

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 purpose of the Precinct is to provide for comprehensively planned residential 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 related activities is coordinated with construction with upgrades necessary to mitigate adverse effects on the local and wider transport network and recognises the need for safe, efficient and effective access to the Pukekohe Train Station.

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

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

I453.2. Objectives [rp/dp]

- (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
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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).

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

I453.3. Policies [rp/dp]

- (1) Require that the design of any subdivision and development within the Precinct is undertaken in general accordance with the Precinct Plan.
- (2) Encourage legal protection of the Significant Ecological Area and development that provides accessible green spaces along stream corridors as shown on the Precinct Plan, where practical.
- (3) Require that new buildings and development do not compromise the purpose of the drainage reserve 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 or as fixed by the Precinct Plan;
 - (ii) providing an interconnected urban local road network that achieves a highly connected street layout and integrates with the collector road network;
 - (iii) identifying walking and cycling routes on the Precinct Plan and providing a well-connected movement network that facilitates safe walking and cycling;

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- (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

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amenity while they are indoors.

All relevant overlay, Auckland-wide and zone policies apply in this Precinct 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

Activity		Activity status
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	
(A2)	Show home meeting the standards in Rule H5.6 in the Residential – Mixed Housing Urban Zone	P
(A3)	Any activity not complying with the standards under I453.6.1, I453.6.2, I453.6.3, I453.6.4.2A, I453.6.4.3 or I453.6.4.8	RD
(A4)	Any activity not in accordance with the Precinct Plan or not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8) or I453.6.5	D
Infrastructure		
(A5)	Construction of communal stormwater devices or structures	RD
Subdivision		
(A6)	Subdivision listed in Chapter E38 Subdivision – Urban	
(A7)	Subdivision 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	RD

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(A8)	Subdivision not in accordance with the Precinct Plan or not complying with the standards under I453.6.4 (excluding I453.6.4.2A, I453.6.4.3 and I453.6.4.8) or I453.6.5	D
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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
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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

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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	Any subdivision or development with frontage to Birch Road west of Youngs Grove

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	Collector Road	
(T4)	Extension of Birch Road east of Youngs Grove to local road standard	Any subdivision or development with frontage to Birch Road east of Youngs Grove
(T5)	Upgrade of south side of East Street to Collector Road standard (future proof for upgrade for Arterial Road)	Any subdivision or development with frontage to East Street
(T6)	Upgrade of east side of Ngahere Road (south of Roosevelt Park) to local road standard	Any subdivision or development with frontage to Ngahere Road south of Roosevelt Park
(T7)	Upgrade of east side of Ngahere Road (north of Roosevelt Park) to local road standard	Any subdivision or development with frontage to Ngahere Road north of Roosevelt Park if and once the 2m reserve strip on east side of Ngahere Road is removed
(T8)	Upgrade of Ngahere Road alongside Roosevelt Park to provide a Pedestrian Path between the northern and southern sections of Ngahere Road subject to landowner permission from Auckland Transport and/or Auckland Council Parks to install such a Pedestrian Path.	Upgrade of Ngahere Road to local road standard north and south of Roosevelt Park
(T9)	Interim pedestrian / cycle upgrade along Birch Road from the Precinct boundary to Station Road and to Pukekohe Rail Station, in accordance with Policy 5(b).	First dwelling with a connection to Birch Road or Ngahere Road

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

Note 1: Development relevant to any of the Standards T2 to T8 only apply to the section of the road adjacent to the development or subdivision area. The effects of any gaps in frontage upgrades on active mode connectivity or safety will be considered under matter of discretion I453.7(4) and the assessment criteria in I453.7.2(4)(g).

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

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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;

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- (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:

- 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.

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- (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.

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

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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:

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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.

I453.7. 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 Auckland Unitary Plan Operative in part

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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.

I453.7.2. 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.

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- (b) the location of the stormwater device or structure:
 - (i) the extent to which the location is able to be well-integrated into the design and enhancement of riparian and open space areas.
- (c) the ongoing quality, viability and maintenance of the device or structure:
 - (i) the extent to which a maintenance plan addresses requirements and responsibilities to ensure the ongoing quality and viability of the stormwater management devices or structures (including communal devices), and in particular their likely efficiency and effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (4) Subdivision, the extent to which:
 - (a) The collector road and its intersections and other connections depicted within the Precinct Plan are provided generally in the locations on the Precinct Plan to achieve a highly connected street layout that integrates with the surrounding transport network and whether an alternative alignment provides an equal or better degree of connectivity and amenity within and beyond the Precinct may be appropriate, having regard to the following functional matters:
 - (i) Landowner patterns and the presence of natural features, natural hazards, contours or other constraints and how these impact on the placement of roads;
 - (ii) The need to achieve an efficient block structure and layout within the Precinct suitable to the proposed activities; and
 - (iii) The constructability of roads and the ability for them to be connected beyond any property boundary.
 - (b) A high quality and integrated network of local roads is provided within the Precinct that provides a good degree of accessibility, supports a walkable road network and:
 - (i) where practical (and in so far as land is to be vested in the Council) connect to areas of open space or stream margins containing a walking / cycling network in general accordance with the Precinct Plan; and
 - (ii) where not practical or land is not be vested, other design features are incorporated to provide accessibility and a reasonable standard of amenity and safety.
 - (c) Roads are aligned with the drainage network in general accordance with the Precinct Plan and in so far as the drainage network is to be vested in the

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Council.

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

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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.

I453.8. 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:

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- (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

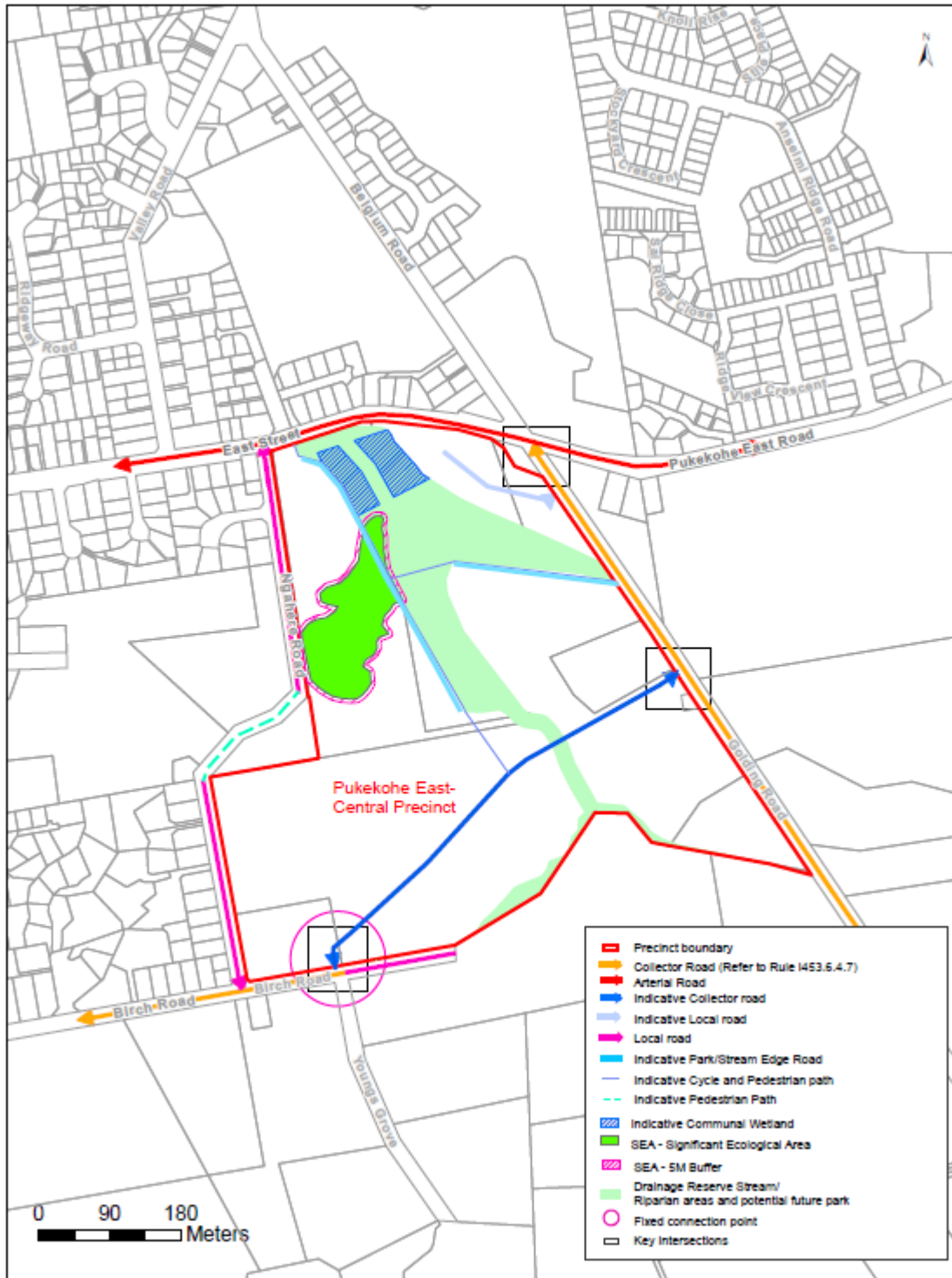
- (1) At the first stage of subdivision or development of any site existing at 16 February 2023; and
- (2) For any subdivision or development exceeding a cumulative increment of 60 further dwellings/lots within the Precinct a Traffic Assessment must be provided which assesses effects (including cumulative 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. 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.

I453.9. Pukekohe East-Central: Precinct Plan 1



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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.