigate adverse effects of stormwater on the receiving environment. **[rp]**
- (6) Subdivision and development is coordinated with the supply of sufficient water, wastewater and stormwater infrastructure.
- (7) Indoor activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of East Street and Golding Road (future arterial road in the Pukekohe-Paerata Structure Plan).

Sub-precinct A

- (8) Sub-precinct A is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment.
- (9) Development within Sub-precinct A is undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, and an active commercial interface where buildings front the proposed Collector Road.

- (10) Access into and out of Sub-precinct A is controlled to avoid, remedy or mitigate adverse transport effects on Golding Road and the proposed Collector Road.
- (11) The cultural, spiritual and historic values held by Ngāti Te Ata Waiohua and Ngāti Tamaoho and their relationships with the cultural landscape within Sub-precinct A are recognised and provided for and positive environmental outcomes are achieved for the health and wellbeing of the land, waterways and people.
- (12) Subdivision and development in Sub-precinct A is coordinated with the delivery of adequate water supply and wastewater infrastructure.

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

I453.3. Policies [rp/dp]

Pukekohe East-Central Precinct - General

- (1) Require that the design of any subdivision and development within the Precinct is undertaken in general accordance with ~~the~~ Precinct Plan 1.
- (2) Encourage legal protection of the Significant Ecological Area and development that provides accessible green spaces along stream corridors as shown on ~~the~~ Precinct Plan 1, where practical.
- (3) Require that new buildings and development do not compromise the purpose of the drainage reserve and Significant Ecological Area as shown on ~~Pukekohe East-Central Precinct Plan 1~~, except as necessary within the Significant Ecological Area to provide for stormwater management or road access and connectivity.
- (4) Require residential development and open spaces be well-integrated by providing a positive interface between residential development and open space areas.
- (5) Ensure that a transport network is provided within and adjoining the Precinct and to the Pukekohe Rail Station that:
 - (a) integrates with, and avoids adverse effects on the safety and efficiency of the transport network of the surrounding area by:
 - (i) providing a collector road and key intersections generally in the locations shown in ~~the~~ Precinct Plan 1 or as fixed by ~~the~~ Precinct Plan 2;
 - (ii) providing an interconnected urban local road network that achieves a highly connected street layout and integrates with the collector road network;
 - (iii) identifying walking and cycling routes on ~~the~~ Precinct Plan 1 and providing a well-connected movement network that facilitates safe walking and cycling;
 - (iv) providing a safe separated lane(s) for cyclists on collector and arterial roads;
 - (v) providing for safe local road intersections onto collector and arterial roads;
 - (vi) including upgrades to existing road frontages of the Precinct and connections to existing and future networks outside the Precinct;

- (vii) requiring upgrades or other measures where necessary to address cumulative effects at the Golding Road / East Street / Pukekohe East Road intersection, the Station Road / East Street intersection, the Ngahere Road / East Street intersection, the Birch Road / Station Road intersection, and Golding Road where it adjoins the Precinct; and
 - (viii) providing for East Street's role as an arterial and the possibility that Golding Road will be developed as an arterial if Auckland Transport decides to do so before 30 January 2026, through setbacks and vehicle access restrictions for sites adjoining Golding Road and road and vehicle access restrictions to East Street.
 - (b) facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles, including (as far as practicable given the local area's constraints and characteristics) to the Pukekohe Rail Station;
 - (c) is designed and constructed in a manner that is appropriate having regard to the requirements of Auckland Transport's relevant code of practice or engineering standards.
- (6) Avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of stormwater runoff on freshwater in accordance with an approved stormwater management plan:
- (a) Incorporating sustainable stormwater management systems such as on-site retention and communal detention; and
 - (b) Ensuring that stormwater devices are appropriately located, designed and constructed to achieve detention and quality treatment outcomes. **[rp]**
- (7) Requiring planting of riparian margins of streams and buffers of wetlands.
- (8) Ensure that development within the Precinct is appropriately staged and timed to align with the establishment of required water and wastewater connections.
- (9) Recognise that the Precinct is part of a newly developing residential area and that there is a potential need for educational facilities to establish within the Precinct.
- (10) Ensure that activities sensitive to noise adjacent to future arterial roads are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors.

Sub-precinct A

- (11) Require comprehensive and integrated development of Sub-precinct A in accordance with Precinct Plan 2 (Sub-precinct A).
- (12) Ensure new development, buildings and significant additions and alterations to buildings within Sub-precinct A are designed to:
 - (a) positively contribute to amenity values and the quality of the built environment where buildings are adjacent the Village Green or the Collector Road;

I453 Pukekohe East-Central Precinct

- (b) positively contribute to a well-landscaped and visually interesting frontage along Golding Road;
- (13) Minimise the effects of off-site disposal of stormwater within Sub-precinct A through the use of sustainable infrastructure design.
- (14) Avoid subdivision and development in Sub-precinct A progressing ahead of the provision of bulk and local water supply and wastewater networks with sufficient capacity to service the proposed subdivision or development.
- (15) Consult with Ngāti Te Ata Waiohua and Ngāti Tamaoho and recognise and provide for their cultural, spiritual and historical values and relationships associated with the cultural landscape within Sub-precinct A, which include:
- (a) Important sites, places and areas, waahi tapu and other taonga.
 - (b) Opportunities for visual connections to the waterways and wider cultural landscape.
 - (c) Remnant ngahere (forest) and native trees.
- (16) Establish a cultural narrative which responds to the values in Policy (15), including through cultural identity markers and artwork, high quality public open spaces, revegetated riparian margins and effective stormwater management within Sub-precinct A
- (17) Provide for a small Village Green which is integrated with the design of Sub-precinct A, is able to be accessed by visitors to the Neighbourhood Centre and is designed to enhance the amenity of the Neighbourhood Centre. The Village Green is to be utilised for a range of passive and social recreation activities which may include a commercial or entertainment component such as, but not limited to, farmers markets, book fairs, outdoor dining, busking and music.

All relevant overlay, Auckland-wide and zone policies apply in apply in this Precinct (including Sub-precinct A) in addition to those specified above.

I453.4. Activity table

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

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

Note 1

A blank in the activity status column means that the activity status in the relevant overlay, Auckland-wide or zone provision applies. Table I453.4.1 Activity table – Pukekohe East-Central

I453 Pukekohe East-Central Precinct

Precinct (including Sub-precinct A)

Activity		Activity status	
		<u>Sub-Precinct A</u>	<u>Precinct excluding Sub-Precinct A</u>
Use and Development			
(A1)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 in the Residential – Mixed Housing Urban Zone, <u>or Table H12.4.1 in the Business – Neighbourhood Centre Zone.</u>		
(A2)	Show home meeting the standards in Rule H5.6 in the Residential – Mixed Housing Urban Zone		P
(A3)	Any activity: <ul style="list-style-type: none"> i not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, <u>or</u> ii <u>not complying with Sub-precinct A standards under I453.6.5.1, I453.6.5.2 or I453.6.5.3 or I453.6.5.5.</u> 	<u>RD</u>	RD
(A4)	Any activity: <ul style="list-style-type: none"> i not in accordance with the Precinct Plan <u>1 and 2, or</u> ii not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8), <u>or I453.6.5</u> iii <u>not complying with the Sub-precinct A standard under I453.6.5.4.</u> 	<u>D</u>	D
(A4A)	<u>New Buildings</u>	<u>RD</u>	
(A4B)	<u>Any development not complying with the standard under I453.6.5.6.</u>	<u>NC</u>	<u>NC</u>
Infrastructure			
(A5)	Construction of communal stormwater devices	<u>RD</u>	RD
(A5A)	<u>Vehicular access onto Golding Road</u>	<u>D</u>	
Subdivision			

I453 Pukekohe East-Central Precinct

(A6)	Subdivision listed in Chapter E38 Subdivision – Urban		
(A7)	Subdivision: i not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, <u>or</u> ii <u>not complying with the Sub-precinct A standards under I453.6.5.1, I453.6.5.2 or I453.6.5.3 or I453.6.5.5.</u>	RD	RD
(A8)	Subdivision: i not in accordance with the Precinct Plan <u>1 or 2</u> , or ii not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8), or I453.6.5 iii <u>not complying with the Sub-precinct A standard under I453.6.5.4.</u>	D	D
(A9)	<u>Any subdivision not complying with the standard under I453.6.5.6</u>	<u>NC</u>	<u>NC</u>

I453.5. Notification

- (1) Any application for resource consent for an activity listed in Table I453.4.1 Activity table will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

I453.6. Standards

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

All activities listed in Table I453.4.1 Activity Table must comply with the following standards.

I453.6.1 Fencing of drainage reserve boundaries

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

- provide privacy for dwellings while enabling opportunities for passive surveillance of an adjoining open space; and
- minimise visual dominance effects to an adjoining open space.

- (1) Any fences, walls or a combination of these structures (where separate or joined together) along a boundary of the drainage reserve area (as shown on Pukekohe East-Central: Precinct Plan 1) must not exceed the height specified below, measured from the ground level at the boundary:
 - (a) 1.4m in height, or
 - (b) 1.8m in height for no more than 50 per cent of the length of the fence along the boundary and 1.4m for the remainder, or
 - (c) 1.8m in height if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary.

I453.6.2 Interface with reserve strip along Ngahere Road

Purpose: to ensure that the interface with the reserve strip along Ngahere Road is treated as a road frontage for fencing and landscaped area controls for so long as that reserve strip is held under the Reserves Act 1977.

- (1) Rules H5.6.15 and H5.6.11(2) shall apply to that part of the Precinct which adjoins the approximately 2m wide strip of Reserve to the east of Ngahere Road as if that boundary was a road boundary, unless that reserve strip is no longer held under the Reserves Act 1977.

I453.6.3 Stormwater

I453.6.3.1 Hydrological Mitigation

Purpose: to manage the amount of stormwater runoff generated by a development, to reduce peak flow rate and potential flood risks.

- (1) Provide retention (volume) reduction of at least 5mm runoff depth for non-potable use of all impervious surfaces for which hydrology mitigation is required; and
- (2) Provide detention (temporary storage) and a drain down period of 24 hours for the difference between the pre-development and post-development runoff volumes from the 95th percentile, 24 hour rainfall event minus the 5mm retention volume or any greater retention volume that is achieved, over the impervious area for which hydrology mitigation is required.
- (3) Any stormwater management device or system must be built generally in accordance with Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01) by a suitably qualified service provider and must be fully operational prior to use of the impervious area.
- (4) 'As built' plans for any stormwater management device or system must be provided to the Council within three months of practical completion of the works.
- (5) Any stormwater management device or system must be operated and maintained in accordance with best practice for the device or system.
- (6) The maximum impervious area must not exceed 70 per cent of the site area.

I453.6.3.2 Water Quality

Purpose: To protect water quality in streams, and the Whangapouri Stream catchment, by avoiding the release of contaminants from impervious surfaces.

- (1) New buildings and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e., zinc, copper and lead).
- (2) Runoff from all impervious surfaces (including roads) other than roofing meeting clause (1) above must provide for onsite quality treatment. The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.

I453.6.4 Precinct Plan and infrastructure requirements

All development and subdivision must comply with the following standards:

I453.6.4.1 Precinct Plan requirements

- (1) Access to all sites, and all building platforms, must be located wholly outside the Significant Ecological Area and drainage reserve areas shown on Pukekohe East-Central: Precinct Plan 1.
- (2) Upon subdivision of sites containing land within the drainage reserve area, such areas are to be vested in the Council for drainage and/or public open space purposes or otherwise protected by another suitable legal mechanism acceptable to the Council.
- (3) All roads, lanes and pedestrian connections must be provided in general accordance with the indicative alignments in Pukekohe East-Central: Precinct Plan 1 such as to achieve the same level of connectivity to adjacent sites and roads as shown on the Precinct Plan.

I453.6.4.2 Transport

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network.
 - Achieve the integration of land use and transport.
- (1) Subdivision and development (including construction of any new road) must comply with the standards in Table I453.6.4.2.1.

Table I453.6.4.2.1 Transport Infrastructure Requirements

Transport Infrastructure Upgrade		Trigger
(T1)	New east-west Collector Road between Birch Road and Golding Road including cycle facility. Note: the Collector Road is to connect opposite Youngs Grove at Birch Road.	Any subdivision or development resulting in a cumulative total of 200 dwellings within the Precinct
(T2)	Upgrade of Golding Road to Collector Road standard (west side)	Any subdivision or development with frontage to Golding Road
(T3)	Upgrade of north side of Birch Road to Collector Road standard between Ngahere Road and New East-West Collector Road	Any subdivision or development with frontage to Birch Road west of Youngs Grove
(T4)	Extension of Birch Road east of Youngs Grove to local road standard	Any subdivision or development with frontage to Birch Road east of Youngs Grove
(T5)	Upgrade of south side of East Street to Collector Road standard (future proof for upgrade for Arterial Road)	Any subdivision or development with frontage to East Street
(T6)	Upgrade of east side of Ngahere Road (south of Roosevelt Park) to local road standard	Any subdivision or development with frontage to Ngahere Road south of Roosevelt Park
(T7)	Upgrade of east side of Ngahere Road (north of Roosevelt Park) to local road standard	Any subdivision or development with frontage to Ngahere Road north of Roosevelt Park if and once the 2m reserve strip on east side of Ngahere Road is removed
(T8)	Upgrade of Ngahere Road alongside Roosevelt Park to provide a Pedestrian Path between the northern and southern sections of Ngahere Road subject to landowner permission from Auckland Transport and/or Auckland Council Parks to install such a Pedestrian Path.	Upgrade of Ngahere Road to local road standard north and south of Roosevelt Park
(T9)	Interim pedestrian / cycle upgrade along Birch Road from the Precinct boundary to Station Road and to Pukekohe Rail Station, in accordance with Policy 5(b).	First dwelling with a connection to Birch Road or Ngahere Road

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

Note 1: Development relevant to any of the Standards T2 to T8 only apply to the section of the road adjacent to the development or subdivision area. The effects of any gaps in frontage upgrades on active mode connectivity or safety will be considered under matter of discretion I453.7.1(4) and the assessment criteria in I453.7.2(4)(g).

Note 2: These standards may be modified to enable a road design through the Significant Ecological Area that minimises adverse effects on indigenous vegetation (for example, a narrow road carriageway with no parking on either side, a single footpath/cycleway on one side only of the road which could be separated horizontally and/or vertically from the road carriageway, may be acceptable).

I453.6.4.2A Road Design and Upgrade of Existing Rural Roads

Purpose:

- To ensure that any activity, development and/or subdivision complies with Appendix 1: Minimum Road Width, Function and Required Design Elements, and that existing rural roads are progressively upgraded to an urban standard.

- (1) Any development and/or subdivision must comply with Appendix 1 Minimum Road Width, Function and Required Design Elements as applicable.

I453.6.4.3 Stormwater

- (1) Development and subdivision must be designed so that stormwater is directed to communal stormwater device(s) that must be located within the drainage reserve area.

I453.6.4.4 Water and wastewater

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

I453.6.4.5 Riparian and Buffer Planting

- (1) The riparian margins of any permanent or intermittent stream must be planted at the time of subdivision or land development to a minimum width of 10m measured from the top of the stream bank. This standard does not apply to that part of a riparian margin where a road, public walkway, or cycleway crosses over the stream. This standard also does not apply where no earthworks are proposed within 50m any stream.

- (2) The buffer of any natural wetland must be planted at the time of subdivision or land development to a minimum width of 10m measured from the wetland's fullest extent. This standard does not apply to that part of a wetland buffer where a road or public walkway crosses over the buffer or where no earthworks are proposed within 50m any wetland.
- (3) The buffer of the Significant Ecological Area must be planted at the time of any subdivision or land development adjacent to the feature to a minimum width of 5m measured from the edge of the canopy.
- (4) The planting required by clauses (1)-(3) above must:
 - (a) use eco-sourced native vegetation;
 - (b) be consistent with local biodiversity;
 - (c) be planted at a density of 10,000 plants per hectare;
 - (d) be undertaken in accordance with the Special Information Requirements in I453.8.1; and
 - (e) be legally protected and maintained to establishment for a period of five years.
- (5) The on-going protection of the Significant Ecological Area via an appropriate legal mechanism can be recognised as providing environmental benefits relating to climate change resilience, carbon sequestration, permeable areas and urban heat management.

I453.6.4.6 Site Access

Purpose:

- Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings and to provide for the safe and efficient operation of the future arterial network.
- (1) Where subdivision and development adjoins a road with existing or (on the Precinct Plan) planned shared footpath or protected cycle lane on the site's frontage, rear lanes (access lot) or access from side roads must be provided so that no vehicle crossing occurs directly from the site's frontage over any shared footpath, protected cycle lane or the road frontage.
 - (2) Except as provided in (3) no new road intersection (excluding active mode only connections), additional vehicle crossing or additional activities using vehicles crossings existing as at the date of these precinct provisions being made operative shall be permitted along the East Street frontage.
 - (3) New road connections to East Street are only permissible in the north-eastern corner of the Precinct if road access is not able to be achieved through Golding Road and in the north-west corner if access is not able to be achieved from the south or Ngahere Road.

I453.6.4.7 – Road Widening Setback along Golding Road

Purpose:

- (1)

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- To provide for the potential future required widening of Golding Road as an arterial road if Auckland Transport issues a notice of requirement to do so prior to 30 January 2026.
- (1) ~~(2)~~ Until 30 January 2026 a 2m-wide road widening setback must be provided along that part of the frontage of the land adjoining Golding Road.
- (2) ~~(3)~~ The setback must be measured from the legal road boundary that existed as at 1 February 2022. No buildings, structures or parts of a building shall be constructed within this 2m wide setback, prior to 30 January 2026 except where such buildings or structures are intended to be vested in Auckland Council.

This standard shall not apply if Auckland Transport advises prior and up until 30 January 2026 that Golding Road will have collector road status only.

Note: This standard I453.6.4.7 does not apply to Sub-precinct A.

I453.6.4.8 Road Noise Attenuation

Purpose:

- To protect activities sensitive to noise from indoor adverse health and amenity effects arising from road traffic noise associated with the operation of East Street and Golding Road (as a future arterial road as illustrated in the Pukekohe-Paerata Structure Plan).
- (1) Any noise sensitive space (including any indoor spaces in Table I453.6.4.8.1) in a new building or alteration to an existing building that contains an activity sensitive to noise located within 75m to the boundary of East Street or Golding Road (future arterial road in the Pukekohe-Paerata Structure Plan) shall be designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values set out in Table I453.6.4.8.1 below.

Table I453.6.4.8.1: Indoor noise levels:

Indoor Space	Indoor noise level $L_{Aeq(24h)}$
Residential (excluding home occupation and camping grounds)	40 dB
<i>Building type: Educational Facilities or Tertiary Educational Facilities</i>	
Lecture rooms/theatres, music studios, assembly halls	35 dB
Teaching areas, conference rooms, drama studios	40 dB
Libraries	45 dB
<i>Building type: Health</i>	
Overnight medical care, wards, sleeping areas	40 dB
Clinics, consulting rooms, theatres, nurses' stations	45 dB

<i>Building type: Community Facilities</i>	
Marae (excluding any area that is not a noise sensitive space)	35 dB
Places of Worship	35 dB
Indoor Space	Indoor noise level $L_{Aeq(24h)}$
<i>All other Activities Sensitive to Noise</i>	
<i>All other noise sensitive spaces</i>	40 dB

- (2) If windows must be closed to achieve the design noise levels in Rule I453.6.4.8.1 the building must be designed, constructed and maintained with a mechanical ventilation system that:
- (a) For habitable rooms for a residential activity, must achieve the following requirements:
 - (i) Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
 - (ii) Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
 - (iii) Provides relief for equivalent volumes of spill air; and
 - (iv) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and
 - (v) Does not generate more than 35 db $L_{Aeq(30s)}$ when measured 1 metre away from any grille or diffuser.
 - (b) For other spaces, is as determined by a suitably qualified and experienced person.
- (3) A design report must be submitted by a suitably qualified and experienced person to the Council demonstrating compliance with Rule I453.6.4.8.1(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise that is within 75m of East Street or Golding Road. In the design, road noise is based on predicted noise levels plus 3 dB, or future predicted noise levels.
- (4) Should noise modelling undertaken on behalf of the by the applicant be used for the purposes of future predicted noise levels under this standard, modelling shall be based on the following inputs:
- (a) An asphaltic concrete surfacing (or equivalent low noise road surface);
 - (b) 50km/hr speed environment;
 - (c) The following Arterial Annual Average Daily Traffic (AADT) flow predictions for 2048 and heavy vehicles (HV) % for 2048:

Section of Road	2048	
	AADT	HV%
East Street	20,000	9%
Golding Road (future arterial)	12,000	10%

- (d) Screening from any buildings that exist or buildings for which building consent has been granted and issued, or which form part of the resource consent application being assessed and the application is expressly made on the basis that the buildings will be constructed prior to occupation of any noise sensitive space benefiting from the screening.

I453.6.5 Sub-precinct A

I453.6.5.1. Village Green

Purpose

- To create a useable and flexible green space that identifies the entrance to Sub-precinct A.
 - (1) A Village Green within Sub-precinct A shall be provided with a minimum area of 250m², which may include:
 - (a) approved use of the road stub (if it still exists) which diverts westward from Golding Road;
 - (b) the required 3m wide landscaped strip along the frontage of Golding Road (but excluding any road widening requirement).
 - (c) up to 25% of its space for semi-permanent commercial uses, such as outdoor seating.
 - (2) The Village Green within Sub-precinct A:
 - (a) may be utilised for passive and social recreation activities which may include commercial or entertainment activities such as, but not limited to, farmers markets, book fairs, outdoor dining, busking and music;
 - (b) shall be designed to consist of up to 50% paved plaza or similar impermeable surfaces, with the remainder as soft/green landscaping.
 - (3) The Village Green within Sub-precinct A shall be retained in private ownership, unless Council accepts vesting for public purposes.

I453.6.5.2 Fencing of interface with Village Green

Purpose

- To enable fences and walls to be constructed to a height sufficient to:

- provide developments within Sub-precinct A with privacy and safety while enabling opportunities for passive surveillance of an adjoining Village Green; and
 - minimise visual dominance effects to an adjoining Village Green within Sub-precinct A.
- (1) Fences adjoining the Village Green must not exceed 1.4m in height and remain visually permeable, meaning that the fence is at least 50 per cent visually open as viewed perpendicular to the front boundary.

I453.6.5.3. Stormwater Management

Purpose

- To ensure suitable stormwater mitigation and design considerations are made to reduce and mitigate stormwater effects on the receiving environment within Sub-precinct A in accordance with best practice design outcomes.
- (1) Subdivision and development shall be managed in accordance with an approved Stormwater Management Plan and any granted network consent (or approved variation).

I453.6.5.4. Transport

Purpose

- To mitigate the adverse effects of traffic generation on the surrounding local and wider road network and to achieve the integration of land use and transport within Sub-precinct A.
- (1) Road Network Upgrades within Sub-precinct A
- (a) Subdivision and development (including construction of any new road) must comply with the standards in Table I453.6.5.4.1.

Table I453.6.5.4.1 Transport Infrastructure Triggers within Sub-precinct A

<u>Transport Infrastructure Upgrade</u>		<u>Trigger</u>
(T1)	<u>New east-west Collector Road from Golding Road along entire northern frontage of Neighbourhood Centre Zone, including provision for a bi-directional cycle facility on the northern side or a uni-directional cycleway on both sides.</u>	<u>Land use consent for buildings within Sub-precinct A or issue of a s224(c) RMA certificate for any subdivision of the sub-precinct into serviced super-lots or development lots, but not including a subdivision of the sub-precinct into a stand-alone lot or any adjustment to the boundary with Golding Road.</u>
(T2)	<u>Upgrade of Golding Road frontage adjacent to the Neighbourhood Centre Zone to Collector Road standard (west side only).</u>	<u>Any subdivision or development within Neighbourhood Centre Zone with frontage to Golding Road.</u>

- (b) The above will be considered to be complied with if the identified upgrade forms part

of the same resource consent, or a separate resource consent which is given effect to prior to release of section 224(c) of the Resource Management Act 1991 for any subdivision OR prior to occupation of any new building(s) for a land use only.

I453.6.5.5. Landscaping

Purpose

- To provide additional building setback to Golding Road which is landscaped in a manner that improves on-site amenity and reduces building intensity on the street.
- (1) A 3m deep landscaping strip along Golding Road, identified on Precinct Plan 2, must be planted in a mix of trees, shrubs or ground cover plants (including grass), excluding the area identified for vehicle access into the zone Sub-precinct A.

I453.6.5.6. Water Supply and Wastewater

Purpose

- To ensure subdivision and development in the precinct is coordinated with the provision of bulk water supply and wastewater infrastructure.
- (1) Adequate bulk water supply and wastewater infrastructure with sufficient capacity to service the proposed development must be operational at the time of subdivision (s224(c) RMA certificate) or prior to commencement of construction of any building intended to be occupied.
- (2) Applications for resource consent for development or subdivision will be deemed to comply with standard I453.6.5.6 (1) if the required bulk water supply and wastewater infrastructure is:
- (a) Constructed and operational prior to lodgement of the resource consent application;
or
 - (b) Under construction with relevant consents and/or designations being given effect to prior to lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrades(s) will be completed and operational prior to:
 - (i) The issue of a section 224(c) RMA certificate in the case of a subdivision consent application; or
 - (ii) Prior to commencement of construction of any building intended to be occupied.

I453.7. Assessment – restricted discretionary activities

I453.7.1. Matters of discretion

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application for activities listed in Table I453.4.1 Activity Table, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) For new buildings, fences, and additions to buildings that do not comply with the

standards:

- (a) building and fence interface with the drainage reserve or Ngahere Road as applicable.
- (2) Development of new or redevelopment of existing impervious areas that do not comply with the standards:
- (a) the potential adverse effects including cumulative effects of increased stormwater flows (arising from the non-compliance) on freshwater systems including effects on stream channels and stream health, natural character, biodiversity, erosion and stability and community and Mana Whenua values;
 - (b) the best practicable options for reducing existing adverse effects;
 - (c) the processes proposed for the management of stormwater flow onsite or the availability of an authorised stormwater management device or system in the catchment designed and sized to accommodate the stormwater runoff from the new and redeveloped impervious area and achieve appropriate hydrology mitigation; and
 - (d) the practicality and limitations of applying stormwater flow management to the site, taking into account site and operational constraints.
- (3) Construction of communal stormwater devices or structures:
- (a) the capacity and design of the stormwater device or structure;
 - (b) the location of the stormwater device or structure; and
 - (c) the ongoing quality, viability and maintenance of the device or structure.
- (4) Subdivision:
- (a) Transport including development of an integrated road network, road(s), connections with neighbouring sites, access, walking and cycling networks and infrastructure, connections to the existing pedestrian and/or cycle connections including those associated with the Pukekohe train station, design and sequencing of upgrades to the existing road network, and traffic generation.
 - (b) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment.
 - (c) Open Spaces and open space integration including, where practical development of walking and cycling infrastructure to and adjoining green spaces.
 - (d) Cumulative impacts on the following, and need for any upgrade to the following or other measures to mitigate adverse effects:
 - (i) the Golding Road / East Street / Pukekohe East Road intersection;
 - (ii) the Station Road / East Street intersection;
 - (iii) the Ngahere Road / East Street intersection;

- (iv) the Birch Road / Station Road intersection;
 - (v) Golding Road where it adjoins the Precinct; and
 - (vi) Golding Road where it adjoins the Precinct.
- (e) The design of any road through the SEA to minimise impacts on indigenous vegetation.
- (6) Non-compliance with standard I453.6.4.2A Road Design and Upgrade of Existing Roads:
- (a) Road design and consistency with the transport-related objectives and policies of the Precinct.
- (7) Non-compliance with standard I453.6.8 – Noise attenuation:
- (a) The effects on people’s health and residential amenity;
 - (b) The location of the building;
 - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise; and
 - (d) Technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for East Street and Golding Road.

I453.7.1.1 Matters of discretion – Sub-precinct A

(1)(8) New Buildings and Landscape Treatment in Sub-Precinct A

- (a) effects associated with neighbourhood integration;
- (b) effects on the streetscape and neighbourhood character;
- (c) effects of the building design and appearance;
- (d) integration of landscape treatment with buildings, parking and maneuvering areas and the Village Green;
- (e) effects of associated infrastructure and servicing.

(2) (9) Village Green in Sub-precinct A

- (a) Location and design;
- (b) Accessibility, connectivity and integration;
- (c) Location and design of fencing.

(3) (10) Stormwater Management in Sub-precinct A

- (a) effects of proposed stormwater infrastructure;

I453.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions:

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- (1) For new buildings, fences, and additions to buildings that do not comply with the standards:
 - (a) building interface with the public realm:
 - (i) the extent to which there is opportunity provided for buildings to overlook existing or proposed open spaces for passive surveillance, such as through the provision of balconies and main glazing facing these spaces; and
 - (ii) the extent to which the development makes a positive contribution to the character and amenity of adjacent public places.
- (2) Development of new or redevelopment of existing impervious areas that do not comply with the standards:
 - (a) the extent to which Policies E1.3(1), (2), (3), (4), (5), (8) and (9) in Chapter E1 (Water quality and integrated management) are achieved.
- (3) Construction of stormwater devices or structures:
 - (a) the capacity and design of the stormwater device or structure:
 - (i) the extent to which stormwater management calculations confirm that the design and capacity of the stormwater management device/ structure is fit for purpose and satisfies the requirements of an approved Stormwater Management Plan (SMP) for the Precinct.
 - (b) the location of the stormwater device or structure:
 - (i) the extent to which the location is able to be well-integrated into the design and enhancement of riparian and open space areas.
 - (c) the ongoing quality, viability and maintenance of the device or structure:
 - (i) the extent to which a maintenance plan addresses requirements and responsibilities to ensure the ongoing quality and viability of the stormwater management devices or structures (including communal devices), and in particular their likely efficiency and effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (4) Subdivision, the extent to which:
 - (a) The collector road and its intersections and other connections depicted within the Precinct Plan are provided generally in the locations on the Precinct Plans 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 1; 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 Plans 5 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 Plans 5 and where located within the drainage network in so far as the drainage network is to be vested in the Council, are at a practical grade and alignment, and provide for linkages to paths, on adjacent properties.
 - (e) Provision is made for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the Precinct over time.
 - (f) The design and layout of the roading network includes urban blocks, connections, and safe walking and cycling networks and infrastructure.
 - (g) Improved pedestrian and cycling connections are provided:
 - (i) to Station Road, for access to Pukekohe train station, that responds to the local area's constraints and characteristics; and
 - (ii) to other local area walking and cycling networks existing at the time of development.
 - (h) The design and efficiency of stormwater infrastructure and devices (including communal devices) including the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
 - (i) The Golding Road / East Street / Pukekohe East Road and Ngahere Road / East Street intersections and section of Golding Road adjoining the Precinct can safely accommodate cumulative effects of traffic.
 - (j) If other measures are required to mitigate traffic effects on the above intersections referenced in (b)(i), including completion of the Collector Road between Birch Road and Golding Road as shown on the Precinct Plans 5.
 - (k) Potential adverse effects of retaining walls, in particular extensive and unrelieved

blank faces, are avoided or mitigated by methods such as the location and design of buildings, landscaping and or the design, orientation and treatment of the walls.

- (l) The road as shown on ~~the~~ Precinct Plan_1 that passes adjacent to or through the Significant Ecological Area and the drainage reserve is designed to minimise adverse effects on indigenous vegetation within the Significant Ecological Area, including through the use of retaining structures with terracing rather than battered slopes, and modifications to the road standards typically applied to local roads.
- (5) Non-compliance with standard I453.6.4.2A Road Design and Upgrade of Existing Roads:
- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
 - (b) Whether the design of the road and associated road reserve achieves the relevant transport-related policies of the Precinct.
 - (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds;
 - (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
 - (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (6) Non-compliance with Standard I453.6.8 Noise Attenuation
- (a) Whether the location of the building or any other existing buildings/structures avoids, remedies or mitigates the adverse noise effects associated with the road traffic noise relating to the operation of East Street and Golding Road as a future arterial road.
 - (b) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.
 - (c) Whether any identified topographical or building design features will mitigate any potential adverse health and amenity effects.
 - (d) Any implications arising from any technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for East Street or Golding Road.

I453.7.2.1 Assessment criteria – Sub-precinct A

The Council will consider the relevant assessment criteria below for restricted discretionary

activities in Sub-precinct A, in addition to the assessment criteria specified for the relevant restricted discretionary activities above in I453.7.2(1)-(6) in the general precinct provisions in I453.7.2 in the general precinct provisions in I453.7.2 and in the overlay, Auckland-wide or zone provisions:

(7) New Buildings, Landscape Treatment and the Village Green in Sub-precinct A

- (a) The extent to which Policies I453.3.1 (11), (12), (15), (16) and (17) are achieved;
- (b) The extent to which adequate provision is made available for infrastructure and servicing;
- (c) The extent to which the Village Green which is integrated with the design of Sub-precinct A (including any fencing), is able to be accessed by visitors to the Neighbourhood Centre and is designed to enhance the amenity of the Neighbourhood Centre as a whole.
- (d) The extent to which landscape treatment enhances the amenity of the Neighbourhood Centre and integrates with adjoining roads.
- (e) The extent to which impacts of development on Māori cultural values are avoided, remedied or mitigated through:
 - (i) The ability to incorporate maatauranga Māori and tikanga Māori through the development process, recognising outcomes articulated by Ngāti Te Ata Waiohua and Ngāti Tamaoho.
 - (ii) The incorporation of design elements, art works, naming and historical information to reflect the values and relationships Ngāti Te Ata Waiohua and Ngāti Tamaoho have with the Pukekohe area.
 - (iii) Native landscaping, vegetation and design, including retention of mature native trees, and replanting.
 - (iv) Minimising landform modification where practicable.

(8) Stormwater Management in Sub-precinct A

- (a) The extent to which the effects of off-site disposal of stormwater are minimised through the use of sustainable infrastructure design;
- (b) The extent to which proposals for stormwater management align with an approved Stormwater Management Plan.

I453.8 Special information requirements

I453.8.31 Riparian Planting Plan

- (1) An application for any subdivision or development that requires the planting of a riparian or buffer margin must be accompanied by a planting plan prepared by a suitably qualified person. The planting plan must:
 - (a) Identify the location, species, planting bag size and density of the plants;

- (b) Include a management plan to achieve establishment within 5 years and the eradication of pest weeds;
- (c) Confirm detail on the eco-sourcing proposed for the planting; and
- (d) Take into consideration the local biodiversity and ecosystem extent.

I453.8.24 Traffic Assessment

- (1) At the first stage of subdivision or development of any site existing at (date of plan change approval); and
- (2) For any subdivision or development exceeding a cumulative increment of 60 further dwellings/lots within the Precinct a Traffic Assessment must be provided which assesses effects (including cumulative effects) on the safety and efficiency of the road network and in particular addresses the need for:
 - (a) Any upgrade of the Golding Road / East Street / Pukekohe East Road intersection;
 - (b) Any upgrade of the Ngahere Road / East Street intersection;
 - (c) Any upgrade of the Birch Road / Station Road intersection;
 - (d) Any upgrade of the Station Road / East Street intersection; and
 - (e) Golding Road where it adjoins the Precinct.

I453.8.32 Transport Design Report

- (1) Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. The design of the Collector / Golding Road intersection must also take into consideration where and how access is to be provided to the Neighbourhood Centre. This may be included within a transport assessment supporting land use or subdivision consents.

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

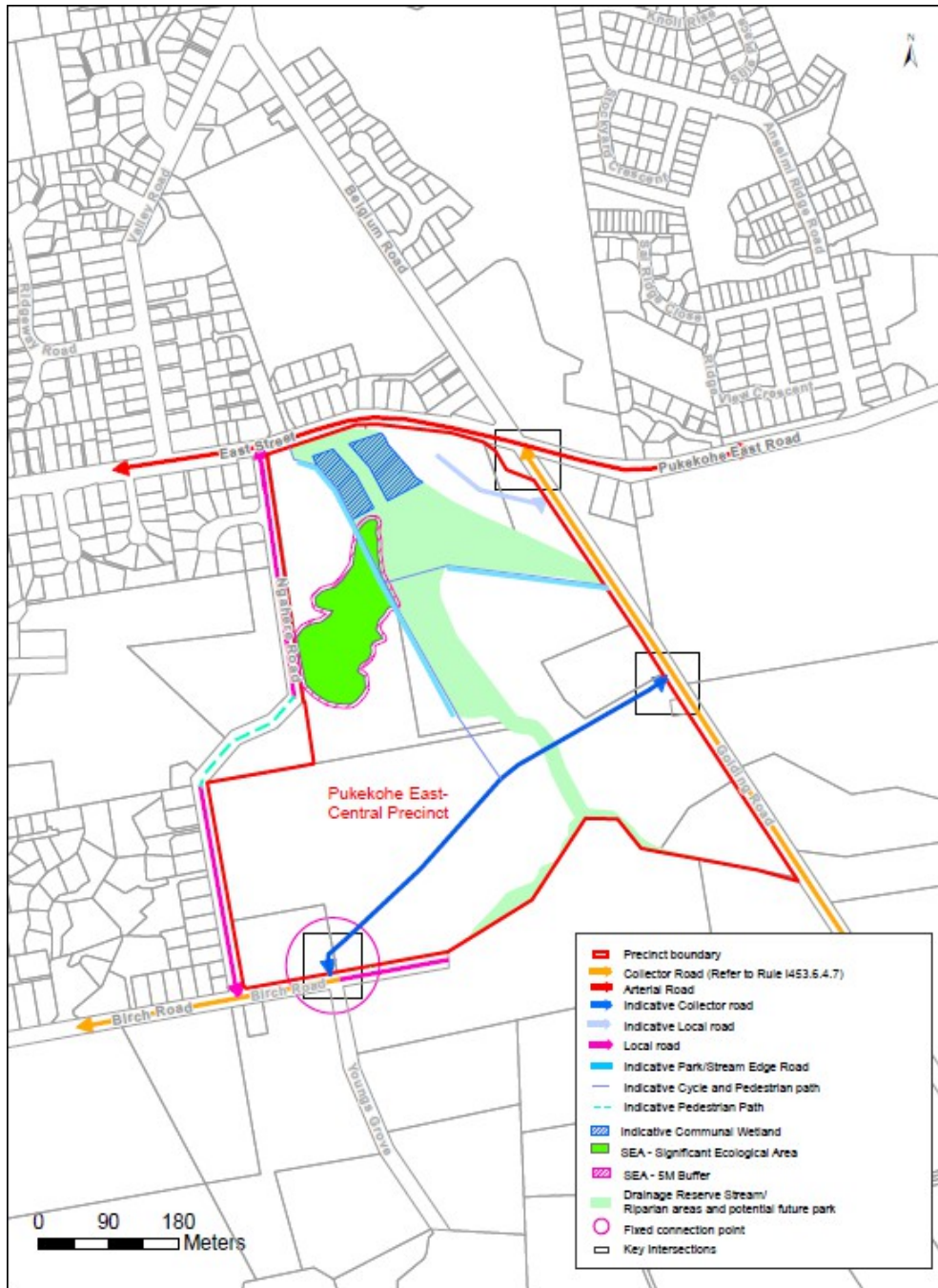
I453.8.4 Sub-precinct A

- (1) An application for any subdivision or development in Sub-precinct A must be accompanied by:
 - (a) An Infrastructure Capacity Assessment demonstrating that sufficient water, stormwater and wastewater infrastructure is available to service the proposed development;

- (b) A Landscaping Plan including the Village Green and provision for a 3.0m landscaping strip fronting Golding Road and details on planting types, locations, permitted activities, maintenance and ownership arrangement;
- (c) Evidence of consultation with Ngāti Te Ata Waiohua and Ngāti Tamaoho.

I453.9. Precinct Plans

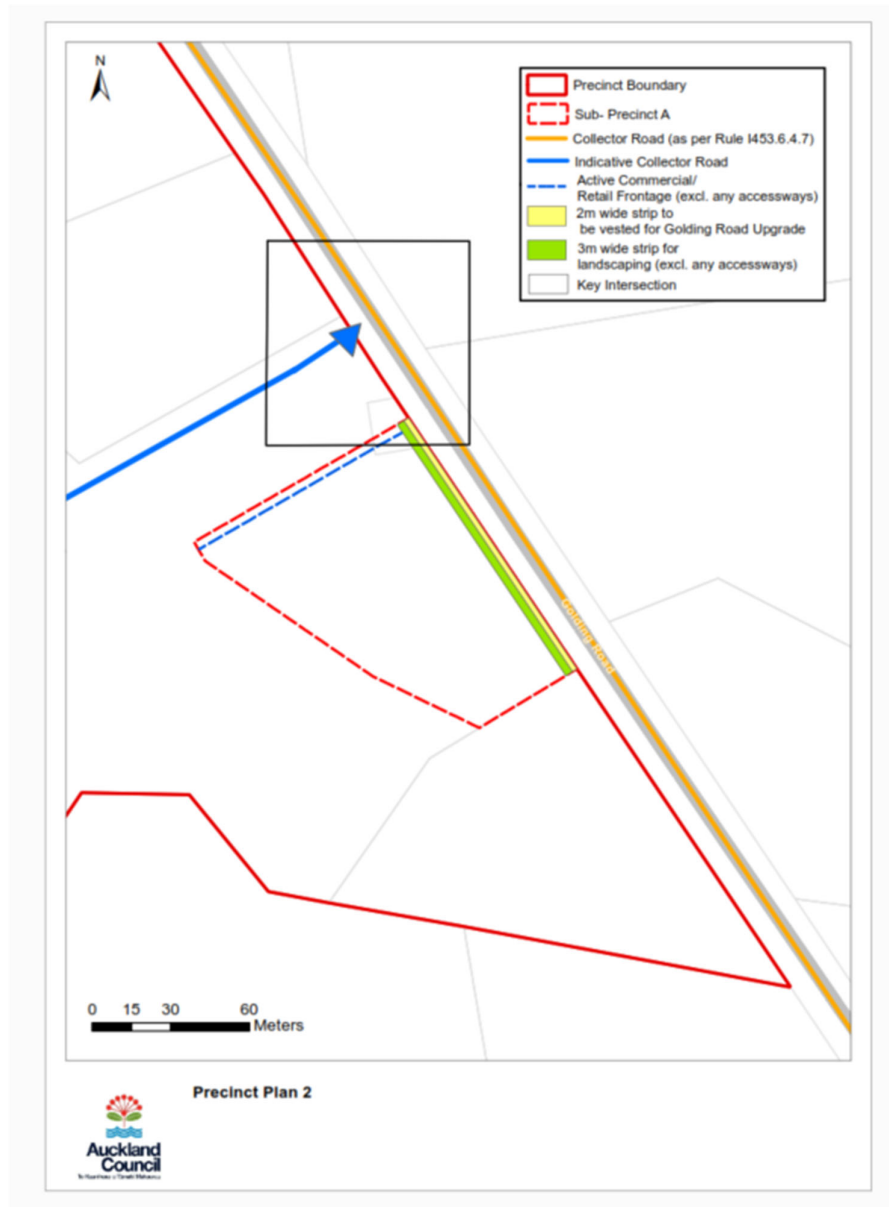
I453.9.1. Pukekohe East-Central: Precinct Plan 1



I453 Pukekohe East-Central Precinct

I453.9.2. Pukekohe East-Central: Precinct Plan 2 – Sub-precinct A

I453 Pukekohe East-Central Precinct



I453 Pukekohe East-Central Precinct

I453.10. Appendices:

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

Name	Role and function of road	Minimum Road Reserve (Note 1)	Total no. of lanes	Design Speed	Median (Note 2)	Cycle provision	Pedestrian provision	Freight or heavy vehicle route	Access restrictions	Bus Provision (Subject to Note 3)
Golding Road (interim)	Collector/Arterial (unless Auckland Transport issues a notice of requirement for an arterial road status on or before 30 January 2026)	21m	2	50km/h	No	Yes	Precinct side only	Yes	Yes (where protected cycle lane or shared path)	Yes
East Street	Arterial	N/A	2	50Km/h	No	Yes	Precinct side only	Yes	Yes	Yes
Birch Road	Collector (interim)	21m	2	50km/h	No	Yes	Precinct side only	No	Yes (where protected cycle lane or shared path)	Yes
Birch Road Local	Local	18m	2	30km/hr	No	No	Precinct side only	No	No	No
Ngahere Road* where marked on Precinct Plan	Local	Same as existing	2	30 km/h	No	Yes if the reserve strip is acquired	Both sides if the reserve strip is acquired	No	No	Yes

I453 Pukekohe East-Central Precinct

Internal Collector Road	Collector	21m/22m (Note 5)	2	50km/h	No	Yes	Both sides	Yes	Yes (where protected cycle lane or shared path)	Yes
Local internal roads	Local	16m	2	30km/h	No	No	Both sides	No	No	No

*Existing Road reserve for Ngahere Road varies between 18.5m and 20.1m.

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






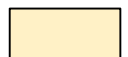



Note 2: Whilst not a general part of the road cross section, flush or solid medians may be required at intersections or crossing points on Golding Road and East Street

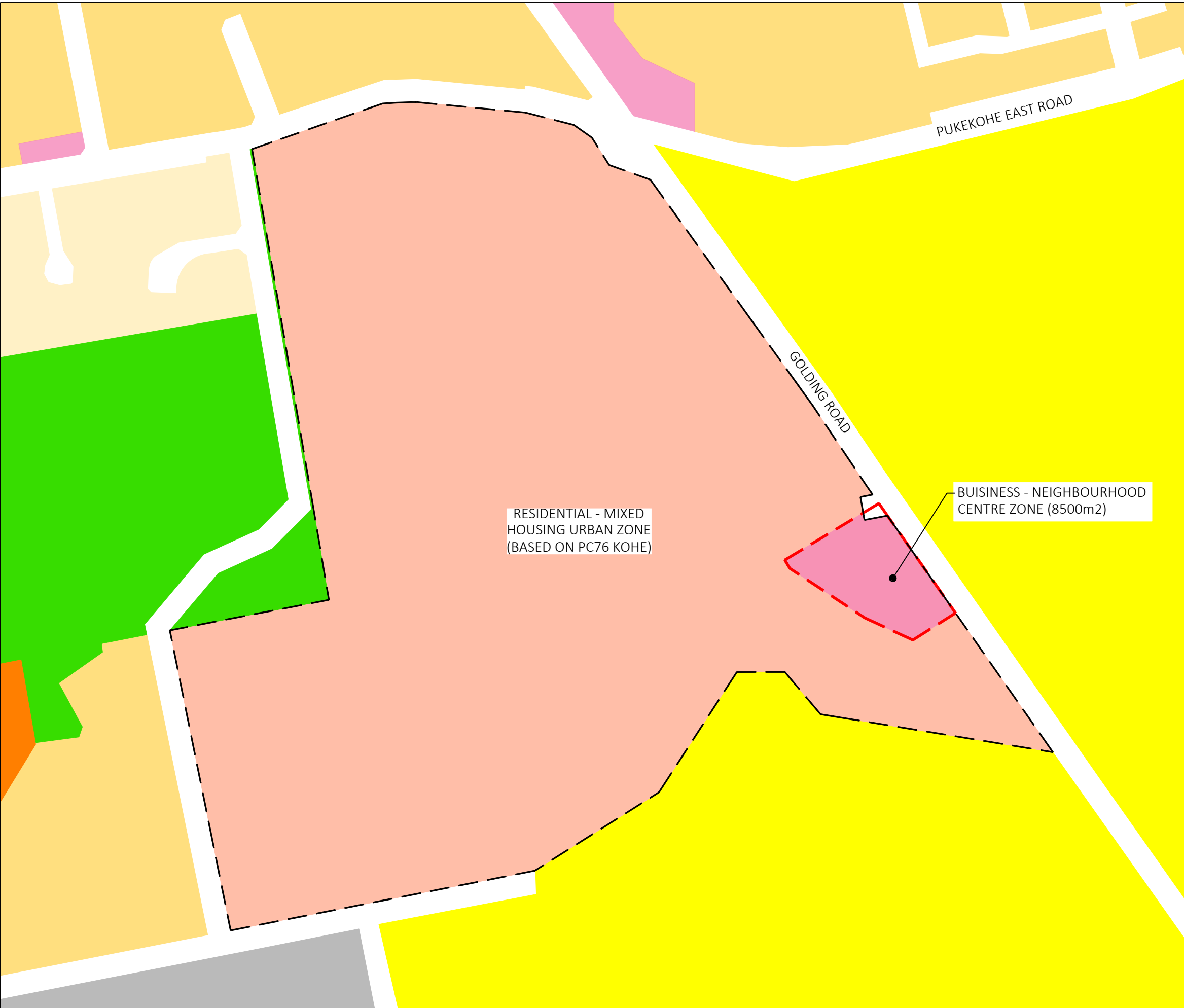
Note 3: Carriageway and intersection geometry capable of accommodating buses.

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

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

LEGEND

-  PRIVATE PLAN CHANGE 76 KOHE EXTENT
-  PROPOSED PLAN CHANGE EXTENT
-  RESIDENTIAL - MIXED HOUSING URBAN ZONE
-  FUTURE URBAN ZONE
-  RESIDENTIAL - MIXED HOUSING SUBURBAN ZONE
-  RESIDENTIAL - SINGLE HOUSE ZONE
-  OPEN SPACE - CONSERVATION ZONE
-  RESIDENTIAL - TERRACE HOUSING AND APARTMENT BUILDING ZONE
-  BUSINESS - NEIGHBOURHOOD CENTRE ZONE



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

PROJECT:

PC-95 (PRIVATE)
GOLDING ROAD, PUKEKOHE

TITLE:

PROPOSED PLAN CHANGE
PROPOSED ZONING

STATUS:		FOR INFORMATION ONLY	
DRAWING NO:		A100	
SCALE & SIZE:	NTS	A3	REV: 07/08/2024

ATTACHMENT 1 – DECISION ON SUBMISSIONS

Sub Point	Submitter Name	Summary of Decisions Requested	Decision
1.1	The Ngāti Tamaoho Trust	Approve the plan change with amendments to align with the Plan Change 76 wording as approved by the Environment Court.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2
2.1	Ngāti Te Ata Waiohua	Approve conditional on it being demonstrated that the Ngāti Te Ata Waiohua Cultural Impact Assessment Report (dated Nov 2023) recommendations are addressed and are fully provided for.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2
3.1	Chenglang Feng	Bringing up a business zone surely will increase traffic flows to the area which have a increased risk for traffic incidents, and deteriorate the environment quality for people who live around the place by causing more noises and pollution (air, wastes, etc.). Bringing up a business zone also attracts more people which might bring more security concerns to the local community. Not to mention, if later on the zone requires extra expanding or anything like that will impact directly to other properties, it will also affect lots of valuable local plantation spices and is not consistent with the principle for sustainable development under the Resource Management Act.	Decline, for the reasons outlined in the Council's s.42A report
4.1	Auckland Transport	Support the Neighbourhood Centre zoning subject to changes sought.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2
4.2	Auckland Transport	Delete the proposed Golding Road Neighbourhood Centre Precinct and amend the existing Pukekohe East-Central Precinct Provisions to provide for the neighbourhood centre. Ensure that the relevant transport provisions in the existing Pukekohe East Central precinct continue to apply to the site, with modifications where required to address the transport and land use effects of the centre. If this relief is not accepted, amend the provisions to address the submitter's concerns, including incorporation of all relevant Pukekohe East-Central Precinct provisions.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2

4.3	Auckland Transport	Amend the Precinct Plan 1 to Identify the Collector Road / Golding Road intersection as a key intersection and remove indicative vehicle access locations.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2
4.4	Auckland Transport	Amend the plan change by including provisions (objectives, policies and rules) that require future residential developments and alterations to mitigate road traffic noise levels.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2
4.5	Auckland Transport	Amend the plan change so that the objectives, policies and rules more rigorously address transport effects and promote good transport land use integration.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2
4.6	Auckland Transport	Amend the matters of discretion to provide for more comprehensive consideration of transport matters	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2
4.7	Auckland Transport	Amend the assessment criteria to provide for more comprehensive consideration of transport matters	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2
4.8	Auckland Transport	Amend the plan change so that the location of the village green is not defined within Precinct Plan 1.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2
4.9	Auckland Transport	Amend the objectives, policies, activity table, standards and special information requirements as specified in the submission.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2

5.1	Watercare Services Limited	Ensure that the water supply and wastewater capacity and servicing requirements of the Plan Change will be adequately met, such that the water supply and wastewater-related effects are appropriately managed.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2
5.2	Watercare Services Limited	Watercare seeks the inclusion of amendments to the precinct provisions relating to water and wastewater infrastructure in objectives and policies, activity table, standards, matters of discretion and assessment criteria as set out in Attachment 1 to the submission or similar provisions that will achieve the same outcomes.	Accept, to the extent confirmed in the amendments to the plan change provisions in Attachment 2

Attachment 2: Updated text
(~~strikethrough~~/underlined)

Provisions as Notified

Note: All Notified Precinct Provisions are deleted and replaced with a new sub-precinct in Precinct I453. Pukekohe East-Central Precinct

~~I4XX. Golding Road Neighbourhood Centre Precinct~~

~~I4XX.1. Precinct Description~~

~~The Golding Road Neighbourhood Centre Precinct is a small 8,500m² neighbourhood centre located to the east of Pukekohe Town Centre.~~

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

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

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

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

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

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

~~The overlay, Auckland wide and zone policies apply in this precinct in addition to those~~

specified above.

14XX.4. Activity Table

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

Table 14XX.4.1 Activity table specifies the activity status development activities in the Golding Road Neighbourhood Centre Precinct pursuant to sections 9(2), 9(3) and 11 of the Resource Management Act 1991.

Table 14XX.4.1 Activity table

	Activity	Activity status
Use		
(A1)	Development in general accordance with 14XX Precinct Plan 1.	P
(A2)	Any development not in accordance with the Precinct Plan or not complying with the standards under 14XX.6	D
Infrastructure		
(A4)	Construction of communal stormwater devices or structures in accordance with the Stormwater Management Plan in	RD
(A5)	Construction of communal stormwater devices or structures not in	D
(A6)	Vehicular access onto Golding Road in accordance with the Precinct Plan	RD
Development		
(A6)	New Buildings	RD
Subdivision		
(A7)	Subdivision	RD

14XX.5. Notification

- (1) Any application for resource consent for an activity listed in Table 14XX.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)

14XX.6. Standards

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table 14XX.4.1. in addition to those specified below.

All activities listed in Table 14XX.4.1 Activity Table must comply with the following standards.

14XX.6.1 Village Green

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

- (1) The Village Green shall be provided with a minimum area of 250m² (including 3m wide landscaped strip along the frontage of Golding Road but excluding any road widening requirement).
- (2) The Village Green may be utilised by adjacent tenancies for outdoor commercial activities.

- (3) ~~The Village Green shall be retained in private ownership, unless Council accepts vesting for public purposes.~~

I4XX.6.2 Fencing of interface with Village Green

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

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

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

I4XX.6.2 Stormwater Management

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

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

I4XX.6.3. Transport

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

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

Table I4XX.6.3.1 Transport Infrastructure Triggers

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

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

I4XX.6.4. Road Widening Setback along Golding Road

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

- (1) ~~Until 30 January 2026 a 2m-wide road widening setback must be provided along that part of the frontage of the land adjoining Golding Road, as per Precinct Plan 1.~~

144X Golding Road Neighbourhood Centre

- (2) ~~The setback must be measured from the legal road boundary that existed as at 1-February 2022. No buildings, structures or parts of a building shall be constructed within this 2m wide setback, prior to 30 January 2026 except where such buildings or structures are intended to be vested in Auckland Council.~~

14XX.6.5 Landscaping

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

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

14XX.7. Assessment – controlled activities

There are no controlled activities in this precinct.

14XX.8. Assessment – restricted discretionary activities

14XX.8.1. Matters of discretion

~~The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application for activities listed in Table 144X.4.1 Activity table, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:~~

(1) ~~New Buildings~~

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

(2) ~~Transport~~

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

(3) ~~Infrastructure~~

- ~~(a) effects of stormwater management;~~

14XX.8.2. Assessment criteria

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

(1) ~~New Buildings~~

- ~~a. Refer to Policy 14XX.3.3~~

(2) ~~Construction of communal stormwater devices or structures in accordance with the Stormwater Management Plan~~

- ~~a. whether appropriate ongoing maintenance and management systems have been arranged;~~

(3) ~~Vehicular access onto Golding Road in accordance with the Precinct Plan a.~~

- ~~a. Refer to Policy 14XX.3.2~~

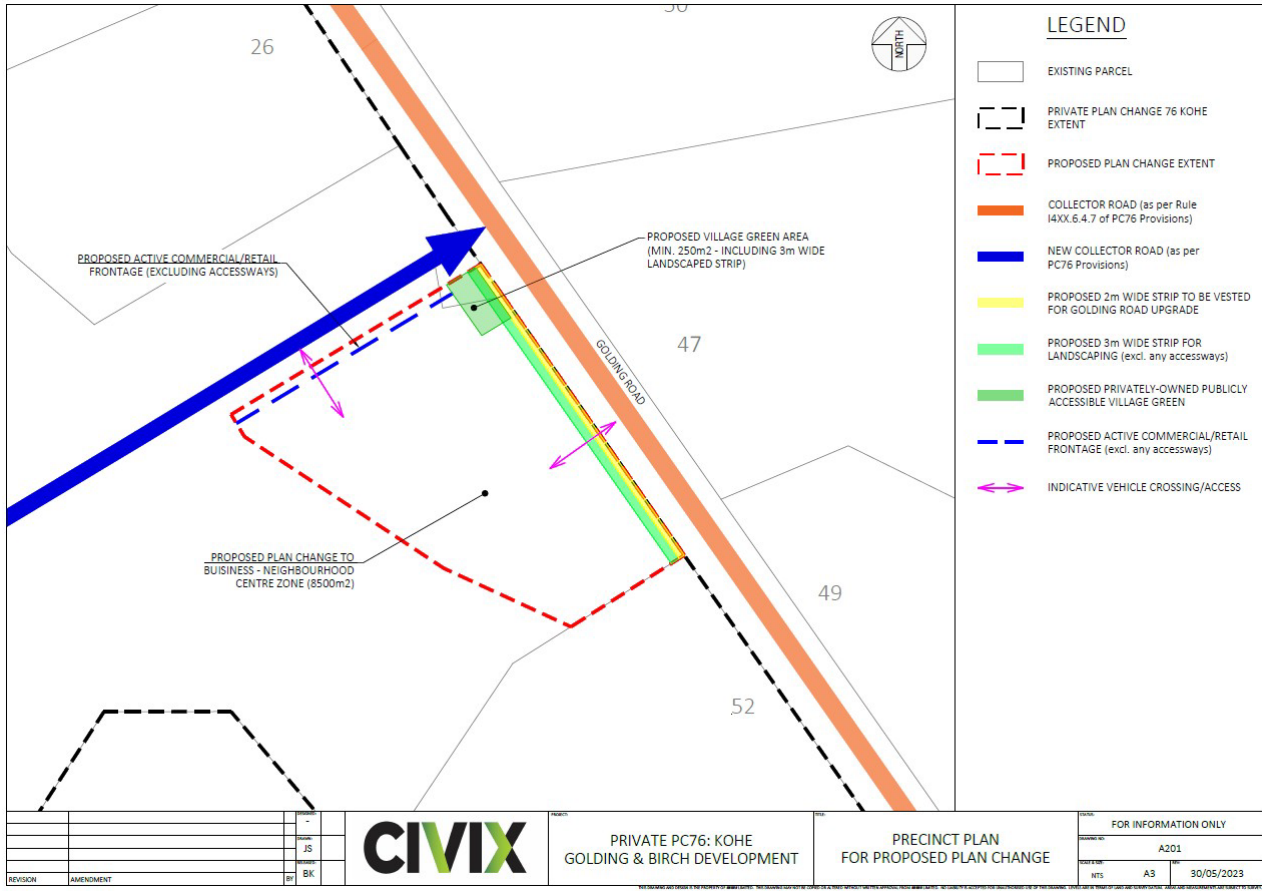
144X.9. Special information requirements

I44X Golding Road Neighbourhood Centre

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

I44X Golding Road Neighbourhood Centre

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



Appendix 1 – 1 Minimum Road Width, Function and Required Design Elements

Name	Role and function of road	Minimum Road Reserve (Note 1)	Total no. of lanes	Design Speed	Median (Note 2)	Cycle provision	Pedestrian provision
Golding Road (interim)	Collector/Arterial (unless Auckland Transport does not issue a notice of requirement for an arterial road status on or before	21m	2	50km/h	No	Yes	Precinct side only
Internal Collector Road	Collector	21m/22m (Note 5)	2	50km/h	No	Yes	Both sides

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

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

Note 3: Carriageway and intersection geometry capable of accommodating buses. Note 4: Width of local roads where they adjoin open space may be modified.

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

Amendments to Precinct I453. Pukekohe East-Central Precinct

Additions in underline

Deletions in ~~striketrough~~

I453. Pukekohe East-Central Precinct

I453.1. Precinct Description

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

The zoning of land within the Precinct is Residential – Mixed Housing Urban Zone, and Business – Neighbourhood Centre Zone (Sub-precinct A). The purpose of the Precinct is to provide for comprehensively planned residential and business development in a way that supports a quality compact urban form.

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

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

~~The zoning of land within this Precinct is the Residential Mixed Housing Urban Zone.~~

The Pukekohe East-Central Precinct provides overall objectives for the whole area, and includes one sub-precinct – Sub-precinct A:

Sub-precinct A (Golding Road Neighbourhood Centre) is a small 8,500m² neighbourhood centre located to the east of Pukekohe Town Centre. While the sub-precinct itself does not have any wetlands or streams it lies within the upper catchment of the Tūtaenui waterway and within the wider cultural landscape of Te Awanui O Taikehu which is significant to Ngāti Te Ata Waiohua and Ngāti Tamaoho. The area was extensively settled and utilised for centuries as part of the traditional food-bowl because of its fertile volcanic soils and were a taonga held and passed down. The Tūtaenui waterway and its tributaries were fringed with wairepo (wetland areas), which were primarily used for food, medicine, and materials for goods such as clothing, cooking and housing. Wairepo were also used for housing taonga during times of war. Areas that were not in wetland included dry fertile whenua that was used for maara kai (cultivations), pātaka kai (food storage and preparation), umu (ovens) and wāhi nohoanga.

Within Sub-precinct A, cultural values, including the history, spiritual, hydrological, geological, archaeological and ecological features within the Precinct need to be appropriately managed, including through consultation with Ngāti Te Ata Waiohua and Ngāti Tamaoho. Future

development has the potential to improve and enhance the area, and therefore contribute towards a revitalised cultural landscape.

The timing of subdivision and development will be coordinated with the provision of adequate water and wastewater infrastructure.

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

I453.2. Objectives [rp/dp]

Pukekohe East-Central Precinct - General

- (1) Pukekohe East-Central Precinct is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment and enables safe and functional residential development, road network and open space areas.
- (2) Provide for the health and well-being of streams and wetlands within the Precinct.
- (3) The network of key watercourses is protected and enhanced where practical in a manner which assists to manage the risk of flooding and provide open space areas for recreation as well as walking and cycling connections.
- (4) A safe, efficient and integrated transport network that provides legible connections through the Precinct, encourages walking and cycling and the use of public transport, encourages roads adjacent to the drainage reserve, enables consideration of road access through the Significant Ecological Area and the effective management of stormwater within the drainage reserve as shown on the Precinct Plan, provides necessary upgrades to the road network adjoining the Precinct and recognises the needs that will arise from development within the Precinct for minimum upgrades necessary to the wider road network and connections to the Pukekohe Rail Station.
- (5) Stormwater management is designed to achieve hydrological mitigation and quality treatment to avoid, remedy or mitigate adverse effects of stormwater on the receiving environment. **[rp]**
- (6) Subdivision and development is coordinated with the supply of sufficient water, wastewater and stormwater infrastructure.
- (7) Indoor activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of East Street and Golding Road (future arterial road in the Pukekohe-Paerata Structure Plan).

Sub-precinct A

- (8) Sub-precinct A is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment.
- (9) Development within Sub-precinct A is undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, and an active commercial interface where buildings front the proposed Collector Road.

- (10) Access into and out of Sub-precinct A is controlled to avoid, remedy or mitigate adverse transport effects on Golding Road and the proposed Collector Road.
- (11) The cultural, spiritual and historic values held by Ngāti Te Ata Waiohua and Ngāti Tamaoho and their relationships with the cultural landscape within Sub-precinct A are recognised and provided for and positive environmental outcomes are achieved for the health and wellbeing of the land, waterways and people.
- (12) Subdivision and development in Sub-precinct A is coordinated with the delivery of adequate water supply and wastewater infrastructure.

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

I453.3. Policies [rp/dp]

Pukekohe East-Central Precinct - General

- (1) Require that the design of any subdivision and development within the Precinct is undertaken in general accordance with ~~the~~ Precinct Plan 1.
- (2) Encourage legal protection of the Significant Ecological Area and development that provides accessible green spaces along stream corridors as shown on ~~the~~ Precinct Plan 1, where practical.
- (3) Require that new buildings and development do not compromise the purpose of the drainage reserve and Significant Ecological Area as shown on ~~Pukekohe East-Central Precinct Plan 1~~, except as necessary within the Significant Ecological Area to provide for stormwater management or road access and connectivity.
- (4) Require residential development and open spaces be well-integrated by providing a positive interface between residential development and open space areas.
- (5) Ensure that a transport network is provided within and adjoining the Precinct and to the Pukekohe Rail Station that:
 - (a) integrates with, and avoids adverse effects on the safety and efficiency of the transport network of the surrounding area by:
 - (i) providing a collector road and key intersections generally in the locations shown in ~~the~~ Precinct Plan 1 or as fixed by ~~the~~ Precinct Plan 2;
 - (ii) providing an interconnected urban local road network that achieves a highly connected street layout and integrates with the collector road network;
 - (iii) identifying walking and cycling routes on ~~the~~ Precinct Plan 1 and providing a well-connected movement network that facilitates safe walking and cycling;
 - (iv) providing a safe separated lane(s) for cyclists on collector and arterial roads;
 - (v) providing for safe local road intersections onto collector and arterial roads;
 - (vi) including upgrades to existing road frontages of the Precinct and connections to existing and future networks outside the Precinct;

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- (vii) requiring upgrades or other measures where necessary to address cumulative effects at the Golding Road / East Street / Pukekohe East Road intersection, the Station Road / East Street intersection, the Ngahere Road / East Street intersection, the Birch Road / Station Road intersection, and Golding Road where it adjoins the Precinct; and
 - (viii) providing for East Street's role as an arterial and the possibility that Golding Road will be developed as an arterial if Auckland Transport decides to do so before 30 January 2026, through setbacks and vehicle access restrictions for sites adjoining Golding Road and road and vehicle access restrictions to East Street.
- (b) facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles, including (as far as practicable given the local area's constraints and characteristics) to the Pukekohe Rail Station;
 - (c) is designed and constructed in a manner that is appropriate having regard to the requirements of Auckland Transport's relevant code of practice or engineering standards.
- (6) Avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of stormwater runoff on freshwater in accordance with an approved stormwater management plan:
- (a) Incorporating sustainable stormwater management systems such as on-site retention and communal detention; and
 - (b) Ensuring that stormwater devices are appropriately located, designed and constructed to achieve detention and quality treatment outcomes. **[rp]**
- (7) Requiring planting of riparian margins of streams and buffers of wetlands.
- (8) Ensure that development within the Precinct is appropriately staged and timed to align with the establishment of required water and wastewater connections.
- (9) Recognise that the Precinct is part of a newly developing residential area and that there is a potential need for educational facilities to establish within the Precinct.
- (10) Ensure that activities sensitive to noise adjacent to future arterial roads are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors.

Sub-precinct A

- (11) Require comprehensive and integrated development of Sub-precinct A in accordance with Precinct Plan 2 (Sub-precinct A).
- (12) Ensure new development, buildings and significant additions and alterations to buildings within Sub-precinct A are designed to:
 - (a) positively contribute to amenity values and the quality of the built environment where buildings are adjacent the Village Green or the Collector Road;

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- (b) positively contribute to a well-landscaped and visually interesting frontage along Golding Road;
- (13) Minimise the effects of off-site disposal of stormwater within Sub-precinct A through the use of sustainable infrastructure design.
- (14) Avoid subdivision and development in Sub-precinct A progressing ahead of the provision of bulk and local water supply and wastewater networks with sufficient capacity to service the proposed subdivision or development.
- (15) Consult with Ngāti Te Ata Waiohua and Ngāti Tamaoho and recognise and provide for their cultural, spiritual and historical values and relationships associated with the cultural landscape within Sub-precinct A, which include:
- (a) Important sites, places and areas, waahi tapu and other taonga.
- (b) Opportunities for visual connections to the waterways and wider cultural landscape.
- (c) Remnant ngahere (forest) and native trees.
- (16) Establish a cultural narrative which responds to the values in Policy (15), including through cultural identity markers and artwork, high quality public open spaces, revegetated riparian margins and effective stormwater management within Sub-precinct A
- (17) Provide for a small Village Green which is integrated with the design of Sub-precinct A, is able to be accessed by visitors to the Neighbourhood Centre and is designed to enhance the amenity of the Neighbourhood Centre. The Village Green is to be utilised for a range of passive and social recreation activities which may include a commercial or entertainment component such as, but not limited to, farmers markets, book fairs, outdoor dining, busking and music.

All relevant overlay, Auckland-wide and zone policies apply in apply in this Precinct (including Sub-precinct A) in addition to those specified above.

I453.4. Activity table

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

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

Note 1

A blank in the activity status column means that the activity status in the relevant overlay, Auckland-wide or zone provision applies. Table I453.4.1 Activity table – Pukekohe East-Central

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Precinct (including Sub-precinct A)

Activity		Activity status	
		<u>Sub-Precinct A</u>	<u>Precinct excluding Sub-Precinct A</u>
Use and Development			
(A1)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 in the Residential – Mixed Housing Urban Zone, <u>or Table H12.4.1 in the Business – Neighbourhood Centre Zone.</u>		
(A2)	Show home meeting the standards in Rule H5.6 in the Residential – Mixed Housing Urban Zone		P
(A3)	Any activity: <ul style="list-style-type: none"> i not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, <u>or</u> ii <u>not complying with Sub-precinct A standards under I453.6.5.1, I453.6.5.2 or I453.6.5.3 or I453.6.5.5.</u> 	<u>RD</u>	RD
(A4)	Any activity: <ul style="list-style-type: none"> i not in accordance with the Precinct Plan <u>1 and 2</u>, or ii not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8), <u>or I453.6.5</u> iii <u>not complying with the Sub-precinct A standard under I453.6.5.4.</u> 	<u>D</u>	D
(A4A)	<u>New Buildings</u>	<u>RD</u>	
(A4B)	<u>Any development not complying with the standard under I453.6.5.6.</u>	<u>NC</u>	<u>NC</u>
Infrastructure			
(A5)	Construction of communal stormwater devices	<u>RD</u>	RD
(A5A)	<u>Vehicular access onto Golding Road</u>	<u>D</u>	
Subdivision			

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(A6)	Subdivision listed in Chapter E38 Subdivision – Urban		
(A7)	Subdivision: i not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, <u>or</u> ii <u>not complying with the Sub-precinct A standards under I453.6.5.1, I453.6.5.2 or I453.6.5.3 or I453.6.5.5.</u>	RD	RD
(A8)	Subdivision: i not in accordance with the Precinct Plan <u>1 or 2</u> , or ii not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8), or <u>I453.6.5</u> iii <u>not complying with the Sub-precinct A standard under I453.6.5.4.</u>	D	D
(A9)	<u>Any subdivision not complying with the standard under I453.6.5.6</u>	NC	NC

I453.5. Notification

- (1) Any application for resource consent for an activity listed in Table I453.4.1 Activity table will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

I453.6. Standards

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

All activities listed in Table I453.4.1 Activity Table must comply with the following standards.

I453.6.1 Fencing of drainage reserve boundaries

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

- provide privacy for dwellings while enabling opportunities for passive surveillance of an adjoining open space; and
- minimise visual dominance effects to an adjoining open space.

- (1) Any fences, walls or a combination of these structures (where separate or joined together) along a boundary of the drainage reserve area (as shown on Pukekohe East-Central: Precinct Plan 1) must not exceed the height specified below, measured from the ground level at the boundary:
 - (a) 1.4m in height, or
 - (b) 1.8m in height for no more than 50 per cent of the length of the fence along the boundary and 1.4m for the remainder, or
 - (c) 1.8m in height if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary.

I453.6.2 Interface with reserve strip along Ngahere Road

Purpose: to ensure that the interface with the reserve strip along Ngahere Road is treated as a road frontage for fencing and landscaped area controls for so long as that reserve strip is held under the Reserves Act 1977.

- (1) Rules H5.6.15 and H5.6.11(2) shall apply to that part of the Precinct which adjoins the approximately 2m wide strip of Reserve to the east of Ngahere Road as if that boundary was a road boundary, unless that reserve strip is no longer held under the Reserves Act 1977.

I453.6.3 Stormwater

I453.6.3.1 Hydrological Mitigation

Purpose: to manage the amount of stormwater runoff generated by a development, to reduce peak flow rate and potential flood risks.

- (1) Provide retention (volume) reduction of at least 5mm runoff depth for non-potable use of all impervious surfaces for which hydrology mitigation is required; and
- (2) Provide detention (temporary storage) and a drain down period of 24 hours for the difference between the pre-development and post-development runoff volumes from the 95th percentile, 24 hour rainfall event minus the 5mm retention volume or any greater retention volume that is achieved, over the impervious area for which hydrology mitigation is required.
- (3) Any stormwater management device or system must be built generally in accordance with Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01) by a suitably qualified service provider and must be fully operational prior to use of the impervious area.
- (4) 'As built' plans for any stormwater management device or system must be provided to the Council within three months of practical completion of the works.
- (5) Any stormwater management device or system must be operated and maintained in accordance with best practice for the device or system.
- (6) The maximum impervious area must not exceed 70 per cent of the site area.

I453.6.3.2 Water Quality

Purpose: To protect water quality in streams, and the Whangapouri Stream catchment, by avoiding the release of contaminants from impervious surfaces.

- (1) New buildings and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e., zinc, copper and lead).
- (2) Runoff from all impervious surfaces (including roads) other than roofing meeting clause (1) above must provide for onsite quality treatment. The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.

I453.6.4 Precinct Plan and infrastructure requirements

All development and subdivision must comply with the following standards:

I453.6.4.1 Precinct Plan requirements

- (1) Access to all sites, and all building platforms, must be located wholly outside the Significant Ecological Area and drainage reserve areas shown on Pukekohe East-Central: Precinct Plan 1.
- (2) Upon subdivision of sites containing land within the drainage reserve area, such areas are to be vested in the Council for drainage and/or public open space purposes or otherwise protected by another suitable legal mechanism acceptable to the Council.
- (3) All roads, lanes and pedestrian connections must be provided in general accordance with the indicative alignments in Pukekohe East-Central: Precinct Plan 1 such as to achieve the same level of connectivity to adjacent sites and roads as shown on the Precinct Plan.

I453.6.4.2 Transport

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network.
 - Achieve the integration of land use and transport.
- (1) Subdivision and development (including construction of any new road) must comply with the standards in Table I453.6.4.2.1.

Table I453.6.4.2.1 Transport Infrastructure Requirements

Transport Infrastructure Upgrade		Trigger
(T1)	New east-west Collector Road between Birch Road and Golding Road including cycle facility. Note: the Collector Road is to connect opposite Youngs Grove at Birch Road.	Any subdivision or development resulting in a cumulative total of 200 dwellings within the Precinct
(T2)	Upgrade of Golding Road to Collector Road standard (west side)	Any subdivision or development with frontage to Golding Road
(T3)	Upgrade of north side of Birch Road to Collector Road standard between Ngahere Road and New East-West Collector Road	Any subdivision or development with frontage to Birch Road west of Youngs Grove
(T4)	Extension of Birch Road east of Youngs Grove to local road standard	Any subdivision or development with frontage to Birch Road east of Youngs Grove
(T5)	Upgrade of south side of East Street to Collector Road standard (future proof for upgrade for Arterial Road)	Any subdivision or development with frontage to East Street
(T6)	Upgrade of east side of Ngahere Road (south of Roosevelt Park) to local road standard	Any subdivision or development with frontage to Ngahere Road south of Roosevelt Park
(T7)	Upgrade of east side of Ngahere Road (north of Roosevelt Park) to local road standard	Any subdivision or development with frontage to Ngahere Road north of Roosevelt Park if and once the 2m reserve strip on east side of Ngahere Road is removed
(T8)	Upgrade of Ngahere Road alongside Roosevelt Park to provide a Pedestrian Path between the northern and southern sections of Ngahere Road subject to landowner permission from Auckland Transport and/or Auckland Council Parks to install such a Pedestrian Path.	Upgrade of Ngahere Road to local road standard north and south of Roosevelt Park
(T9)	Interim pedestrian / cycle upgrade along Birch Road from the Precinct boundary to Station Road and to Pukekohe Rail Station, in accordance with Policy 5(b).	First dwelling with a connection to Birch Road or Ngahere Road

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

Note 1: Development relevant to any of the Standards T2 to T8 only apply to the section of the road adjacent to the development or subdivision area. The effects of any gaps in frontage upgrades on active mode connectivity or safety will be considered under matter of discretion I453.7.1(4) and the assessment criteria in I453.7.2(4)(g).

Note 2: These standards may be modified to enable a road design through the Significant Ecological Area that minimises adverse effects on indigenous vegetation (for example, a narrow road carriageway with no parking on either side, a single footpath/cycleway on one side only of the road which could be separated horizontally and/or vertically from the road carriageway, may be acceptable).

I453.6.4.2A Road Design and Upgrade of Existing Rural Roads

Purpose:

- To ensure that any activity, development and/or subdivision complies with Appendix 1: Minimum Road Width, Function and Required Design Elements, and that existing rural roads are progressively upgraded to an urban standard.

- (1) Any development and/or subdivision must comply with Appendix 1 Minimum Road Width, Function and Required Design Elements as applicable.

I453.6.4.3 Stormwater

- (1) Development and subdivision must be designed so that stormwater is directed to communal stormwater device(s) that must be located within the drainage reserve area.

I453.6.4.4 Water and wastewater

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

I453.6.4.5 Riparian and Buffer Planting

- (1) The riparian margins of any permanent or intermittent stream must be planted at the time of subdivision or land development to a minimum width of 10m measured from the top of the stream bank. This standard does not apply to that part of a riparian margin where a road, public walkway, or cycleway crosses over the stream. This standard also does not apply where no earthworks are proposed within 50m any stream.

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- (2) The buffer of any natural wetland must be planted at the time of subdivision or land development to a minimum width of 10m measured from the wetland's fullest extent. This standard does not apply to that part of a wetland buffer where a road or public walkway crosses over the buffer or where no earthworks are proposed within 50m any wetland.
- (3) The buffer of the Significant Ecological Area must be planted at the time of any subdivision or land development adjacent to the feature to a minimum width of 5m measured from the edge of the canopy.
- (4) The planting required by clauses (1)-(3) above must:
 - (a) use eco-sourced native vegetation;
 - (b) be consistent with local biodiversity;
 - (c) be planted at a density of 10,000 plants per hectare;
 - (d) be undertaken in accordance with the Special Information Requirements in I453.8.1; and
 - (e) be legally protected and maintained to establishment for a period of five years.
- (5) The on-going protection of the Significant Ecological Area via an appropriate legal mechanism can be recognised as providing environmental benefits relating to climate change resilience, carbon sequestration, permeable areas and urban heat management.

I453.6.4.6 Site Access

Purpose:

- Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings and to provide for the safe and efficient operation of the future arterial network.
- (1) Where subdivision and development adjoins a road with existing or (on the Precinct Plan) planned shared footpath or protected cycle lane on the site's frontage, rear lanes (access lot) or access from side roads must be provided so that no vehicle crossing occurs directly from the site's frontage over any shared footpath, protected cycle lane or the road frontage.
 - (2) Except as provided in (3) no new road intersection (excluding active mode only connections), additional vehicle crossing or additional activities using vehicles crossings existing as at the date of these precinct provisions being made operative shall be permitted along the East Street frontage.
 - (3) New road connections to East Street are only permissible in the north-eastern corner of the Precinct if road access is not able to be achieved through Golding Road and in the north-west corner if access is not able to be achieved from the south or Ngahere Road.

I453.6.4.7 – Road Widening Setback along Golding Road

Purpose:

- (4)

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- To provide for the potential future required widening of Golding Road as an arterial road if Auckland Transport issues a notice of requirement to do so prior to 30 January 2026.
- (1) ~~(2)~~ Until 30 January 2026 a 2m-wide road widening setback must be provided along that part of the frontage of the land adjoining Golding Road.
- (2) ~~(3)~~ The setback must be measured from the legal road boundary that existed as at 1 February 2022. No buildings, structures or parts of a building shall be constructed within this 2m wide setback, prior to 30 January 2026 except where such buildings or structures are intended to be vested in Auckland Council.

This standard shall not apply if Auckland Transport advises prior and up until 30 January 2026 that Golding Road will have collector road status only.

Note: This standard I453.6.4.7 does not apply to Sub-precinct A.

I453.6.4.8 Road Noise Attenuation

Purpose:

- To protect activities sensitive to noise from indoor adverse health and amenity effects arising from road traffic noise associated with the operation of East Street and Golding Road (as a future arterial road as illustrated in the Pukekohe-Paerata Structure Plan).
- (1) Any noise sensitive space (including any indoor spaces in Table I453.6.4.8.1) in a new building or alteration to an existing building that contains an activity sensitive to noise located within 75m to the boundary of East Street or Golding Road (future arterial road in the Pukekohe-Paerata Structure Plan) shall be designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values set out in Table I453.6.4.8.1 below.

Table I453.6.4.8.1: Indoor noise levels:

Indoor Space	Indoor noise level $L_{Aeq(24h)}$
Residential (excluding home occupation and camping grounds)	40 dB
<i>Building type: Educational Facilities or Tertiary Educational Facilities</i>	
Lecture rooms/theatres, music studios, assembly halls	35 dB
Teaching areas, conference rooms, drama studios	40 dB
Libraries	45 dB
<i>Building type: Health</i>	
Overnight medical care, wards, sleeping areas	40 dB
Clinics, consulting rooms, theatres, nurses' stations	45 dB

<i>Building type: Community Facilities</i>	
Marae (excluding any area that is not a noise sensitive space)	35 dB
Places of Worship	35 dB
Indoor Space	Indoor noise level $L_{Aeq(24h)}$
<i>All other Activities Sensitive to Noise</i>	
<i>All other noise sensitive spaces</i>	40 dB

- (2) If windows must be closed to achieve the design noise levels in Rule I453.6.4.8.1 the building must be designed, constructed and maintained with a mechanical ventilation system that:
- (a) For habitable rooms for a residential activity, must achieve the following requirements:
 - (i) Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
 - (ii) Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
 - (iii) Provides relief for equivalent volumes of spill air; and
 - (iv) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and
 - (v) Does not generate more than 35 db LAeq(30s) when measured 1 metre away from any grille or diffuser.
 - (b) For other spaces, is as determined by a suitably qualified and experienced person.
- (3) A design report must be submitted by a suitably qualified and experienced person to the Council demonstrating compliance with Rule I453.6.4.8.1(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise that is within 75m of East Street or Golding Road. In the design, road noise is based on predicted noise levels plus 3 dB, or future predicted noise levels.
- (4) Should noise modelling undertaken on behalf of the by the applicant be used for the purposes of future predicted noise levels under this standard, modelling shall be based on the following inputs:
- (a) An asphaltic concrete surfacing (or equivalent low noise road surface);
 - (b) 50km/hr speed environment;
 - (c) The following Arterial Annual Average Daily Traffic (AADT) flow predictions for 2048 and heavy vehicles (HV) % for 2048:

Section of Road	2048	
	AADT	HV%
East Street	20,000	9%
Golding Road (future arterial)	12,000	10%

- (d) Screening from any buildings that exist or buildings for which building consent has been granted and issued, or which form part of the resource consent application being assessed and the application is expressly made on the basis that the buildings will be constructed prior to occupation of any noise sensitive space benefiting from the screening.

I453.6.5 Sub-precinct A

I453.6.5.1. Village Green

Purpose

- To create a useable and flexible green space that identifies the entrance to Sub-precinct A.
 - (1) A Village Green within Sub-precinct A shall be provided with a minimum area of 250m², which may include:
 - (a) approved use of the road stub (if it still exists) which diverts westward from Golding Road;
 - (b) the required 3m wide landscaped strip along the frontage of Golding Road (but excluding any road widening requirement).
 - (c) up to 25% of its space for semi-permanent commercial uses, such as outdoor seating.
 - (2) The Village Green within Sub-precinct A:
 - (a) may be utilised for passive and social recreation activities which may include commercial or entertainment activities such as, but not limited to, farmers markets, book fairs, outdoor dining, busking and music;
 - (b) shall be designed to consist of up to 50% paved plaza or similar impermeable surfaces, with the remainder as soft/green landscaping.
 - (3) The Village Green within Sub-precinct A shall be retained in private ownership, unless Council accepts vesting for public purposes.

I453.6.5.2 Fencing of interface with Village Green

Purpose

- To enable fences and walls to be constructed to a height sufficient to:

- provide developments within Sub-precinct A with privacy and safety while enabling opportunities for passive surveillance of an adjoining Village Green; and
 - minimise visual dominance effects to an adjoining Village Green within Sub-precinct A.
- (1) Fences adjoining the Village Green must not exceed 1.4m in height and remain visually permeable, meaning that the fence is at least 50 per cent visually open as viewed perpendicular to the front boundary.

I453.6.5.3. Stormwater Management

Purpose

- To ensure suitable stormwater mitigation and design considerations are made to reduce and mitigate stormwater effects on the receiving environment within Sub-precinct A in accordance with best practice design outcomes.
- (1) Subdivision and development shall be managed in accordance with an approved Stormwater Management Plan and any granted network consent (or approved variation).

I453.6.5.4. Transport

Purpose

- To mitigate the adverse effects of traffic generation on the surrounding local and wider road network and to achieve the integration of land use and transport within Sub-precinct A.
- (1) Road Network Upgrades within Sub-precinct A
- (a) Subdivision and development (including construction of any new road) must comply with the standards in Table I453.6.5.4.1.

Table I453.6.5.4.1 Transport Infrastructure Triggers within Sub-precinct A

<u>Transport Infrastructure Upgrade</u>		<u>Trigger</u>
<u>(T1)</u>	<u>New east-west Collector Road from Golding Road along entire northern frontage of Neighbourhood Centre Zone, including provision for a bi-directional cycle facility on the northern side or a uni-directional cycleway on both sides.</u>	<u>Land use consent for buildings within Sub-precinct A or issue of a s224(c) RMA certificate for any subdivision of the sub-precinct into serviced super-lots or development lots, but not including a subdivision of the sub-precinct into a stand-alone lot or any adjustment to the boundary with Golding Road.</u>
<u>(T2)</u>	<u>Upgrade of Golding Road frontage adjacent to the Neighbourhood Centre Zone to Collector Road standard (west side only).</u>	<u>Any subdivision or development within Neighbourhood Centre Zone with frontage to Golding Road.</u>

- (b) The above will be considered to be complied with if the identified upgrade forms part

of the same resource consent, or a separate resource consent which is given effect to prior to release of section 224(c) of the Resource Management Act 1991 for any subdivision OR prior to occupation of any new building(s) for a land use only.

I453.6.5.5. Landscaping

Purpose

- To provide additional building setback to Golding Road which is landscaped in a manner that improves on-site amenity and reduces building intensity on the street.
- (1) A 3m deep landscaping strip along Golding Road, identified on Precinct Plan 2, must be planted in a mix of trees, shrubs or ground cover plants (including grass), excluding the area identified for vehicle access into the zone Sub-precinct A.

I453.6.5.6. Water Supply and Wastewater

Purpose

- To ensure subdivision and development in the precinct is coordinated with the provision of bulk water supply and wastewater infrastructure.
- (1) Adequate bulk water supply and wastewater infrastructure with sufficient capacity to service the proposed development must be operational at the time of subdivision (s224(c) RMA certificate) or prior to commencement of construction of any building intended to be occupied.
- (2) Applications for resource consent for development or subdivision will be deemed to comply with standard I453.6.5.6 (1) if the required bulk water supply and wastewater infrastructure is:
 - (a) Constructed and operational prior to lodgement of the resource consent application;
or
 - (b) Under construction with relevant consents and/or designations being given effect to prior to lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrades(s) will be completed and operational prior to:
 - (i) The issue of a section 224(c) RMA certificate in the case of a subdivision consent application; or
 - (ii) Prior to commencement of construction of any building intended to be occupied.

I453.7. Assessment – restricted discretionary activities

I453.7.1. Matters of discretion

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application for activities listed in Table I453.4.1 Activity Table, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) For new buildings, fences, and additions to buildings that do not comply with the

standards:

- (a) building and fence interface with the drainage reserve or Ngahere Road as applicable.
- (2) Development of new or redevelopment of existing impervious areas that do not comply with the standards:
- (a) the potential adverse effects including cumulative effects of increased stormwater flows (arising from the non-compliance) on freshwater systems including effects on stream channels and stream health, natural character, biodiversity, erosion and stability and community and Mana Whenua values;
 - (b) the best practicable options for reducing existing adverse effects;
 - (c) the processes proposed for the management of stormwater flow onsite or the availability of an authorised stormwater management device or system in the catchment designed and sized to accommodate the stormwater runoff from the new and redeveloped impervious area and achieve appropriate hydrology mitigation; and
 - (d) the practicality and limitations of applying stormwater flow management to the site, taking into account site and operational constraints.
- (3) Construction of communal stormwater devices or structures:
- (a) the capacity and design of the stormwater device or structure;
 - (b) the location of the stormwater device or structure; and
 - (c) the ongoing quality, viability and maintenance of the device or structure.
- (4) Subdivision:
- (a) Transport including development of an integrated road network, road(s), connections with neighbouring sites, access, walking and cycling networks and infrastructure, connections to the existing pedestrian and/or cycle connections including those associated with the Pukekohe train station, design and sequencing of upgrades to the existing road network, and traffic generation.
 - (b) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment.
 - (c) Open Spaces and open space integration including, where practical development of walking and cycling infrastructure to and adjoining green spaces.
 - (d) Cumulative impacts on the following, and need for any upgrade to the following or other measures to mitigate adverse effects:
 - (i) the Golding Road / East Street / Pukekohe East Road intersection;
 - (ii) the Station Road / East Street intersection;
 - (iii) the Ngahere Road / East Street intersection;

I453 Pukekohe East-Central Precinct

- (iv) the Birch Road / Station Road intersection;
 - (v) Golding Road where it adjoins the Precinct; and
 - (vi) Golding Road where it adjoins the Precinct.
- (e) The design of any road through the SEA to minimise impacts on indigenous vegetation.
- (6) Non-compliance with standard I453.6.4.2A Road Design and Upgrade of Existing Roads:
- (a) Road design and consistency with the transport-related objectives and policies of the Precinct.
- (7) Non-compliance with standard I453.6.8 – Noise attenuation:
- (a) The effects on people’s health and residential amenity;
 - (b) The location of the building;
 - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise; and
 - (d) Technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for East Street and Golding Road.

I453.7.1.1 Matters of discretion – Sub-precinct A

(1)(8) New Buildings and Landscape Treatment in Sub-Precinct A

- (a) effects associated with neighbourhood integration;
- (b) effects on the streetscape and neighbourhood character;
- (c) effects of the building design and appearance;
- (d) integration of landscape treatment with buildings, parking and maneuvering areas and the Village Green;
- (e) effects of associated infrastructure and servicing.

(2) (9) Village Green in Sub-precinct A

- (a) Location and design;
- (b) Accessibility, connectivity and integration;
- (c) Location and design of fencing.

(3) (10) Stormwater Management in Sub-precinct A

- (a) effects of proposed stormwater infrastructure;

I453.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions:

- (1) For new buildings, fences, and additions to buildings that do not comply with the standards:
 - (a) building interface with the public realm:
 - (i) the extent to which there is opportunity provided for buildings to overlook existing or proposed open spaces for passive surveillance, such as through the provision of balconies and main glazing facing these spaces; and
 - (ii) the extent to which the development makes a positive contribution to the character and amenity of adjacent public places.
- (2) Development of new or redevelopment of existing impervious areas that do not comply with the standards:
 - (a) the extent to which Policies E1.3(1), (2), (3), (4), (5), (8) and (9) in Chapter E1 (Water quality and integrated management) are achieved.
- (3) Construction of stormwater devices or structures:
 - (a) the capacity and design of the stormwater device or structure:
 - (i) the extent to which stormwater management calculations confirm that the design and capacity of the stormwater management device/ structure is fit for purpose and satisfies the requirements of an approved Stormwater Management Plan (SMP) for the Precinct.
 - (b) the location of the stormwater device or structure:
 - (i) the extent to which the location is able to be well-integrated into the design and enhancement of riparian and open space areas.
 - (c) the ongoing quality, viability and maintenance of the device or structure:
 - (i) the extent to which a maintenance plan addresses requirements and responsibilities to ensure the ongoing quality and viability of the stormwater management devices or structures (including communal devices), and in particular their likely efficiency and effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (4) Subdivision, the extent to which:
 - (a) The collector road and its intersections and other connections depicted within the Precinct Plan are provided generally in the locations on the Precinct Plans 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

I453 Pukekohe East-Central 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 1; 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 Plans 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 Plans and where located within the drainage network in so far as the drainage network is to be vested in the Council, are at a practical grade and alignment, and provide for linkages to paths, on adjacent properties.
- (e) Provision is made for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the Precinct over time.
- (f) The design and layout of the roading network includes urban blocks, connections, and safe walking and cycling networks and infrastructure.
- (g) Improved pedestrian and cycling connections are provided:
 - (i) to Station Road, for access to Pukekohe train station, that responds to the local area's constraints and characteristics; and
 - (ii) to other local area walking and cycling networks existing at the time of development.
- (h) The design and efficiency of stormwater infrastructure and devices (including communal devices) including the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (i) The Golding Road / East Street / Pukekohe East Road and Ngahere Road / East Street intersections and section of Golding Road adjoining the Precinct can safely accommodate cumulative effects of traffic.
- (j) If other measures are required to mitigate traffic effects on the above intersections referenced in (b)(i), including completion of the Collector Road between Birch Road and Golding Road as shown on the Precinct Plans and.
- (k) Potential adverse effects of retaining walls, in particular extensive and unrelieved

I453 Pukekohe East-Central Precinct

blank faces, are avoided or mitigated by methods such as the location and design of buildings, landscaping and or the design, orientation and treatment of the walls.

- (l) The road as shown on ~~the~~ Precinct Plan_1 that passes adjacent to or through the Significant Ecological Area and the drainage reserve is designed to minimise adverse effects on indigenous vegetation within the Significant Ecological Area, including through the use of retaining structures with terracing rather than battered slopes, and modifications to the road standards typically applied to local roads.
- (5) Non-compliance with standard I453.6.4.2A Road Design and Upgrade of Existing Roads:
- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
 - (b) Whether the design of the road and associated road reserve achieves the relevant transport-related policies of the Precinct.
 - (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds;
 - (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
 - (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (6) Non-compliance with Standard I453.6.8 Noise Attenuation
- (a) Whether the location of the building or any other existing buildings/structures avoids, remedies or mitigates the adverse noise effects associated with the road traffic noise relating to the operation of East Street and Golding Road as a future arterial road.
 - (b) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.
 - (c) Whether any identified topographical or building design features will mitigate any potential adverse health and amenity effects.
 - (d) Any implications arising from any technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for East Street or Golding Road.

I453.7.2.1 Assessment criteria – Sub-precinct A

The Council will consider the relevant assessment criteria below for restricted discretionary

activities in Sub-precinct A, in addition to the assessment criteria specified for the relevant restricted discretionary activities above in I453.7.2(1)-(6) in the general precinct provisions in I453.7.2 in the general precinct provisions in I453.7.2 and in the overlay, Auckland-wide or zone provisions:

(7) New Buildings, Landscape Treatment and the Village Green in Sub-precinct A

- (a) The extent to which Policies I453.3.1 (11), (12), (15), (16) and (17) are achieved;
- (b) The extent to which adequate provision is made available for infrastructure and servicing;
- (c) The extent to which the Village Green which is integrated with the design of Sub-precinct A (including any fencing), is able to be accessed by visitors to the Neighbourhood Centre and is designed to enhance the amenity of the Neighbourhood Centre as a whole.
- (d) The extent to which landscape treatment enhances the amenity of the Neighbourhood Centre and integrates with adjoining roads.
- (e) The extent to which impacts of development on Māori cultural values are avoided, remedied or mitigated through:
 - (i) The ability to incorporate maatauranga Māori and tikanga Māori through the development process, recognising outcomes articulated by Ngāti Te Ata Waiohua and Ngāti Tamaoho.
 - (ii) The incorporation of design elements, art works, naming and historical information to reflect the values and relationships Ngāti Te Ata Waiohua and Ngāti Tamaoho have with the Pukekohe area.
 - (iii) Native landscaping, vegetation and design, including retention of mature native trees, and replanting.
 - (iv) Minimising landform modification where practicable.

(8) Stormwater Management in Sub-precinct A

- (a) The extent to which the effects of off-site disposal of stormwater are minimised through the use of sustainable infrastructure design;
- (b) The extent to which proposals for stormwater management align with an approved Stormwater Management Plan.

I453.8 Special information requirements

I453.8.31 Riparian Planting Plan

- (1) An application for any subdivision or development that requires the planting of a riparian or buffer margin must be accompanied by a planting plan prepared by a suitably qualified person. The planting plan must:
 - (a) Identify the location, species, planting bag size and density of the plants;

- (b) Include a management plan to achieve establishment within 5 years and the eradication of pest weeds;
- (c) Confirm detail on the eco-sourcing proposed for the planting; and
- (d) Take into consideration the local biodiversity and ecosystem extent. I453.8.1 Traffic Assessment.

I453.8.21 Traffic Assessment

- (1) At the first stage of subdivision or development of any site existing at (date of plan change approval); and
- (2) For any subdivision or development exceeding a cumulative increment of 60 further dwellings/lots within the Precinct a Traffic Assessment must be provided which assesses effects (including cumulative effects) on the safety and efficiency of the road network and in particular addresses the need for:
 - (a) Any upgrade of the Golding Road / East Street / Pukekohe East Road intersection;
 - (b) Any upgrade of the Ngahere Road / East Street intersection;
 - (c) Any upgrade of the Birch Road / Station Road intersection;
 - (d) Any upgrade of the Station Road / East Street intersection; and
 - (e) Golding Road where it adjoins the Precinct.

I453.8.32 Transport Design Report

- (1) Any proposed new key road intersection or upgrading of existing key road intersections illustrated on the Precinct Plan must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming the location and design of any road and its intersection(s) supports the safe and efficient function of the existing and future (ultimate) transport network and can be accommodated within the proposed or available road reserves. The design of the Collector / Golding Road intersection must also take into consideration where and how access is to be provided to the Neighbourhood Centre. This may be included within a transport assessment supporting land use or subdivision consents.

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

I453.8.4 Sub-precinct A

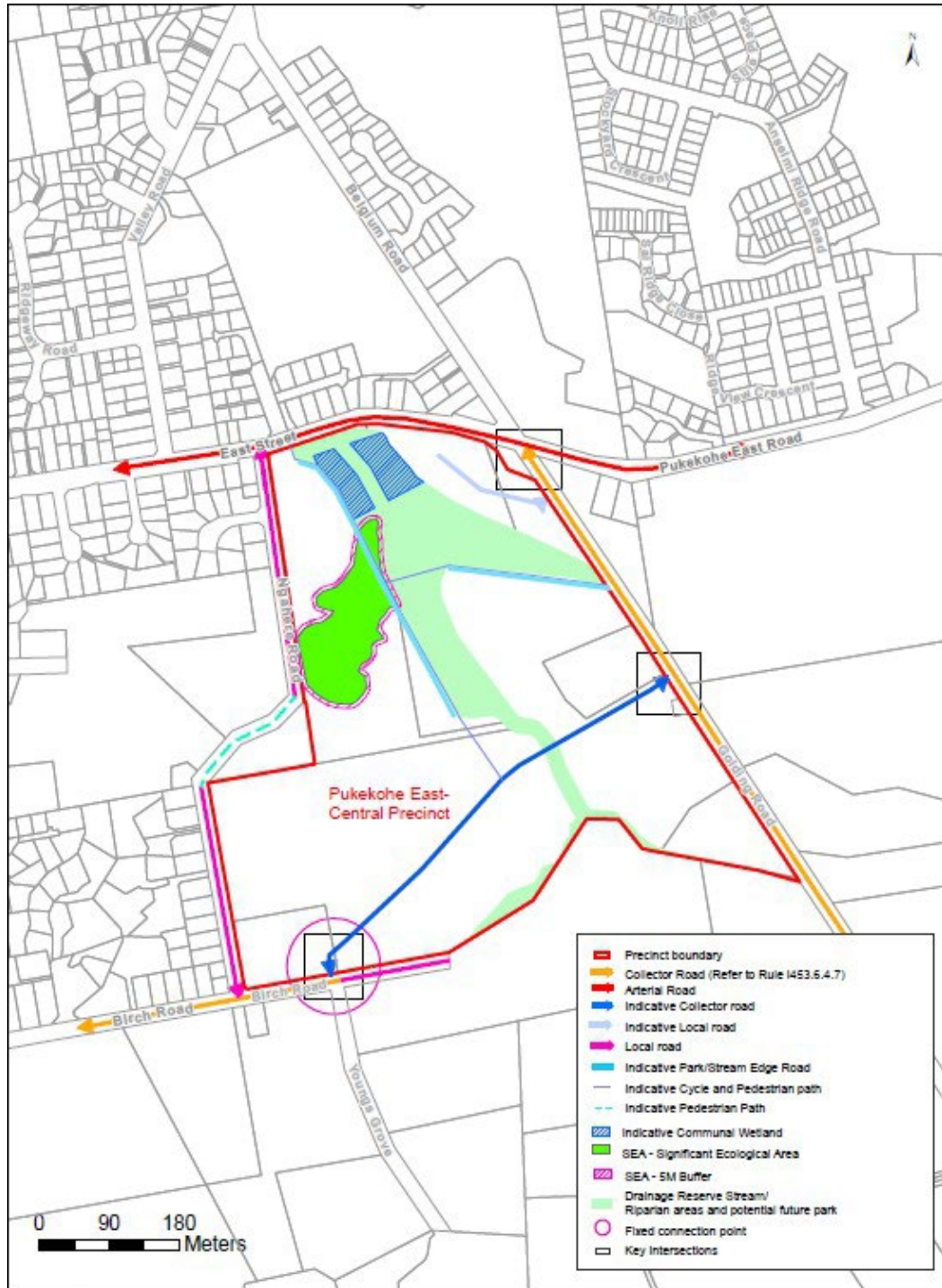
- (1) An application for any subdivision or development in Sub-precinct A must be accompanied by:
 - (a) An Infrastructure Capacity Assessment demonstrating that sufficient water, stormwater and wastewater infrastructure is available to service the proposed development;

I453 Pukekohe East-Central Precinct

- (b) A Landscaping Plan including the Village Green and provision for a 3.0m landscaping strip fronting Golding Road and details on planting types, locations, permitted activities, maintenance and ownership arrangement;
- (c) Evidence of consultation with Ngāti Te Ata Waiohua and Ngāti Tamaoho.

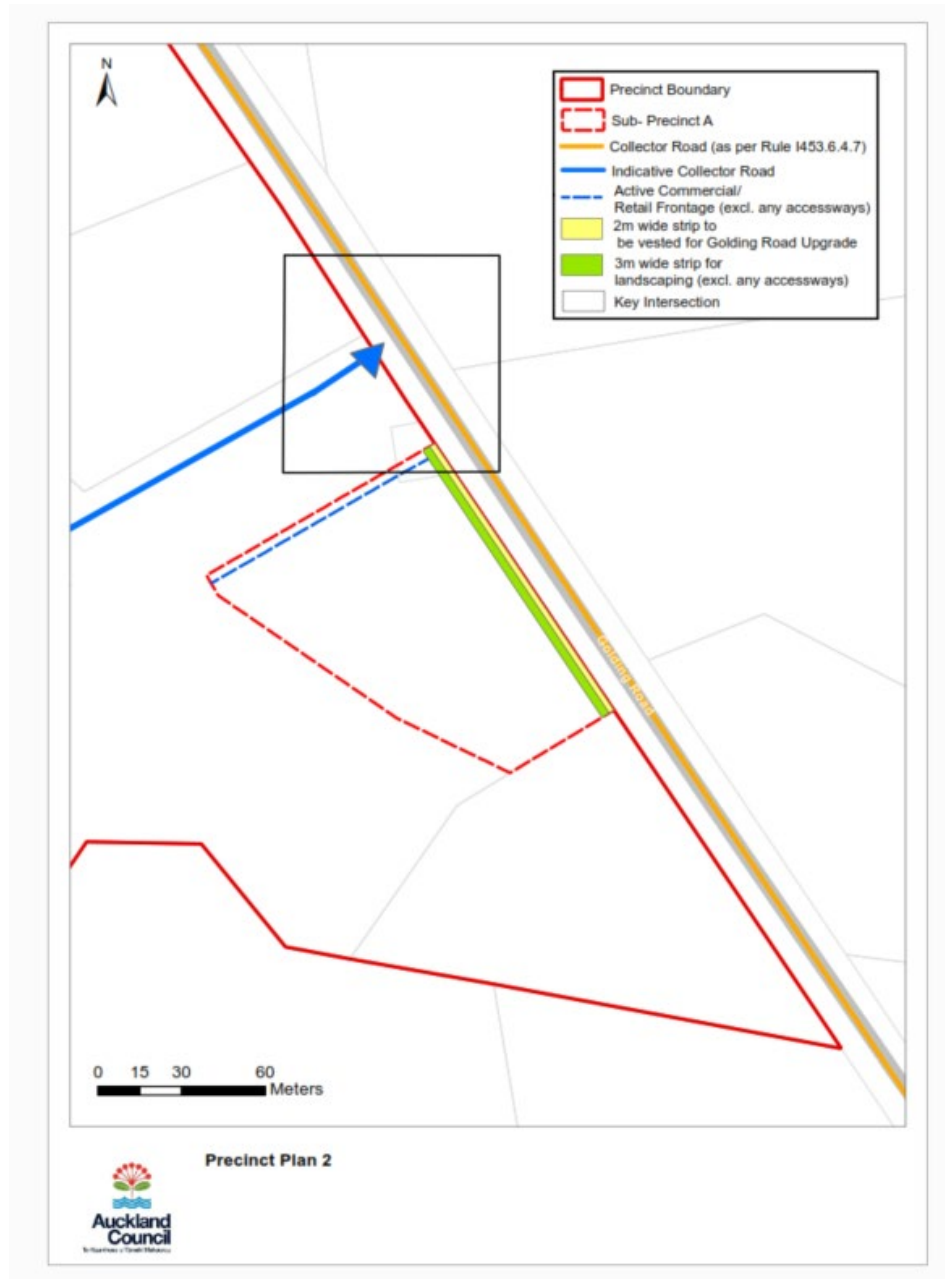
I453.9. Precinct Plans

I453.9.1. Pukekohe East-Central: Precinct Plan 1



I453.9.2. Pukekohe East-Central: Precinct Plan 2 – Sub-precinct A

I453 Pukekohe East-Central Precinct



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I453.10. Appendices:

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

Name	Role and function of road	Minimum Road Reserve (Note 1)	Total no. of lanes	Design Speed	Median (Note 2)	Cycle provision	Pedestrian provision	Freight or heavy vehicle route	Access restrictions	Bus Provision (Subject to Note 3)
Golding Road (interim)	Collector/Arterial (unless Auckland Transport issues a notice of requirement for an arterial road status on or before 30 January 2026)	21m	2	50km/h	No	Yes	Precinct side only	Yes	Yes (where protected cycle lane or shared path)	Yes
East Street	Arterial	N/A	2	50Km/h	No	Yes	Precinct side only	Yes	Yes	Yes
Birch Road	Collector (interim)	21m	2	50km/h	No	Yes	Precinct side only	No	Yes (where protected cycle lane or shared path)	Yes
Birch Road Local	Local	18m	2	30km/hr	No	No	Precinct side only	No	No	No
Ngahere Road* where marked on Precinct Plan	Local	Same as existing	2	30 km/h	No	Yes if the reserve strip is acquired	Both sides if the reserve strip is acquired	No	No	Yes

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Internal Collector Road	Collector	21m/22m (Note 5)	2	50km/h	No	Yes	Both sides	Yes	Yes (where protected cycle lane or shared path)	Yes
Local internal roads	Local	16m	2	30km/h	No	No	Both sides	No	No	No

*Existing Road reserve for Ngahere Road varies between 18.5m and 20.1m.

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

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

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

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

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

Attachment 3: Clause 20A

Memo

Date 18 December 2024

To: Celia Davison, Manager Planning Central/South, Planning and Resource Consents Department

From: Katrina David, Senior Policy Planner, Planning Central/South, Planning and Resource Consents Department

Subject: Plan Modification: Clause 20A error correction to Auckland Unitary Plan (Operative in Part 2016)

I seek your approval to correct an error pursuant to clause 20A, schedule 1, Resource Management Act 1991:

A local authority may amend, without using the process in this schedule, an operative policy statement or plan to correct any minor errors.

You have delegated authority, as a tier four manager, to make a decision to correct an error under clause 20A. Schedule 2A of the Auckland Council Combined Chief Executives Delegation Register authorises all powers, functions, and duties under RMA’s first schedule (except clause 17 which cannot be delegated) to tier four positions.

Provision in AUP or HGI District Plan	AUP Chapter I453 Pukekohe East-Central Precinct
Subject site and legal description (if applicable)	NA
Nature of error	<p>A Clause 20A modification is required to correct minor errors in I453 Pukekohe East-Central Precinct, resulting from minor errors in the Decision on Plan Change 95 (PC95). These minor errors were included in the Policy and Planning Committee reporting (10 December 2024) where the council approved the plan change to be made operative.</p> <p>PC95 is being made operative in the AUP at the same time as this clause 20A is being made.</p> <p><u>Error 1</u> There is a minor formatting error in the activity table heading: Table I453.4.1 Activity table – Pukekohe East-Central Precinct (including Sub-precinct A). The Decision shows this text as part of a paragraph (i.e. joined with the sentence before it), however it should be a heading on a new line. This should be corrected so it is shown as a heading, consistent with the AUP template for precincts.</p> <p><u>Error 2</u> There is a minor error in Special information requirement I453.8.1(1)(d) which requires a riparian planting plan to take into consideration the local biodiversity and ecosystem extent. However the following text ‘I453.8.1 Traffic Assessment’ has accidentally been included at the end of clause (d). This text is actually the next information requirement heading which has accidentally been duplicated in this clause. This should be deleted from I453.8.1(1)(d).</p>

	<p><u>Error 3</u> There is a minor error in Special information requirement I453.8.2(a) which relates to when a traffic assessment is required as part of a resource or subdivision consent. In the operative precinct provisions the date ‘16 February 2023’ is included instead of the instructional text ‘(date of plan change approval)’. A clause 20A amendment to the AUP was made on 14 June 2024 to insert this date, however this correction was not reflected in the Decision on PC95.</p> <p><u>Error 4</u> Other minor formatting errors also need correcting including:</p> <ul style="list-style-type: none"> • Consistent indents, especially list and bullet points • Consistent list styles and use of brackets • Removing extra spaces between characters • Correcting page layout to portrait or landscape as required. <p><u>Error 5</u> Other minor grammatical errors also need correcting including:</p> <ul style="list-style-type: none"> • Adding missing full stops or correcting incorrect punctuation • Deleting duplicated words. <p>Some of these errors were already in the operative precinct provisions, and others were introduced through the plan change Decision.</p>																
Effect of change	These amendments are required to correct minor errors contained in the Decision precinct provisions. Correcting these is neutral in effect and will not adversely affect the rights of anyone.																
Changes required to be made (text and/or in-text diagrams)	<p>1. Amend Table I453.4.1 Activity table – Pukekohe East-Central Precinct (including Sub-precinct A) heading in Chapter I. Move the text highlighted yellow to a new line and format as a heading (bold) as follows.</p> <p>Before: I453.4. Activity table ... Note 1 A blank in the activity status column means that the activity status in the relevant overlay, Auckland-wide or zone provision applies. Table I453.4.1 Activity table – Pukekohe East-Central Precinct (including Sub-precinct A)</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th colspan="2" style="text-align: left;">Activity</th> <th colspan="2" style="text-align: left;">Activity status</th> </tr> <tr> <td style="width: 60%;"></td> <td style="width: 10%;"></td> <td style="width: 15%; text-align: center;">Sub-precinct A</td> <td style="width: 15%; text-align: center;">Precinct excluding Sub-precinct A</td> </tr> </thead> <tbody> <tr> <td colspan="4">Use and Development</td> </tr> <tr> <td style="width: 15%;">(A1)</td> <td style="width: 45%;">...</td> <td style="width: 15%;"></td> <td style="width: 25%;"></td> </tr> </tbody> </table> <p>...</p>	Activity		Activity status				Sub-precinct A	Precinct excluding Sub-precinct A	Use and Development				(A1)	...		
Activity		Activity status															
		Sub-precinct A	Precinct excluding Sub-precinct A														
Use and Development																	
(A1)	...																

After:

...

I453.4. Activity table

...

Note 1

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

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

Activity	Activity status	
	Sub-precinct A	Precinct excluding Sub-precinct A
Use and Development		
(A1)	...	

...

2. Amend I453.8.1(d) as follows:

I453.8 Special information requirements

I453.8.1 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. **I453.8.1 Traffic Assessment.**

I453.8.2 Traffic Assessment


- (1) At the first stage of subdivision or development of any site existing at (date of plan change approval); and ...




3. Amend I453.8.2(1) as follows:

I453.8.2 Traffic Assessment

- (1) At the first stage of subdivision or development of any site existing at **(date of plan change approval) 16 February 2023**; and

	<p>4. Other minor formatting errors such as changing indents of lists and bullet points; making the style of list numbering/letters/Roman numerals consistent (i.e. in brackets); removing additional spaces between characters; changing page layout to portrait cannot be shown as strike through or underlining but have been made in the clean copy of the precinct provisions as shown in Attachment 4 of the memo to update the AUP.</p> <p>5. Other minor grammatical errors such as adding full stops, deleting duplicated words including:</p> <ul style="list-style-type: none"> • Remove duplicated words from sentence between Policy I453.3(17) and heading I453.4. Activity table <p>All relevant overlay, Auckland-wide and zone policies apply in apply in this Precinct (including Sub-precinct A) in addition to those specified above.</p> <ul style="list-style-type: none"> • Add missing full stop between the first and second sentences of Standard I453.6.4.5(2). • Add missing full stop at end of Policy I453.3(16). • Amend punctuation at end of I453.7.1(10(a) from a semi colon to a full stop. • Remove the dash between 7 and Road in the heading I453.6.4.7 7 Road Widening Setback along Golding Road.
Changes required to be made (AUP or HGI maps)	NA
Attachments	NA

Maps prepared by: N/A Geospatial Specialist	Text Entered by: Maninder Kaur-Mehta Planning Technician
Signature: N/A	Signature: 
Prepared by: Katrina David Senior Policy Planner	Reviewed by: Craig Cairncross Team Leader

<p>Signature:</p> 	<p>Signature:</p> 
<p>Decision: I agree/disagree to correct the error under clause 20A, schedule 1, RMA 1991 using my delegated authority</p> <p>Celia Davison Manager Planning - Central/South Date:20/12/2024</p>	
<p>Signature:</p> 	

Attachment 4: Updated Text (Clean
includes clause 20A)

I453. Pukekohe East-Central Precinct

I453.1. Precinct Description

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

The zoning of land within the Precinct is Residential – Mixed Housing Urban Zone, and Business – Neighbourhood Centre Zone (Sub-precinct A). The purpose of the Precinct is to provide for comprehensively planned residential and business development in a way that supports a quality compact urban form.

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

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

The Pukekohe East-Central Precinct provides overall objectives for the whole area, and includes one sub-precinct – Sub-precinct A:

Sub-precinct A (Golding Road Neighbourhood Centre) is a small 8,500m² neighbourhood centre located to the east of Pukekohe Town Centre. While the sub-precinct itself does not have any wetlands or streams it lies within the upper catchment of the Tūtaenui waterway and within the wider cultural landscape of Te Awanui O Taikehu which is significant to Ngāti Te Ata Waiohū and Ngāti Tamaoho. The area was extensively settled and utilised for centuries as part of the traditional food-bowl because of its fertile volcanic soils and were a taonga held and passed down. The Tūtaenui waterway and its tributaries were fringed with wairepo (wetland areas), which were primarily used for food, medicine, and materials for goods such as clothing, cooking and housing. Wairepo were also used for housing taonga during times of war. Areas that were not in wetland included dry fertile whenua that was used for maara kai (cultivations), pātaka kai (food storage and preparation), umu (ovens) and wāhi nohoanga.

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

The timing of subdivision and development will be coordinated with the provision of adequate water and wastewater infrastructure.

I453 Pukekohe East-Central Precinct

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

I453.2. Objectives [rp/dp]

Pukekohe East-Central Precinct - General

- (1) Pukekohe East-Central Precinct is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment and enables safe and functional residential development, road network and open space areas.
- (2) Provide for the health and well-being of streams and wetlands within the Precinct.
- (3) The network of key watercourses is protected and enhanced where practical in a manner which assists to manage the risk of flooding and provide open space areas for recreation as well as walking and cycling connections.
- (4) A safe, efficient and integrated transport network that provides legible connections through the Precinct, encourages walking and cycling and the use of public transport, encourages roads adjacent to the drainage reserve, enables consideration of road access through the Significant Ecological Area and the effective management of stormwater within the drainage reserve as shown on the Precinct Plan, provides necessary upgrades to the road network adjoining the Precinct and recognises the needs that will arise from development within the Precinct for minimum upgrades necessary to the wider road network and connections to the Pukekohe Rail Station.
- (5) Stormwater management is designed to achieve hydrological mitigation and quality treatment to avoid, remedy or mitigate adverse effects of stormwater on the receiving environment. **[rp]**
- (6) Subdivision and development is coordinated with the supply of sufficient water, wastewater and stormwater infrastructure.
- (7) Indoor activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of East Street and Golding Road (future arterial road in the Pukekohe-Paerata Structure Plan).

Sub-precinct A

- (8) Sub-precinct A is subdivided and developed in a comprehensive and integrated way that achieves a high-quality environment.
- (9) Development within Sub-precinct A is undertaken to ensure a suitable and functional landscaped edge along the Golding Road frontage, and an active commercial interface where buildings front the proposed Collector Road.
- (10) Access into and out of Sub-precinct A is controlled to avoid, remedy or mitigate adverse transport effects on Golding Road and the proposed Collector Road.

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- (11) The cultural, spiritual and historic values held by Ngāti Te Ata Waiohua and Ngāti Tamaoho and their relationships with the cultural landscape within Sub-precinct A are recognised and provided for and positive environmental outcomes are achieved for the health and wellbeing of the land, waterways and people.
- (12) Subdivision and development in Sub-precinct A is coordinated with the delivery of adequate water supply and wastewater infrastructure.

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

I453.3. Policies [rp/dp]

Pukekohe East-Central Precinct - General

- (1) Require that the design of any subdivision and development within the Precinct is undertaken in general accordance with the Precinct Plan 1.
- (2) Encourage legal protection of the Significant Ecological Area and development that provides accessible green spaces along stream corridors as shown on Precinct Plan 1, where practical.
- (3) Require that new buildings and development do not compromise the purpose of the drainage reserve and Significant Ecological Area as shown on Precinct Plan 1, except as necessary within the Significant Ecological Area to provide for stormwater management or road access and connectivity.
- (4) Require residential development and open spaces be well-integrated by providing a positive interface between residential development and open space areas.
- (5) Ensure that a transport network is provided within and adjoining the Precinct and to the Pukekohe Rail Station that:
 - (a) integrates with, and avoids adverse effects on the safety and efficiency of the transport network of the surrounding area by:
 - (i) providing a collector road and key intersections generally in the locations shown in Precinct Plan 1 or as fixed by Precinct Plan 2;
 - (ii) providing an interconnected urban local road network that achieves a highly connected street layout and integrates with the collector road network;
 - (iii) identifying walking and cycling routes on Precinct Plan 1 and providing a well-connected movement network that facilitates safe walking and cycling;
 - (iv) providing a safe separated lane(s) for cyclists on collector and arterial

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roads;

- (v) providing for safe local road intersections onto collector and arterial roads;
 - (vi) including upgrades to existing road frontages of the Precinct and connections to existing and future networks outside the Precinct;
 - (vii) requiring upgrades or other measures where necessary to address cumulative effects at the Golding Road / East Street / Pukekohe East Road intersection, the Station Road / East Street intersection, the Ngahere Road / East Street intersection, the Birch Road / Station Road intersection, and Golding Road where it adjoins the Precinct; and
 - (viii) providing for East Street's role as an arterial and the possibility that Golding Road will be developed as an arterial if Auckland Transport decides to do so before 30 January 2026, through setbacks and vehicle access restrictions for sites adjoining Golding Road and road and vehicle access restrictions to East Street.
- (b) facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles, including (as far as practicable given the local area's constraints and characteristics) to the Pukekohe Rail Station;
 - (c) is designed and constructed in a manner that is appropriate having regard to the requirements of Auckland Transport's relevant code of practice or engineering standards.
- (6) Avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of stormwater runoff on freshwater in accordance with an approved stormwater management plan:
- (a) Incorporating sustainable stormwater management systems such as on-site retention and communal detention; and
 - (b) Ensuring that stormwater devices are appropriately located, designed and constructed to achieve detention and quality treatment outcomes. **[rp]**
- (7) Requiring planting of riparian margins of streams and buffers of wetlands.
- (8) Ensure that development within the Precinct is appropriately staged and timed to align with the establishment of required water and wastewater connections.
- (9) Recognise that the Precinct is part of a newly developing residential area and that there is a potential need for educational facilities to establish within the Precinct.
- (10) Ensure that activities sensitive to noise adjacent to future arterial roads are designed with acoustic attenuation measures to protect people's health and residential amenity while they are indoors.

Sub-precinct A

- (11) Require comprehensive and integrated development of Sub-precinct A in accordance with Precinct Plan 2 (Sub-precinct A).
- (12) Ensure new development, buildings and significant additions and alterations to buildings within Sub-precinct A are designed to:
 - (a) positively contribute to amenity values and the quality of the built environment where buildings are adjacent the Village Green or the Collector Road;
 - (b) positively contribute to a well-landscaped and visually interesting frontage along Golding Road;
- (13) Minimise the effects of off-site disposal of stormwater within Sub-precinct A through the use of sustainable infrastructure design.
- (14) Avoid subdivision and development in Sub-precinct A progressing ahead of the provision of bulk and local water supply and wastewater networks with sufficient capacity to service the proposed subdivision or development.
- (15) Consult with Ngāti Te Ata Waiohū and Ngāti Tamaoho and recognise and provide for their cultural, spiritual and historical values and relationships associated with the cultural landscape within Sub-precinct A, which include:
 - (a) Important sites, places and areas, waahi tapu and other taonga.
 - (b) Opportunities for visual connections to the waterways and wider cultural landscape.
 - (c) Remnant ngahere (forest) and native trees.
- (16) Establish a cultural narrative which responds to the values in Policy (15), including through cultural identity markers and artwork, high quality public open spaces, revegetated riparian margins and effective stormwater management within Sub-precinct A.
- (17) Provide for a small Village Green which is integrated with the design of Sub-precinct A, is able to be accessed by visitors to the Neighbourhood Centre and is designed to enhance the amenity of the Neighbourhood Centre. The Village Green is to be utilised for a range of passive and social recreation activities which may include a commercial or entertainment component such as, but not limited to, farmers markets, book fairs, outdoor dining, busking and music.

All relevant overlay, Auckland-wide and zone policies apply in this Precinct (including Sub-precinct A) in addition to those specified above.

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I453.4. Activity table

All relevant overlay, Auckland-wide and zone activity tables apply unless the activity is listed in Activity Table I4534.1 below.

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

Note 1

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

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

Activity		Activity status	
		Sub-Precinct A	Precinct excluding Sub-Precinct A
Use and Development			
(A1)	Activities listed as permitted, restricted discretionary, discretionary or non-complying activities in Table H5.4.1 in the Residential – Mixed Housing Urban Zone, or Table H12.4.1 in the Business – Neighbourhood Centre Zone.		
(A2)	Show home meeting the standards in Rule H5.6 in the Residential – Mixed Housing Urban Zone		P
(A3)	Any activity: <ul style="list-style-type: none"> i. not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, or ii. not complying with Sub-precinct A standards under I453.6.5.1, I453.6.5.2 or I453.6.5.3 or I453.6.5.5. 	RD	RD
(A4)	Any activity: <ul style="list-style-type: none"> i. not in accordance with the Precinct Plan 1 and 2, or ii. not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8), or iii. not complying with the Sub-precinct A standard under I453.6.5.4. 	D	D
(A4A)	New Buildings	RD	

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(A4B)	Any development not complying with the standard under I453.6.5.6.	NC	NC
Infrastructure			
(A5)	Construction of communal stormwater devices or structures	RD	RD
(A5A)	Vehicular access onto Golding Road	D	
Subdivision			
(A6)	Subdivision listed in Chapter E38 Subdivision – Urban		
(A7)	Subdivision: <ul style="list-style-type: none"> i. not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8, or ii. not complying with the Sub-precinct A standards under I453.6.5.1, I453.6.5.2 or I453.6.5.3 or I453.6.5.5. 	RD	RD
(A8)	Subdivision: <ul style="list-style-type: none"> i. not in accordance with the Precinct Plan 1 or 2, or ii. not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8), or iii. not complying with the Sub-precinct A standard under I453.6.5.4. 	D	D
(A9)	Any subdivision not complying with the standard under I453.6.5.6	NC	NC

I453.5. Notification

- (1) Any application for resource consent for an activity listed in Table I453.4.1 Activity table will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (2) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

I453.6. Standards

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

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All activities listed in Table I453.4.1 Activity Table must comply with the following standards.

I453.6.1 Fencing of drainage reserve boundaries

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

- provide privacy for dwellings while enabling opportunities for passive surveillance of an adjoining open space; and
 - minimise visual dominance effects to an adjoining open space.
- (1) Any fences, walls or a combination of these structures (where separate or joined together) along a boundary of the drainage reserve area (as shown on Pukekohe East-Central: Precinct Plan 1) must not exceed the height specified below, measured from the ground level at the boundary:
- (a) 1.4m in height, or
 - (b) 1.8m in height for no more than 50 per cent of the length of the fence along the boundary and 1.4m for the remainder, or
 - (c) 1.8m in height if the fence is at least 50 per cent visually open as viewed perpendicular to the boundary.

I453.6.2 Interface with reserve strip along Ngahere Road

Purpose: to ensure that the interface with the reserve strip along Ngahere Road is treated as a road frontage for fencing and landscaped area controls for so long as that reserve strip is held under the Reserves Act 1977.

- (1) Rules H5.6.15 and H5.6.11(2) shall apply to that part of the Precinct which adjoins the approximately 2m wide strip of Reserve to the east of Ngahere Road as if that boundary was a road boundary, unless that reserve strip is no longer held under the Reserves Act 1977.

I453.6.3 Stormwater

I453.6.3.1 Hydrological Mitigation

Purpose: to manage the amount of stormwater runoff generated by a development, to reduce peak flow rate and potential flood risks.

- (1) Provide retention (volume) reduction of at least 5mm runoff depth for non-potable use of all impervious surfaces for which hydrology mitigation is required; and
- (2) Provide detention (temporary storage) and a drain down period of 24 hours for the difference between the pre-development and post-development runoff volumes from the 95th percentile, 24 hour rainfall event minus the 5mm retention volume or any

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greater retention volume that is achieved, over the impervious area for which hydrology mitigation is required.

- (3) Any stormwater management device or system must be built generally in accordance with Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01) by a suitably qualified service provider and must be fully operational prior to use of the impervious area.
- (4) 'As built' plans for any stormwater management device or system must be provided to the Council within three months of practical completion of the works.
- (5) Any stormwater management device or system must be operated and maintained in accordance with best practice for the device or system.
- (6) The maximum impervious area must not exceed 70 per cent of the site area.

I453.6.3.2 Water Quality

Purpose: To protect water quality in streams, and the Whangapouri Stream catchment, by avoiding the release of contaminants from impervious surfaces.

- (1) New buildings and additions to buildings must be constructed using inert cladding, roofing and spouting building materials that do not have an exposed surface made from contaminants of concern to water quality (i.e., zinc, copper and lead).
- (2) Runoff from all impervious surfaces (including roads) other than roofing meeting clause (1) above must provide for onsite quality treatment. The device or system must be sized and designed in accordance with 'Guidance Document 2017/001 Stormwater Management Devices in the Auckland Region (GD01)'.

I453.6.4 Precinct Plan and infrastructure requirements

All development and subdivision must comply with the following standards:

I453.6.4.1 Precinct Plan requirements

- (1) Access to all sites, and all building platforms, must be located wholly outside the Significant Ecological Area and drainage reserve areas shown on Pukekohe East-Central: Precinct Plan 1.
- (2) Upon subdivision of sites containing land within the drainage reserve area, such areas are to be vested in the Council for drainage and/or public open space purposes or otherwise protected by another suitable legal mechanism acceptable to the Council.
- (3) All roads, lanes and pedestrian connections must be provided in general accordance with the indicative alignments in Pukekohe East-Central: Precinct Plan 1 such as to achieve the same level of connectivity to adjacent sites and roads as shown on the Precinct Plan.

1453.6.4.2 Transport

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider road network.
- Achieve the integration of land use and transport.

(1) Subdivision and development (including construction of any new road) must comply with the standards in Table I453.6.4.2.1.

Table I453.6.4.2.1 Transport Infrastructure Requirements

Transport Infrastructure Upgrade		Trigger
(T1)	New east-west Collector Road between Birch Road and Golding Road including cycle facility. Note : the Collector Road is to connect opposite Youngs Grove at Birch Road.	Any subdivision or development resulting in a cumulative total of 200 dwellings within the Precinct
(T2)	Upgrade of Golding Road to Collector Road standard (west side)	Any subdivision or development with frontage to Golding Road
(T3)	Upgrade of north side of Birch Road to Collector Road standard between Ngahere Road and New East-West Collector Road	Any subdivision or development with frontage to Birch Road west of Youngs Grove
(T4)	Extension of Birch Road east of Youngs Grove to local road standard	Any subdivision or development with frontage to Birch Road east of Youngs Grove
(T5)	Upgrade of south side of East Street to Collector Road standard (future proof for upgrade for Arterial Road)	Any subdivision or development with frontage to East Street
(T6)	Upgrade of east side of Ngahere Road (south of Roosevelt Park) to local road standard	Any subdivision or development with frontage to Ngahere Road south of Roosevelt Park
(T7)	Upgrade of east side of Ngahere Road (north of Roosevelt Park) to local road standard	Any subdivision or development with frontage to Ngahere Road north of Roosevelt Park if and once the 2m reserve strip on east side of Ngahere Road is removed
(T8)	Upgrade of Ngahere Road alongside Roosevelt Park to provide a Pedestrian Path between the northern and southern sections of Ngahere Road subject to landowner permission	Upgrade of Ngahere Road to local road standard north and south of Roosevelt Park

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	from Auckland Transport and/or Auckland Council Parks to install such a Pedestrian Path.	
(T9)	Interim pedestrian / cycle upgrade along Birch Road from the Precinct boundary to Station Road and to Pukekohe Rail Station, in accordance with Policy 5(b).	First dwelling with a connection to Birch Road or Ngahere Road

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

Note 1: Development relevant to any of the Standards T2 to T8 only apply to the section of the road adjacent to the development or subdivision area. The effects of any gaps in frontage upgrades on active mode connectivity or safety will be considered under matter of discretion I453.7.1(4) and the assessment criteria in I453.7.2(4)(g).

Note 2: These standards may be modified to enable a road design through the Significant Ecological Area that minimises adverse effects on indigenous vegetation (for example, a narrow road carriageway with no parking on either side, a single footpath/cycleway on one side only of the road which could be separated horizontally and/or vertically from the road carriageway, may be acceptable).

I453.6.4.2A Road Design and Upgrade of Existing Rural Roads

Purpose:

- To ensure that any activity, development and/or subdivision complies with Appendix 1: Minimum Road Width, Function and Required Design Elements, and that existing rural roads are progressively upgraded to an urban standard.

- (1) Any development and/or subdivision must comply with Appendix 1 Minimum Road Width, Function and Required Design Elements as applicable.

I453.6.4.3 Stormwater

- (1) Development and subdivision must be designed so that stormwater is directed to communal stormwater device(s) that must be located within the drainage reserve area.

I453.6.4.4 Water and wastewater

- (1) Existing wastewater network downstream of the site currently has potential to service 200 dwellings. After the first 200 dwellings have been established within the Precinct,

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all further applications for subdivision or development must be accompanied by a capacity assessment demonstrating that sufficient water and wastewater infrastructure is available to service the proposed new dwellings.

I453.6.4.5 Riparian and Buffer Planting

- (1) The riparian margins of any permanent or intermittent stream must be planted at the time of subdivision or land development to a minimum width of 10m measured from the top of the stream bank. This standard does not apply to that part of a riparian margin where a road, public walkway, or cycleway crosses over the stream. This standard also does not apply where no earthworks are proposed within 50m any stream.
- (2) The buffer of any natural wetland must be planted at the time of subdivision or land development to a minimum width of 10m measured from the wetland's fullest extent. This standard does not apply to that part of a wetland buffer where a road or public walkway crosses over the buffer or where no earthworks are proposed within 50m any wetland.
- (3) The buffer of the Significant Ecological Area must be planted at the time of any subdivision or land development adjacent to the feature to a minimum width of 5m measured from the edge of the canopy.
- (4) The planting required by clauses (1)-(3) above must:
 - (a) use eco-sourced native vegetation;
 - (b) be consistent with local biodiversity;
 - (c) be planted at a density of 10,000 plants per hectare;
 - (d) be undertaken in accordance with the Special Information Requirements in I453.8.1; and
 - (e) be legally protected and maintained to establishment for a period of five years.
- (5) The on-going protection of the Significant Ecological Area via an appropriate legal mechanism can be recognised as providing environmental benefits relating to climate change resilience, carbon sequestration, permeable areas and urban heat management.

I453.6.4.6 Site Access

Purpose:

- Maintain a safe road frontage and shared space footpath uninterrupted by vehicle crossings and to provide for the safe and efficient operation of the future arterial network.

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- (1) Where subdivision and development adjoins a road with existing or (on the Precinct Plan) planned shared footpath or protected cycle lane on the site's frontage, rear lanes (access lot) or access from side roads must be provided so that no vehicle crossing occurs directly from the site's frontage over any shared footpath, protected cycle lane or the road frontage.
- (2) Except as provided in (3) no new road intersection (excluding active mode only connections), additional vehicle crossing or additional activities using vehicles crossings existing as at the date of these precinct provisions being made operative shall be permitted along the East Street frontage.
- (3) New road connections to East Street are only permissible in the north-eastern corner of the Precinct if road access is not able to be achieved through Golding Road and in the north-west corner if access is not able to be achieved from the south or Ngahere Road.

I453.6.4.7 Road Widening Setback along Golding Road

Purpose:

- To provide for the potential future required widening of Golding Road as an arterial road if Auckland Transport issues a notice of requirement to do so prior to 30 January 2026.
- (1) Until 30 January 2026 a 2m-wide road widening setback must be provided along that part of the frontage of the land adjoining Golding Road.
 - (2) The setback must be measured from the legal road boundary that existed as at 1 February 2022. No buildings, structures or parts of a building shall be constructed within this 2m wide setback, prior to 30 January 2026 except where such buildings or structures are intended to be vested in Auckland Council.

This standard shall not apply if Auckland Transport advises prior and up until 30 January 2026 that Golding Road will have collector road status only.

Note: This standard I453.6.4.7 does not apply to Sub-precinct A.

I453.6.4.8 Road Noise Attenuation

Purpose:

- To protect activities sensitive to noise from indoor adverse health and amenity effects arising from road traffic noise associated with the operation of East Street and Golding Road (as a future arterial road as illustrated in the Pukekohe-Paerata Structure Plan).
- (1) Any noise sensitive space (including any indoor spaces in Table I453.6.4.8.1) in a new building or alteration to an existing building that contains an activity sensitive to noise located within 75m to the boundary of East Street or Golding Road (future Auckland Unitary Plan Operative in part

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arterial road in the Pukekohe-Paerata Structure Plan) shall be designed, constructed and maintained to achieve indoor design noise levels not exceeding the maximum values set out in Table I453.6.4.8.1 below.

Table I453.6.4.8.1: Indoor noise levels:

Indoor Space	Indoor noise level $L_{Aeq(24h)}$
Residential (excluding home occupation and camping grounds)	40 dB
<i>Building type: Educational Facilities or Tertiary Educational Facilities</i>	
Lecture rooms/theatres, music studios, assembly halls	35 dB
Teaching areas, conference rooms, drama studios	40 dB
Libraries	45 dB
<i>Building type: Health</i>	
Overnight medical care, wards, sleeping areas	40 dB
Clinics, consulting rooms, theatres, nurses' stations	45 dB
<i>Building type: Community Facilities</i>	
Marae (excluding any area that is not a noise sensitive space)	35 dB
Places of Worship	35 dB
<i>All other Activities Sensitive to Noise</i>	
<i>All other noise sensitive spaces</i>	40 dB

- (2) If windows must be closed to achieve the design noise levels in Rule I453.6.4.8.1 the building must be designed, constructed and maintained with a mechanical ventilation system that:
- (a) For habitable rooms for a residential activity, must achieve the following requirements:
 - (i) Provides mechanical ventilation to satisfy clause G4 of the New Zealand Building Code; and
 - (ii) Is adjustable by the occupant to control the ventilation rate in increments up to a high air flow setting that provides at least 6 air changes per hour; and
 - (iii) Provides relief for equivalent volumes of spill air; and
 - (iv) Provides cooling and heating that is controllable by the occupant and can maintain the inside temperature between 18°C and 25°C; and

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- (v) Does not generate more than 35 dB LAeq(30s) when measured 1 metre away from any grille or diffuser.
- (b) For other spaces, is as determined by a suitably qualified and experienced person.
- (3) A design report must be submitted by a suitably qualified and experienced person to the Council demonstrating compliance with Rule I453.6.4.8.1(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise that is within 75m of East Street or Golding Road. In the design, road noise is based on predicted noise levels plus 3 dB, or future predicted noise levels.
- (4) Should noise modelling undertaken on behalf of the by the applicant be used for the purposes of future predicted noise levels under this standard, modelling shall be based on the following inputs:
- (a) An asphaltic concrete surfacing (or equivalent low noise road surface);
- (b) 50km/hr speed environment;
- (c) The following Arterial Annual Average Daily Traffic (AADT) flow predictions for 2048 and heavy vehicles (HV) % for 2048:

Section of Road	2048	
	AADT	HV%
East Street	20,000	9%
Golding Road (future arterial)	12,000	10%

- (d) Screening from any buildings that exist or buildings for which building consent has been granted and issued, or which form part of the resource consent application being assessed and the application is expressly made on the basis that the buildings will be constructed prior to occupation of any noise sensitive space benefiting from the screening.

I453.6.5 Sub-precinct A

I453.6.5.1. Village Green

Purpose

- To create a useable and flexible green space that identifies the entrance to Sub-precinct A.

- (1) A Village Green within Sub-precinct A shall be provided with a minimum area of 250m², which may include:

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- (a) approved use of the road stub (if it still exists) which diverts westward from Golding Road;
 - (b) the required 3m wide landscaped strip along the frontage of Golding Road (but excluding any road widening requirement).
 - (c) up to 25% of its space for semi-permanent commercial uses, such as outdoor seating.
- (2) The Village Green within Sub-precinct A:
- (a) may be utilised for passive and social recreation activities which may include commercial or entertainment activities such as, but not limited to, farmers markets, book fairs, outdoor dining, busking and music;
 - (b) shall be designed to consist of up to 50% paved plaza or similar impermeable surfaces, with the remainder as soft/green landscaping.
- (3) The Village Green within Sub-precinct A shall be retained in private ownership, unless Council accepts vesting for public purposes.

I453.6.5.2 Fencing of interface with Village Green

Purpose

- To enable fences and walls to be constructed to a height sufficient to:
 - provide developments within Sub-precinct A with privacy and safety while enabling opportunities for passive surveillance of an adjoining Village Green; and
 - minimise visual dominance effects to an adjoining Village Green within Sub-precinct A.
- (1) Fences adjoining the Village Green must not exceed 1.4m in height and remain visually permeable, meaning that the fence is at least 50 per cent visually open as viewed perpendicular to the front boundary.

I453.6.5.3. Stormwater Management

Purpose

- To ensure suitable stormwater mitigation and design considerations are made to reduce and mitigate stormwater effects on the receiving environment within

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Sub-precinct A in accordance with best practice design outcomes.

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

I453.6.5.4. Transport

Purpose

- To mitigate the adverse effects of traffic generation on the surrounding local and wider road network and to achieve the integration of land use and transport within Sub-precinct A.
- (1) Road Network Upgrades within Sub-precinct A
- (a) Subdivision and development (including construction of any new road) must comply with the standards in Table I453.6.5.4.1.

Table I453.6.5.4.1 Transport Infrastructure Triggers within Sub-precinct A

Transport Infrastructure Upgrade		Trigger
(T1)	New east-west Collector Road from Golding Road along entire northern frontage of Neighbourhood Centre Zone, including provision for a bi-directional cycle facility on the northern side or a uni-directional cycleway on both sides.	Land use consent for buildings within Sub-precinct A or issue of a s224(c) RMA certificate for any subdivision of the sub-precinct into serviced super-lots or development lots, but not including a subdivision of the sub-precinct into a stand-alone lot or any adjustment to the boundary with Golding Road.
(T2)	Upgrade of Golding Road frontage adjacent to the Neighbourhood Centre Zone to Collector Road standard (west side only).	Any subdivision or development within Neighbourhood Centre Zone with frontage to Golding Road.

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

I453.6.5.5. Landscaping

Purpose

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- To provide additional building setback to Golding Road which is landscaped in a manner that improves on-site amenity and reduces building intensity on the street.
- (1) A 3m deep landscaping strip along Golding Road, identified on Precinct Plan 2, must be planted in a mix of trees, shrubs or ground cover plants (including grass), excluding the area identified for vehicle access into Sub-precinct A.

I453.6.5.6. Water Supply and Wastewater

Purpose

- To ensure subdivision and development in the precinct is coordinated with the provision of bulk water supply and wastewater infrastructure.
- (1) Adequate bulk water supply and wastewater infrastructure with sufficient capacity to service the proposed development must be operational at the time of subdivision (s224(c) RMA certificate) or prior to commencement of construction of any building intended to be occupied.
- (2) Applications for resource consent for development or subdivision will be deemed to comply with standard I453.6.5.6 (1) if the required bulk water supply and wastewater infrastructure is:
- (a) Constructed and operational prior to lodgement of the resource consent application; or
 - (b) Under construction with relevant consents and/or designations being given effect to prior to lodgement of the resource consent application and the application is expressly made on the basis that the relevant infrastructure upgrades(s) will be completed and operational prior to:
 - (i) The issue of a section 224(c) RMA certificate in the case of a subdivision consent application; or
 - (ii) Prior to commencement of construction of any building intended to be occupied.

I453.7. Assessment – restricted discretionary activities

I453.7.1. Matters of discretion

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application for activities listed in Table I453.4.1 Activity Table, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) For new buildings, fences, and additions to buildings that do not comply with the Auckland Unitary Plan Operative in part

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standards:

- (a) building and fence interface with the drainage reserve or Ngahere Road as applicable.
- (2) Development of new or redevelopment of existing impervious areas that do not comply with the standards:
- (a) the potential adverse effects including cumulative effects of increased stormwater flows (arising from the non-compliance) on freshwater systems including effects on stream channels and stream health, natural character, biodiversity, erosion and stability and community and Mana Whenua values;
 - (b) the best practicable options for reducing existing adverse effects;
 - (c) the processes proposed for the management of stormwater flow onsite or the availability of an authorised stormwater management device or system in the catchment designed and sized to accommodate the stormwater runoff from the new and redeveloped impervious area and achieve appropriate hydrology mitigation; and
 - (d) the practicality and limitations of applying stormwater flow management to the site, taking into account site and operational constraints.
- (3) Construction of communal stormwater devices or structures:
- (a) the capacity and design of the stormwater device or structure;
 - (b) the location of the stormwater device or structure; and
 - (c) the ongoing quality, viability and maintenance of the device or structure.
- (4) Subdivision:
- (a) Transport including development of an integrated road network, road(s), connections with neighbouring sites, access, walking and cycling networks and infrastructure, connections to the existing pedestrian and/or cycle connections including those associated with the Pukekohe train station, design and sequencing of upgrades to the existing road network, and traffic generation.
 - (b) The design and efficiency of stormwater infrastructure and devices (including communal devices) including where relevant, integration of devices with the road corridor and surrounding environment.
 - (c) Open Spaces and open space integration including, where practical development of walking and cycling infrastructure to and adjoining green spaces.
 - (d) Cumulative impacts on the following, and need for any upgrade to the Auckland Unitary Plan Operative in part

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following or other measures to mitigate adverse effects:

- (i) the Golding Road / East Street / Pukekohe East Road intersection;
 - (ii) the Station Road / East Street intersection;
 - (iii) the Ngahere Road / East Street intersection;
 - (iv) the Birch Road / Station Road intersection;
 - (v) Golding Road where it adjoins the Precinct; and
 - (vi) Golding Road where it adjoins the Precinct.
- (e) The design of any road through the SEA to minimise impacts on indigenous vegetation.
- (6) Non-compliance with standard I453.6.4.2A Road Design and Upgrade of Existing Roads:
- (a) Road design and consistency with the transport-related objectives and policies of the Precinct.
- (7) Non-compliance with standard I453.6.8 – Noise attenuation:
- (a) The effects on people's health and residential amenity;
 - (b) The location of the building;
 - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health and amenity effects relevant to noise; and
 - (d) Technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for East Street and Golding Road.
- (8) New Buildings and Landscape Treatment in Sub-Precinct A
- (a) effects associated with neighbourhood integration;
 - (b) effects on the streetscape and neighbourhood character;
 - (c) effects of the building design and appearance;
 - (d) integration of landscape treatment with buildings, parking and maneuvering areas and the Village Green;
 - (e) effects of associated infrastructure and servicing.
- (9) Village Green in Sub-precinct A
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- (a) Location and design;
 - (b) Accessibility, connectivity and integration;
 - (c) Location and design of fencing.
- (10) Stormwater Management in Sub-precinct A
- (a) effects of proposed stormwater infrastructure.

I453.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the overlay, Auckland-wide or zone provisions:

- (1) For new buildings, fences, and additions to buildings that do not comply with the standards:
 - (a) building interface with the public realm:
 - (i) the extent to which there is opportunity provided for buildings to overlook existing or proposed open spaces for passive surveillance, such as through the provision of balconies and main glazing facing these spaces; and
 - (ii) the extent to which the development makes a positive contribution to the character and amenity of adjacent public places.
 - (2) Development of new or redevelopment of existing impervious areas that do not comply with the standards:
 - (a) the extent to which Policies E1.3(1), (2), (3), (4), (5), (8) and (9) in Chapter E1 (Water quality and integrated management) are achieved.
 - (3) Construction of stormwater devices or structures:
 - (a) the capacity and design of the stormwater device or structure:
 - (i) the extent to which stormwater management calculations confirm that the design and capacity of the stormwater management device/ structure is fit for purpose and satisfies the requirements of an approved Stormwater Management Plan (SMP) for the Precinct.
 - (b) the location of the stormwater device or structure:
 - (i) the extent to which the location is able to be well-integrated into the design and enhancement of riparian and open space areas.
 - (c) the ongoing quality, viability and maintenance of the device or structure:
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- (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 Plans 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 Precinct Plan 1; 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 Plans 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 Plans 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.

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- (e) Provision is made for collector roads and local roads to the site boundaries to coordinate with neighbouring sites and support the integrated completion of the network within the Precinct over time.
 - (f) The design and layout of the roading network includes urban blocks, connections, and safe walking and cycling networks and infrastructure.
 - (g) Improved pedestrian and cycling connections are provided:
 - (i) to Station Road, for access to Pukekohe train station, that responds to the local area's constraints and characteristics; and
 - (ii) to other local area walking and cycling networks existing at the time of development.
 - (h) The design and efficiency of stormwater infrastructure and devices (including communal devices) including the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
 - (i) The Golding Road / East Street / Pukekohe East Road and Ngahere Road / East Street intersections and section of Golding Road adjoining the Precinct can safely accommodate cumulative effects of traffic.
 - (j) If other measures are required to mitigate traffic effects on the above intersections referenced in (b)(i), including completion of the Collector Road between Birch Road and Golding Road as shown on the Precinct Plans.
 - (k) Potential adverse effects of retaining walls, in particular extensive and unrelieved blank faces, are avoided or mitigated by methods such as the location and design of buildings, landscaping and or the design, orientation and treatment of the walls.
 - (l) The road as shown on Precinct Plan 1 that passes adjacent to or through the Significant Ecological Area and the drainage reserve is designed to minimise adverse effects on indigenous vegetation within the Significant Ecological Area, including through the use of retaining structures with terracing rather than battered slopes, and modifications to the road standards typically applied to local roads.
- (5) Non-compliance with standard I453.6.4.2A Road Design and Upgrade of Existing Roads:
- (a) Whether there are constraints or other factors present which make it impractical to comply with the required standards.
 - (b) Whether the design of the road and associated road reserve achieves the relevant transport-related policies of the Precinct.

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- (c) Whether the proposed design and road reserve:
 - (i) incorporates measures to achieve the required design speeds;
 - (ii) can safely accommodate required vehicle movements;
 - (iii) can appropriately accommodate all proposed infrastructure and roading elements including utilities and/or any stormwater treatment;
 - (iv) assesses the feasibility of upgrading any interim design or road reserve to the ultimate required standard.
 - (d) Whether there is an appropriate interface design treatment at property boundaries, particularly for pedestrians and cyclists.
- (6) Non-compliance with Standard I453.6.8 Noise Attenuation
- (a) Whether the location of the building or any other existing buildings/structures avoids, remedies or mitigates the adverse noise effects associated with the road traffic noise relating to the operation of East Street and Golding Road as a future arterial road.
 - (b) The extent to which the alternative mitigation measures avoid, remedy or mitigate the effects of non-compliance with the noise standards on the health and amenity of potential building occupants.
 - (c) Whether any identified topographical or building design features will mitigate any potential adverse health and amenity effects.
 - (d) Any implications arising from any technical advice from an acoustic expert specialising in operational traffic noise mitigation or the road controlling authority for East Street or Golding Road.

The Council will consider the relevant assessment criteria below for restricted discretionary activities in Sub-precinct A, in addition to the assessment criteria specified for the relevant restricted discretionary activities above in I453.7.2(1)-(6) in the general precinct provisions in I453.7.2 and in the overlay, Auckland-wide or zone provisions:

- (7) New Buildings, Landscape Treatment and the Village Green in Sub-precinct A
- (a) The extent to which Policies I453.3.1 (11), (12), (15), (16) and (17) are achieved;
 - (b) The extent to which adequate provision is made available for infrastructure and servicing;
 - (c) The extent to which the Village Green which is integrated with the design of Sub-precinct A (including any fencing), is able to be accessed by visitors to the Neighbourhood Centre and is designed to enhance the amenity of the Neighbourhood Centre as a whole.

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- (d) The extent to which landscape treatment enhances the amenity of the Neighbourhood Centre and integrates with adjoining roads.
- (e) The extent to which impacts of development on Māori cultural values are avoided, remedied or mitigated through:
 - (i) The ability to incorporate maatauranga Māori and tikanga Māori through the development process, recognising outcomes articulated by Ngāti Te Ata Waiohua and Ngāti Tamaoho.
 - (ii) The incorporation of design elements, art works, naming and historical information to reflect the values and relationships Ngāti Te Ata Waiohua and Ngāti Tamaoho have with the Pukekohe area.
 - (iii) Native landscaping, vegetation and design, including retention of mature native trees, and replanting.
 - (iv) Minimising landform modification where practicable.
- (8) Stormwater Management in Sub-precinct A
 - (a) The extent to which the effects of off-site disposal of stormwater are minimised through the use of sustainable infrastructure design;
 - (b) The extent to which proposals for stormwater management align with an approved Stormwater Management Plan.

I453.8. Special information requirements

I453.8.1 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.

I453.8.2 Traffic Assessment

- (1) At the first stage of subdivision or development of any site existing at 16 February 2023; and

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- (2) For any subdivision or development exceeding a cumulative increment of 60 further dwellings/lots within the Precinct a Traffic Assessment must be provided which assesses effects (including cumulative effects) on the safety and efficiency of the road network and in particular addresses the need for:
 - (a) Any upgrade of the Golding Road / East Street / Pukekohe East Road intersection;
 - (b) Any upgrade of the Ngahere Road / East Street intersection;
 - (c) Any upgrade of the Birch Road / Station Road intersection;
 - (d) Any upgrade of the Station Road / East Street intersection; and
 - (e) Golding Road where it adjoins the Precinct.

I453.8.3 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. The design of the Collector / Golding Road intersection must also take into consideration where and how access is to be provided to the Neighbourhood Centre. This may be included within a transport assessment supporting land use or subdivision consents.

In addition, where an interim upgrade is proposed, information must be provided, detailing how the design allows for the ultimate upgrade to be efficiently delivered.

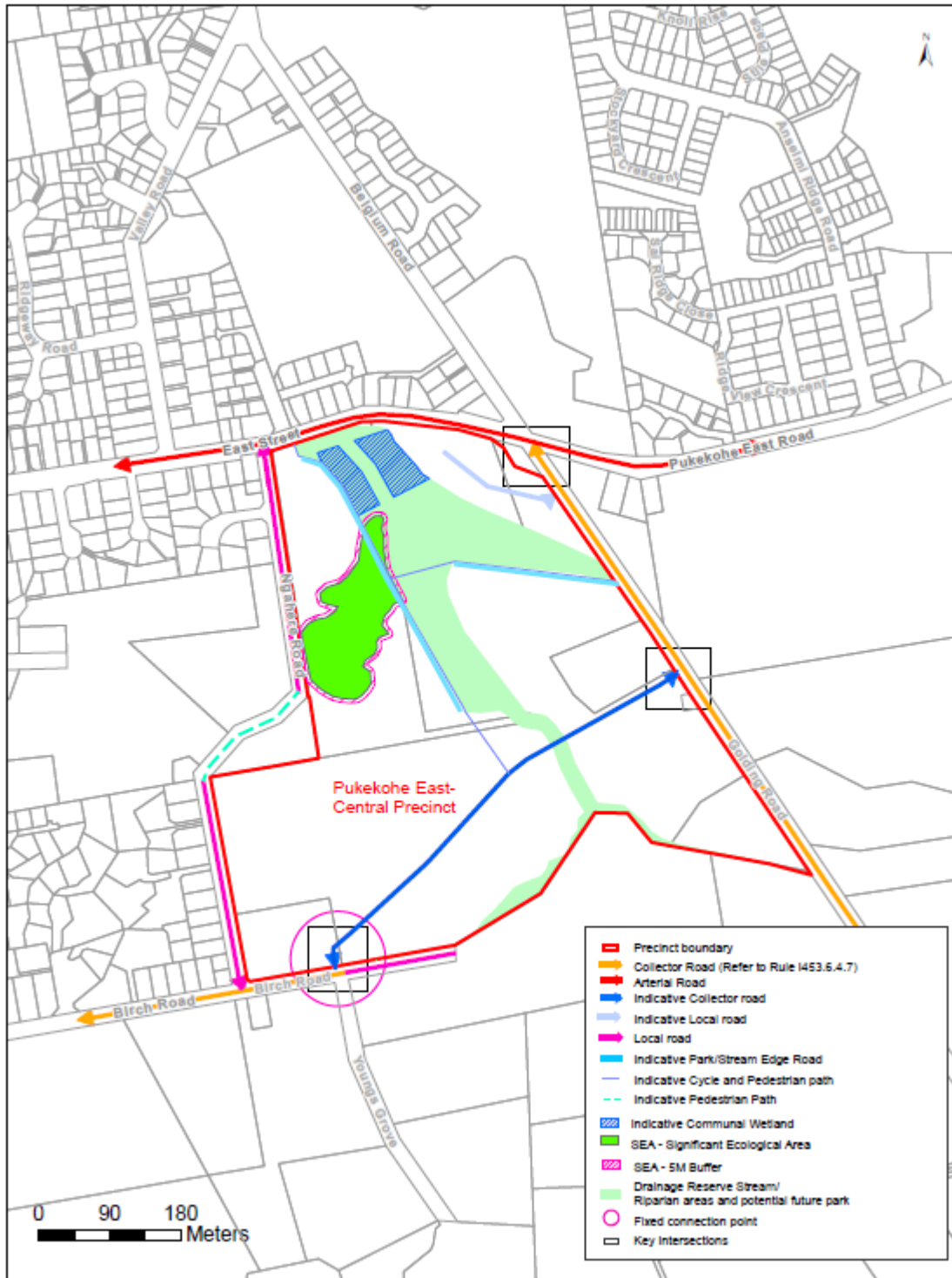
I453.8.4 Sub-precinct A

- (1) An application for any subdivision or development in Sub-precinct A must be accompanied by:
 - (a) An Infrastructure Capacity Assessment demonstrating that sufficient water, stormwater and wastewater infrastructure is available to service the proposed development;
 - (b) A Landscaping Plan including the Village Green and provision for a 3.0m landscaping strip fronting Golding Road and details on planting types, locations, permitted activities, maintenance and ownership arrangement;
 - (c) Evidence of consultation with Ngāti Te Ata Waiohua and Ngāti Tamaoho.

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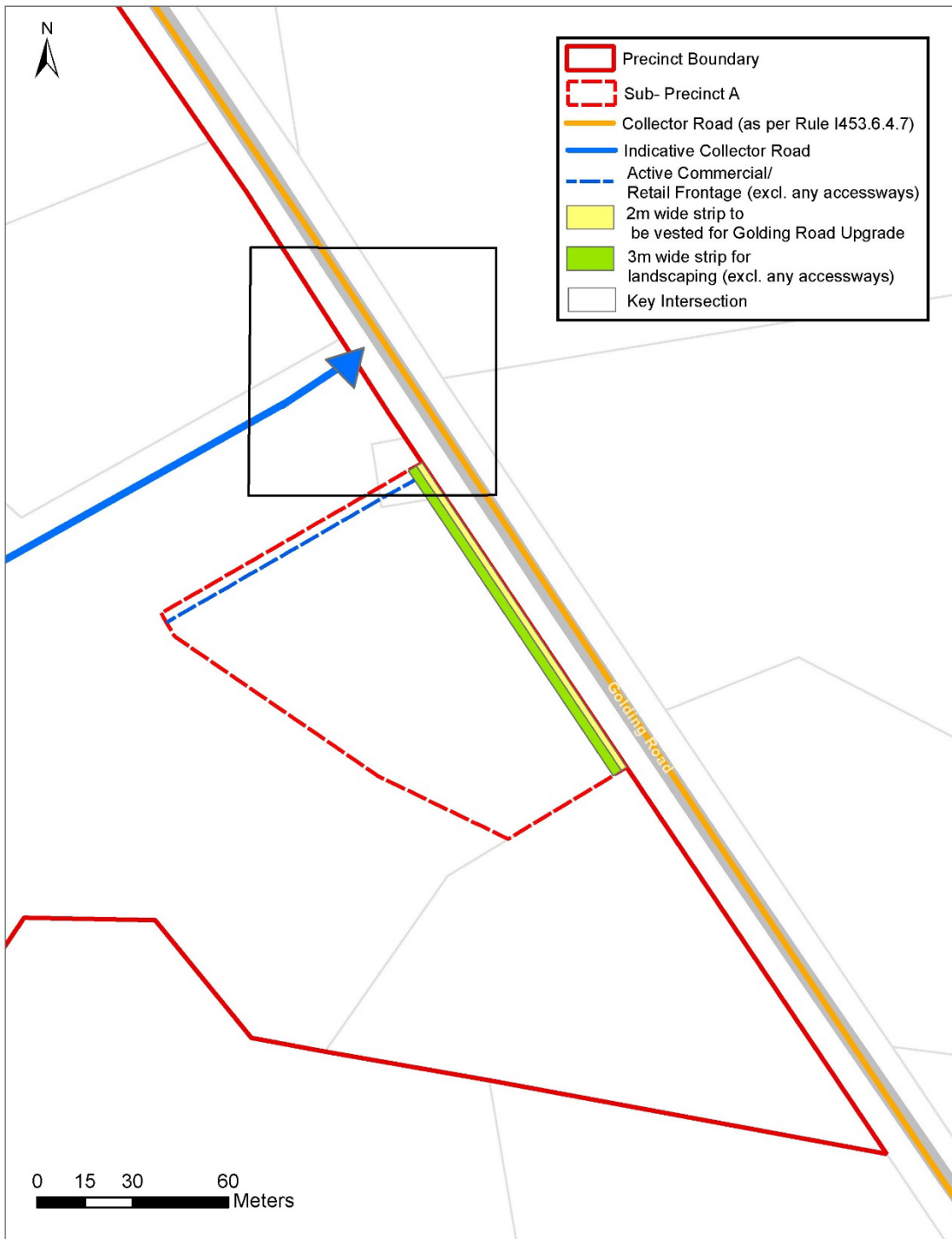
I453.9. Precinct Plans

I453.9.1. Pukekohe East-Central: Precinct Plan 1



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I453.9.2. Pukekohe East-Central: Precinct Plan 2 – Sub-precinct A



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I453.10. Appendices:

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

Name	Role and function of road	Minimum Road Reserve (Note 1)	Total no. of lanes	Design Speed	Median (Note 2)	Cycle provision	Pedestrian provision	Freight or heavy vehicle route	Access restrictions	Bus Provision (Subject to Note 3)
Golding Road (interim)	Collector/Arterial (unless Auckland Transport issues a notice of requirement for an arterial road status on or before 30 January 2026)	21m	2	50km/h	No	Yes	Precinct side only	Yes	Yes (where protected cycle lane or shared path)	Yes
East Street	Arterial	N/A	2	50Km/h	No	Yes	Precinct side only	Yes	Yes	Yes
Birch Road	Collector (interim)	21m	2	50km/h	No	Yes	Precinct side only	No	Yes (where protected cycle lane or shared path)	Yes
Birch Road Local	Local	18m	2	30km/hr	No	No	Precinct side only	No	No	No
Ngahere Road* where marked on Precinct Plan	Local	Same as existing	2	30 km/h	No	Yes if the reserve strip is acquired	Both sides if the reserve strip is acquired	No	No	Yes

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Internal Collector Road	Collector	21m/22m (Note 5)	2	50km/h	No	Yes	Both sides	Yes	Yes (where protected cycle lane or shared path)	Yes
Local internal roads	Local	16m	2	30km/h	No	No	Both sides	No	No	No

*Existing Road reserve for Ngahere Road varies between 18.5m and 20.1m.

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

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

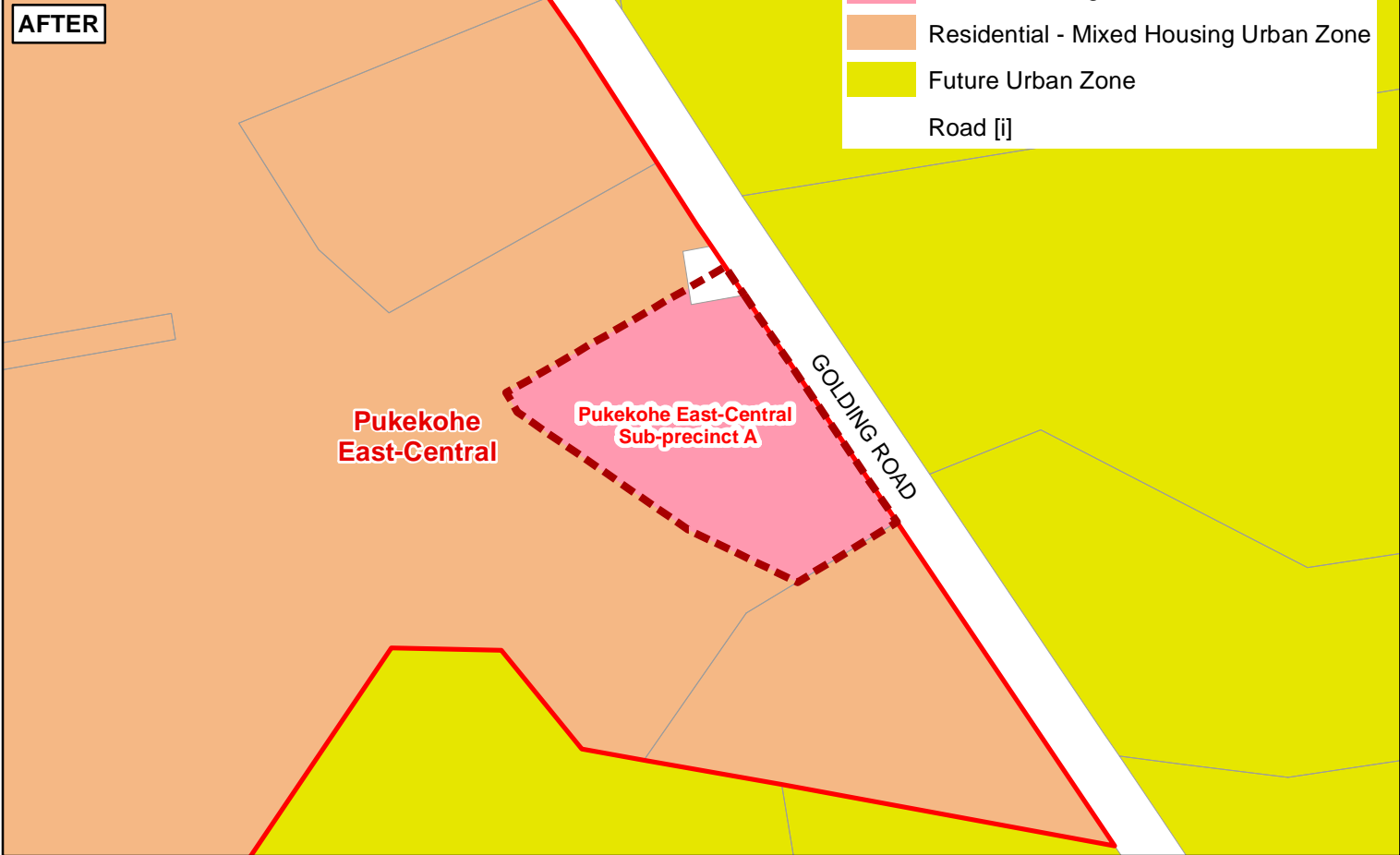
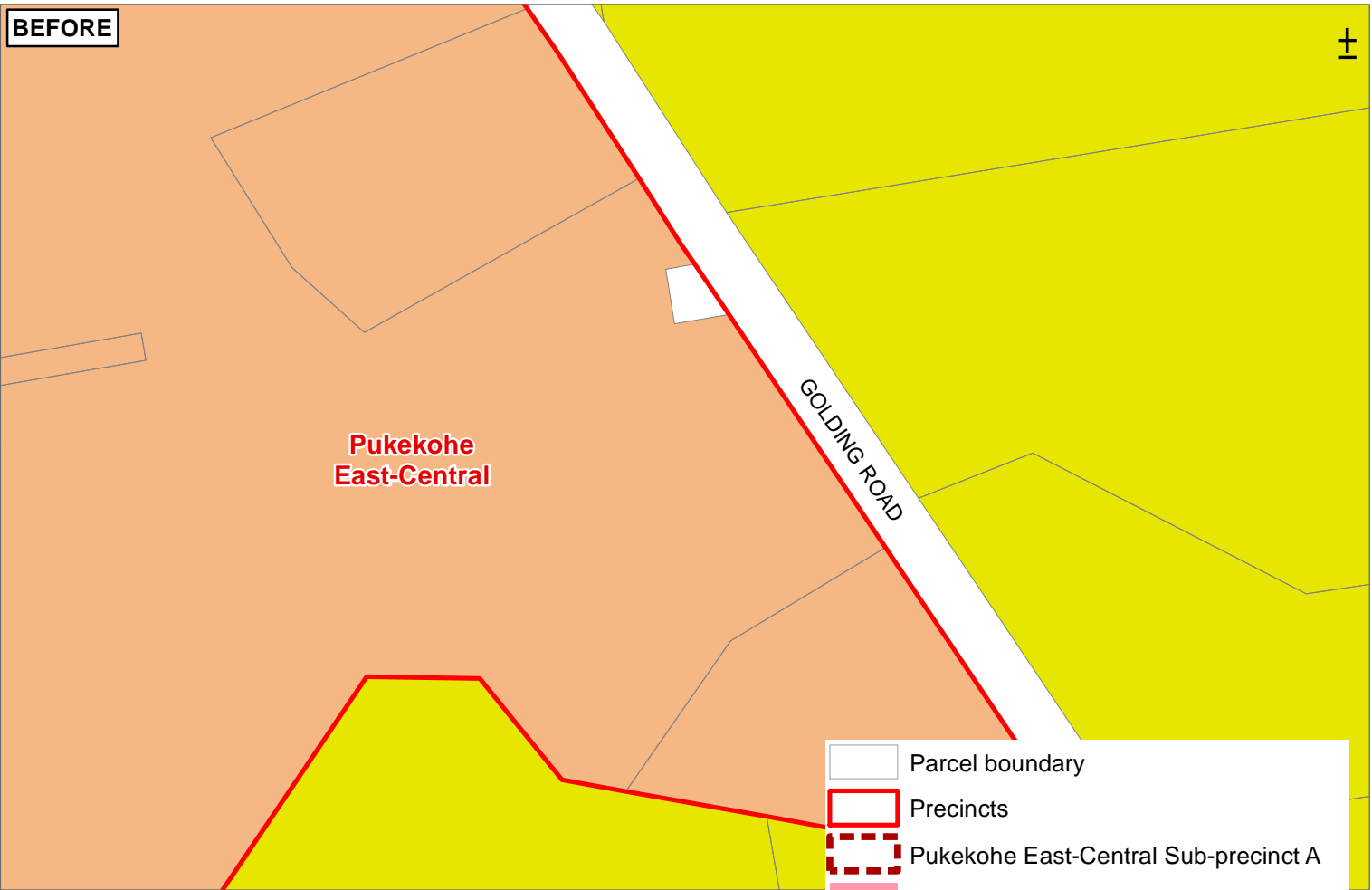
Note 3: Carriageway and intersection geometry capable of accommodating buses.








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

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

Attachment 5: Updated GIS viewer

BEFORE



-  Parcel boundary
-  Precincts
-  Pukekohe East-Central Sub-precinct A
-  Business - Neighbourhood Centre Zone
-  Residential - Mixed Housing Urban Zone
-  Future Urban Zone
-  Road [i]

AFTER

0 20 40 80 Metres

Whilst due care has been taken, Auckland Council gives no warranty as to the accuracy and completeness of any information on this map/plan and accepts no liability for any error, omission or use of the information.

Date: 29/11/2024

Plan Change 95 - Golding Road