

## **I454. Pukekohe Golding Precinct**

### **I454.1. Precinct Description**

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

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

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

The precinct includes the Business - Light Industry Zone (19.9741 ha), Business – Neighbourhood Centre Zone (0.3365 ha) and Residential – Mixed Urban Zone (62.356 ha).

The Business - Light Industry Zone is located on Station Road.

To the east of the Business - Light Industry Zone is a small Business – Neighbourhood Centre Zone to provide for the day-to-day convenience needs of the residents and employees of the Precinct. This is located associated with the Collector Road into the Precinct from Station Road.

To the east of the Business - Light Industry Zone is the Residential – Mixed Urban Zone. The Residential – Mixed Urban Zone is identified as the predominant residential zone because of the Precinct's opportunities for new greenfield development in close proximity to the town centre, rail station and employment activities of Pukekohe.

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

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

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

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

- (a) Requiring safe, legible and direct pedestrian and cycling connection/s to the Pukekohe Rail Station as development and subdivision occurs;
- (b) Requiring Yates, Golding and Station Roads to be progressively upgraded to the

design standards in Appendix 1 as development and subdivision occurs;

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

Refer to planning maps for the location and extent of the precinct. The following underlying zones apply to the precinct:

- Residential - Mixed Housing Urban
- Business – Neighbourhood Centre
- Business – Light Industry Zone

The Business - Light Industry Zone provides a buffer between the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) to the west of Station Road and the residential development to the east in the Precinct. The Precinct requires the construction of an acoustic barrier to attenuate noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) prior to or concurrently with the residential subdivision of land between the Business - Light Industry Zone and the 55 dB  $L_{Aeq}$  noise contour illustrated on the Precinct Plan. Area A illustrated on the Precinct Plan applies to the first urban residential block in the Residential – Mixed Housing Urban Zone to the east of the Business – Light Industry Zone. Area A is land where additional attenuation measures (building and site design) are required to ensure an appropriate acoustic environment is established following the construction of an acoustic barrier. Area A is based on the implementation of the acoustic barrier.

*(Note: the preceding paragraph will not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Standards I434.6.1 and I434.6.2, becomes operative.)*

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

#### **I454.2. Objectives**

- (1) Enable industrial activities develop on land adjoining Station Road and develop a residential environment to the east of industrial activities which allows for a range of housing densities and typologies and incorporates the opportunity for a neighbourhood centre.

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- (2) Provide a well-connected and safe urban road network that supports a range of travel modes and provides a strong definition of public open spaces.
- (3) Transport infrastructure is integrated and coordinated with subdivision and development and provides connections to the wider transport network and upgrades to the road network adjoining the Precinct.
- (4) Subdivision and development is coordinated with the delivery of water, wastewater and stormwater infrastructure.
- (5) Reverse sensitivity effects on the adjacent Special Purpose – Major Recreation Facility Zone (Pukekohe Park) are mitigated.
- (6) Activities sensitive to noise are protected from adverse health and amenity effects arising from road traffic noise associated with the operation of Royal Doulton Drive (future arterial road in the Pukekohe-Paerata Structure Plan).
- (7) The ecological and cultural values of streams, wetlands and the significant ecological area are protected and enhanced.
- (8) Stormwater management measures avoid as far as practicable and otherwise mitigate adverse effects of development and enhance the receiving environment.
- (9) A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- (10) A relevant residential zone provides for a variety of housing types and sizes that respond to:
  - (a) housing needs and demand; and
  - (b) the neighbourhood's planned urban built character, including 3-storey buildings.
- (11) Open space is provided in a way that meets the neighbourhood open space needs of the community and achieves a high amenity of green spaces including where practical along stream corridors.
- (12) Enable industrial activities develop on land adjoining Station Road, separating activities sensitive to noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) to the west.
- (13) The cultural, spiritual and historic values held by Ngāti Te Ata and Ngāti Tamaoho and their relationships with the cultural landscape are recognised and provided for and positive environmental outcomes are achieved for the health and wellbeing of the land, waterways and people.

Objective I454.2(12) shall not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Standards I434.6.1 and I434.6.2, becomes operative.

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

### **I454.3. Policies**

#### *Development*

- (1) Enable an intensive urban form and character through a range of dwelling options including incorporation of the Medium Density Residential Standards introduced by the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, and the provision for local convenience activities to serve the neighbourhood.
- (2) Encourage subdivision layout to achieve legible and walkable urban blocks and for roads to front public open spaces.

#### *Transport*

- (3) Require subdivision and development:
  - (a) to provide collector roads and key intersections generally in the locations shown in Precinct Plan;
  - (b) to provide an interconnected urban local road network that achieves a highly connected street layout and integrates with the collector road network;
  - (c) to provide a high standard of amenity and safety for pedestrians particularly in areas where high volumes of pedestrians are expected;
  - (d) to provide for safe separated lanes for cyclists on collector roads;
  - (e) to provide for the safe and efficient movement of vehicles; and
  - (f) to include necessary upgrades to existing infrastructure adjoining the Precinct, upgrades to existing road frontages of the Precinct and connections to existing and future networks outside the Precinct.
- (4) Require subdivision and development to provide walking and cycling networks and connections to existing and future networks outside the Precinct, including to the Pukekohe train station.
- (5) To future proof for the future arterial road network in the Pukekohe-Paerata Structure Plan (Royal Doulton Drive) through road and vehicle access restrictions for sites adjoining Royal Doulton Drive requiring a splay at the intersection of Golding Road and Royal Doulton Drive and road noise attenuation in recognition that it may become a future arterial.

#### *Infrastructure*

- (6) Require subdivision and development to be co-ordinated with the provision of necessary infrastructure and network utilities, including identified upgrades outside the Precinct.
- (7) 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.

*Stormwater Management and Ecology*

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

*Open Space*

- (10) Provision is enabled for a Neighbourhood Reserve.
- (11) Encourage development that provides accessible green spaces, including where practical along stream corridors.

*Reverse Sensitivity*

- (12) Require buildings that contain activities sensitive to noise in proximity to Royal Doulton Drive (future arterial road in the Pukekohe-Paerata Structure Plan) to be designed and constructed to achieve specified minimum indoor design noise levels to provide for people's health and residential amenity.
- (13) Provide for industrial activities on land immediately adjoining Station Road to support local employment.
- (14) Provide for industrial activities on land immediately adjoining Station Road to:
  - (a) provide a buffer between the residential zones and the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) to the west of Station Road;
  - (b) avoid activities sensitive to noise on land exposed to noise levels greater than 57 dB  $L_{Aeq}$  on Category C days.
- (15) Prior to any development within the 55 dB  $L_{Aeq}$  noise contour in the Precinct, require the establishment of an acoustic barrier(s) to form a buffer between noise from motorsport activities occurring on the Special Purpose – Major Recreational Facility Zone and the Precinct's residential zones.
- (16) Require dwellings in Area A to be designed with acoustic attenuation and to locate buildings fronting the street and outdoor living areas in the rear yard to provide for reasonable aural amenity for outdoor living.

*Cultural Values*

- (17) Consult with Ngāti Te Ata and Ngāti Tamaoho and recognise and provide for their cultural, spiritual and historical values and relationships associated with the cultural landscape at Pukekohe, which include:
  - (a) Important sites, places and areas, waahi tapu and other taonga.
  - (b) Opportunities for visual connections to the waterways and wider cultural landscape.

- (c) Freshwater quality of waterways and wetlands.
  - (d) Remnant ngāhere and native trees.
- (18) Establish a cultural narrative within the Precinct which responds to the values in Policy (17), including through cultural identity markers and artwork, high quality public open spaces, revegetated riparian margins and effective stormwater management.
- (19) Encourage the provision of access for Ngāti Te Ata and Ngāti Tamaoho to the waterways and their margins for the purpose of karakia, monitoring, customary purposes and ahi kaa roa.

All relevant overlay, Auckland-wide and zone policies apply in this Precinct in addition to those specified above.

Policies I454.3(14) - (16) shall not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Standards I434.6.1 and I434.6.2, becomes operative.

#### I454.4. Activity table

The activities, controls and assessment criteria in the underlying Residential - Mixed Residential - Mixed Housing Urban zone, Business – Light Industry zone, Business - Neighbourhood Centre zone, Auckland-wide rules and overlays apply in the precinct unless otherwise specified below. Refer to the planning maps for the location and extent of the underlying zones.

Tables I454.4.1-4 specify the activity status of land use and subdivision activities in the precinct pursuant to section 9(3) and section 11 of the Resource Management Act 1991.

**Table I454.4.1 - Activity table all Zones**

Activity		Activity status
<b>Use and Development</b>		
(A1)	Activities that do not comply with one or more of the standards listed in I454.6.1A or I454.6.7	RD
(A2)	Activities that do not comply with one or more of the standards listed in I454.6.1, I454.6.2 to I454.6.5 (excluding I454.6.1A)	D
<b>Subdivision</b>		
(A3)	Subdivision in accordance with the Precinct Plan	RD
(A4)	Activities that do not comply with one or more of the standards listed in I454.6.1A or I454.6.7	RD
(A5)	Subdivision not in accordance with the Precinct Plan	D
(A6)	Subdivision that does not comply with one or more of the standards listed in I454.6.1, I454.6.2 to I454.6.5 (excluding I454.6.1A)	D

**I454.4.2 – Residential – Mixed Housing Urban Zone**

Activity		Activity status	Standards to be complied with
<b>Use and Development</b>			
(A1)	Show home	P	Standards in I454.6.6

**Table I454.4.3 – Business – Light Industry Zone**

Activity		Activity status
<b>Use and Development</b>		
(A1)	Activities sensitive to noise, including workers accommodation	NC

Table I454.4.3 shall not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Standards I434.6.1 and I434.6.2, becomes operative.

**Table I454.4.4 – Business – Neighbourhood Centre Zone**

Activity		Activity status
<b>Use and Development</b>		
(A1)	Activities that do not comply with the standard listed in I454.6.5	D

**I454.5. Notification**

- (1) Any application for resource consent for an activity listed in Tables I454.4.1, I454.4.3 or I454.4.4 Activity table above 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).

**I454.6 Standards**

Except where the following standards apply the zone, overlay and Auckland-wide standards apply in this Precinct in addition to the following standards.

**I454.6.1 Transport Infrastructure Requirements**

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 I454.6.1.1.

**Table I454.6.1.1 Transport Infrastructure Requirements**

Transport Upgrade		Trigger
(T1)	Pedestrian and cycle connection to Station Road	The first site/dwelling and each subsequent site/dwelling.
(T2)	Pedestrian and cycle connection on Station Road to the Pukekohe Rail Station	The first site/dwelling.
(T3)	Station Road upgraded to an urban Collector Road standard (No urban berm or kerb and channel on opposite side of Station Road from the precinct only)	Prior to or in conjunction with any development or subdivision requiring direct or indirect vehicle access to Station Road
(T4)	Yates Road upgraded to an urban Collector Road standard (No urban berm or kerb and channel on opposite side of Yates Road from the precinct)	Any development or subdivision with frontage to Yates Road.
(T5)	Golding Road – upgraded to an urban Collector Road standard (No urban berm or kerb and channel on opposite side of Golding Road from the precinct)	Any development or subdivision with frontage to Golding Road.
(T6)	Royal Doulton Drive – upgraded to an urban Local Road standard (No urban berm on the opposite side of Royal Doulton Drive from the precinct)	Any development or subdivision with frontage to Royal Doulton Drive

- (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 a section 224(c) certificate for any subdivision OR prior to occupation of any new building(s) for a land use only.

**I454.6.1A Road Design and Upgrade of Existing Rural Roads**

Purpose:

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



- (1) Any activity, development and /or subdivision that includes the construction of new roads, or the upgrade of existing roads, must comply with Appendix 1: Road Function and Design Elements Table.

#### **I454.6.2 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.
- (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, and the wetted habitat enhanced. This standard does not apply to that part of a wetland buffer where a road or public walkway crosses over the wetland.
- (3) The buffer of the Significant Ecological Area must be planted at the time of any subdivision or land development adjacent to the Significant Ecological Area 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; and
  - (d) Be undertaken in accordance with the Special Information Requirements in I454.8.1.

#### **I454.6.3 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 an 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 access occurs directly from the site's frontage over the shared footpath, protected cycle lane or the road frontage.
  - (2) 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 within the section of Royal Doulton Drive and rights of way subject to a road and vehicle access restriction. This standard I454.6.3(2) shall cease to apply in the event that the future arterial road in the Pukekohe-Paerata Structure Plan is not located on an alignment utilising the current Royal Doulton Drive.

### **I454.6.3A – Road Widening Setback along Royal Doulton Drive**

Purpose:

- To provide for the potential future required widening of Royal Doulton Drive.
- (1) A 2m-wide road widening setback must be provided along that part of the frontage of the land adjoining Royal Doulton Drive and rights of way to the west of it as shown as subject to the '2m Road Widening Strip' notation on the Precinct Plan.
  - (2) The setback must be measured from the legal road boundary or right of way that existed at the year of 2021. No buildings, structures or parts of a building shall be constructed within this 2m wide setback.
  - (3) Any minimum front yard setback of the underlying zone for the land adjoining Royal Doulton Drive shall be measured from this 2m-wide road widening setback.
  - (4) The standards at I454.6.3A (1) to (3) above shall cease to apply in the event that the future arterial road in the Auckland Council Pukekohe-Paerata Structure Plan is not located on an alignment utilising the current Royal Doulton Drive.

### **I454.6.4 Stormwater Management**

#### **I454.6.4.1 Hydrological Mitigation**

Purpose:

- As outlined in E10 for SMAF 1 and 2, to minimise the adverse effects of stormwater runoff on rivers and streams to retain, and where possible enhance, stream naturalness, biodiversity, bank stability and other values.
- (1) All new or redeveloped impervious surfaces (including roads) exceeding 50m<sup>2</sup> must provide:
    - (a) retention (volume reduction) of at least 5mm runoff depth for the impervious area for which hydrology mitigation is required; and
    - (b) detention (temporary storage) and a drain down period of 24 hours for the difference between the predevelopment 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.
  - (2) Clause (1) does not apply where:
    - (a) a suitably qualified person has confirmed that soil infiltration rates are less than 2mm/hr or there is no area on the site of sufficient size to accommodate all required infiltration that is free of geotechnical limitations (including slope, setback from infrastructure, building structures or boundaries and water table depth); and
    - (b) rainwater reuse is not available because:
      - (i) the quality of the stormwater runoff is not suitable for on-site reuse (i.e. for non-potable water supply, garden/crop irrigation or toilet flushing); or

- (ii) there are no activities occurring on the site that can re-use the full 5mm retention volume of water.
- (c) the retention volume can be taken up by detention as follows:
  - (i) 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 any retention volume that is achieved, over the impervious area for which hydrology mitigation is required.
  - (d) For clauses (a) and (b) to apply, the information must have been submitted with a subdivision application preceding the development or a land use application.
- (3) If at the time of subdivision a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

#### **I454.6.4.2 Water Quality**

Purpose: To protect water quality in streams, and the Waikato River 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)'.
  - (3) If at the time of subdivision a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

#### **I454.6.4.3 Water Quantity**

Purpose: To manage potential downstream peak flow flooding.

- (1) For any subdivision or development in the "Western Catchment" shown on Precinct Plan 2 the following applies:
  - (a) In addition to the temporary detention required under I454.6.4.1, attenuation must be provided onsite for storm events up to and including the 1% AEP event.
  - (b) If at the time of subdivision a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.
- (2) For any subdivision or development in the "Eastern Catchment" shown on Precinct Plan 2 the following applies:
  - (a) Attenuation must be provided for the 50% AEP event to accommodate 86% of the unattenuated flow rate.

- (b) If at the time of subdivision a communal device has been constructed to provide for the above requirements for multiple allotments, a consent notice shall be registered on such titles identifying that compliance with this provision has been met.

#### **I454.6.4.4 Operation and Maintenance of devices**

Purpose: To ensure ongoing operational functionality of devices constructed and/or installed to meet standards I454.6.4.2 and 3 above.

- (1) Stormwater device/s on private land must be maintained and operated by the site owner in perpetuity.
- (2) For any communal device, the stormwater management device must be certified by a chartered professional engineer as meeting the required Standard above, and an operations and maintenance plan must be established and followed to ensure compliance with all permitted activity standards. The operations and maintenance plan must be provided to the Council within three months of practical completion of works.

#### **I454.6.5 55 dB $L_{Aeq}$ Noise Contour and Area A on the Precinct Plan**

Purpose:

- To provide an acoustic barrier to attenuate noise from the Special Purpose – Major Recreation Facility Zone (Pukekohe Park) prior to, or concurrently with the residential subdivision of land between the Business - Light Industry Zone and the 55 dB  $L_{Aeq}$  noise contour illustrated on the Precinct Plan.
  - To design dwellings in Area A illustrated on the Precinct Plan to include noise attenuation measures.
  - To manage the location of outdoor living areas in Area A illustrated on the Precinct Plan so that buildings provide acoustic attenuation to outdoor living spaces.
- (1) Either prior to or concurrent with the first subdivision and/or first development for any activity sensitive to noise between the Business - Light Industry Zone and the 55 dB  $L_{Aeq}$  noise contour illustrated on the Precinct Plan, an acoustic barrier (being a building (including its roof) or structure, or any combination thereof) must be constructed to mitigate noise from motorsport activities within the Special Purpose – Major Recreation Facility Zone to ensure that dwellings are not exposed to noise levels greater than 57 dB  $L_{Aeq}$  at the western boundary of the Residential – Mixed Housing Urban Zone.
  - (2) The specification of the acoustic barrier must be at a height of no less than 7m and a length which extends from the Precinct's north-western boundary to its southern boundary with Yates Road (excluding roads and the 2m front yard setback – Standard H17.6.4). The acoustic barrier must have no individual gap that is greater than 7m<sup>2</sup>, and must provide a vertical coverage of 93% (as a percentage of the acoustic barriers' height and length).
  - (3) Dwellings in Area A illustrated on the Precinct Plan must locate their outdoor living area within and adjoining the rear yard, except that for corner sites dwellings must locate their outdoor living area to adjoin their eastern site boundary.
  - (4) Dwellings in the Business - Neighbourhood Centre Zone must locate their outdoor living area (including balcony, patio or roof terrace) so that it does not orient towards the Business - Light Industry Zone.

- (5) Any childcare centre must locate the outdoor play area to adjoin their eastern site boundary.
- (6) Any new building or alteration to an existing building for an activity sensitive to noise in Area A illustrated on the Precinct Plan must:
- (a) Be designed and constructed to achieve an outside-to-inside noise level reduction of at least  $Rw27dB$  for all habitable rooms. The  $Rw$  assessment must be in accordance with ISO717-1:1996E Acoustics – Rating of sound insulation in buildings and of building elements Part 1: Airborne sound insulation.
  - (b) Where compliance with clause (6)(a) above requires all external doors of the building and all windows of these rooms to be closed, the design and construction as a minimum must:
    - (i) Be mechanically ventilated and/or cooled to achieve an internal temperature no greater than  $25^{\circ}C$  based on external design conditions of dry bulb  $25.1^{\circ}C$  and wet bulb  $20.1^{\circ}C$ . Mechanical cooling must be available for all habitable rooms provided that at least one mechanical cooling system shall service every level of a dwelling that contains a habitable room; or
    - (ii) Provide a high volume of outdoor air supply to all habitable rooms with an outdoor air supply rate of no less than:
      - 6 air changes per hour for rooms less than 30% of the façade area glazed;
      - 15 air changes per hour for rooms with greater than 30% of the façade area glazed;
      - 3 air changes per hour for rooms with facades only facing south (between 120 degrees and 240 degrees) or where the glazing in the façade is not subject to any direct sunlight.
    - (iii) Must be provided with relief for equivalent volumes of spill air.
    - (iv) Where mechanical ventilation and / or cooling systems are installed, they must be individually controllable across the range of airflows and temperatures by the building occupants in the case of each system.
  - (c) Be certified by a suitably qualified and experienced person as meeting that standard prior to its construction; and
  - (d) Compliance must be confirmed as part of any building consent application.
- (7) The above clauses (1)-(6) shall not apply if and when that part of a plan change deleting all references to motorsport activities from the Pukekohe Park Precinct, including (although not limited to) Standards I434.6.1 and I434.6.2, becomes operative.

#### **I454.6.6 Development Controls Show Home**

- (1) In addition to compliance with the development controls listed in this Precinct:

- (i) A show home in the Residential - Mixed Housing Urban zone must comply with standards as listed for activity (A3) Up to Three Dwellings per site in Table H5.4.1 Activity table in the Residential – Mixed Housing Urban Zone.

#### I454.6.7 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 Royal Doulton Drive as a future arterial road as illustrated in the Pukekohe-Paerata Structure Plan.
- (1) Any noise sensitive space (including any indoor spaces in Table I454.6.7.1) in a new building or alteration to an existing building that contains an activity sensitive to noise located within 75m to the boundary of Royal Doulton Drive or rights of way to the west of it (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 I454.6.7.1 below.

**Table I454.6.7.1: 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 Table I454.6.7.1, 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 Standards I454.6.7(1) and (2) prior to the construction or alteration of any building containing an activity sensitive to noise. In the design, road noise is based on current measured or predicted noise levels plus 3 dB, or future predicted noise levels.
- (4) The above clauses (1)-(3) do not apply in the event that the future arterial road in the Pukekohe-Paerata Structure Plan is located more than 75 metres beyond any residentially zoned property in the Precinct.

Advice note:

For the purposes of this standard, future predicted noise levels on Royal Doulton Drive (future arterial road in the Pukekohe-Paerata Structure Plan) means those levels modelled and is based on an assumed posted speed limit of 50km/h and the use of a low-noise road surface. Should future predicted noise levels be used for the purposes of this standard, this information and the associated assumptions and parameters is available on request from Auckland Transport as the road controlling authority for Royal Doulton Drive.

## **I454.7 Assessment – restricted discretionary activities**

### **I454.7.1 Matters of discretion**

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

- (1) All activities (excluding development standard infringements in the Business - Light Industry Zone and Residential - Mixed Housing Urban Zone):
  - (a) Consistency with the objectives and policies of the Precinct; and
  - (b) Consistency with the Precinct Plan.
- (2) Subdivision:

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- (a) Transport including development of an integrated road network, road(s), connections with neighbouring sites, access, walking and cycling networks and infrastructure, pedestrian and cycle connections to the Pukekohe train station, design and sequencing of upgrades to the existing road network, and traffic generation.
  - (b) Naturalising of the stream morphology and integration with stormwater management.
  - (c) The design and efficiency of stormwater infrastructure and devices (including communal devices)
  - (d) Open Spaces and open space integration including development of the neighbourhood park and greenways which includes walking and cycling infrastructure.
- (3) Cumulative impacts on the following, and need for any upgrade to the following or other measures to mitigate adverse effects:
- (a) the Station Road / East Street intersection;
  - (b) the Golding Road / East Street existing roundabout;
  - (c) the Ngahere Road / East Street intersection;
  - (d) the Logan Road / Golding Road intersection;
  - (e) the Yates Road / Logan Road intersection; and
  - (f) the Golding Road carriageway between Royal Doulton Drive and East Street.
- (4) Non-compliance with standard I454.6.7 – 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 Royal Doulton Drive.
- (5) Non-compliance with standard I454.6.1A Road Function and Upgrade of Existing Roads:
- (a) Road design and consistency with the objectives and policies of the Precinct.



### **I454.7.2 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 and zone provisions.

- (1) All activities (excluding development standard infringements):
  - (a) The extent to which the proposal is consistent with the objectives and policies of the precinct or achieves the equivalent or better outcome.
  - (b) Whether subdivision and development is in general accordance with the Precinct Plan.
  - (c) The extent to which the ecological values and water quality of existing watercourses or and wetlands are maintained and enhanced by the proposed subdivision or development.
  - (d) The extent to which impacts of development on Māori cultural values are avoided, remedied or mitigated through:
    - (i) The ability to incorporate maatauranga Māori and tikanga Māori through the development process, recognising outcomes articulated by Ngāti Te Ata and Ngāti Tamaoho.
    - (ii) The incorporation of design elements, art works, naming and historical information to reflect the values and relationships Ngāti Te Ata and Ngāti Tamaoho have with the Pukekohe area.
    - (iii) Native landscaping, vegetation and design, including retention of mature native trees, and replanting.
    - (iv) Minimising landform modification where practicable.
  - (e) The extent to which adverse effects on archaeological features identified in the archaeological assessment are avoided, remedied or mitigated by the proposal.
- (2) Subdivision:
  - (a) Whether the collector roads, key 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) Whether a high quality and integrated network of local roads is provided within

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the precinct that provides a good degree of accessibility, adjoins areas of open space and, where possible, stream margins and supports a walkable road network.

- (c) Whether roads are aligned with the stream network, or whether pedestrian and/or cycle paths are provided along one or both sides of the stream network, where they would logically form part of an integrated open space network subject to the Council's discretion as the future asset owner.
  - (d) Whether subdivision and development provides 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.
  - (e) The design and layout of the roading network including urban blocks, connections, and safe walking and cycling networks and infrastructure.
  - (f) Whether the road network provides direct, safe and legible pedestrian and cycle connections to the existing network on Station Road to provide access to the Pukekohe train station (acknowledging the constraints on Station Road north of the Subway intersection).
  - (g) Whether the East Street/Station Road, East Street/Golding Road, Golding Road / Logan Road, Yates Road / Logan Road and Ngahere Road / East Street intersections and the Golding Road carriageway can safely accommodate the cumulative effects of traffic from the Precinct.
  - (h) Whether any other measures are required to mitigate traffic effects on the above intersections referenced in (g) including measures relating to the timing of a collector road connection between Station Road and Golding Road.
  - (i) Whether the neighbourhood park is provided generally in the location on the Precinct Plan.
  - (j) The design to restore natural banks, meanders and patterns of the stream.
  - (k) Design and integration of stormwater management requirements with the open space network.
  - (l) The design and efficiency of stormwater infrastructure and devices (including communal devices) with consideration given to the likely effectiveness, lifecycle costs, ease of access and operation and integration with the built and natural environment.
- (3) Non-compliance with Standard I454.6.7 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 Royal Doulton Drive 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 Royal Doulton Drive.
- (4) Non-compliance with standard I454.6.1A 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 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.

## **I454.8 Special information requirements**

### **I454.8.1 Riparian Planting Plan**

- (1) An application for any subdivision or development that requires the planting of a riparian or buffer margin to the SEA under I454.6.2 must be accompanied by a planting plan prepared by a suitably qualified person. The planting plan must:
  - (a) Identify the location, species, planting bag size and density of the plants;
  - (b) Include a management plan to ensure canopy closure within 5 years and the eradication of pest weeds;
  - (c) Confirm detail on the eco-sourcing proposed for the planting; and
  - (d) Take into consideration the local biodiversity and ecosystem extent; and
  - (e) Be prepared in consultation with Ngāti Te Ata and Ngāti Tamaoho.

### **I454.8.2 Acoustic Report and Landscape Mitigation Plan**

- (1) The first subdivision and/or first development for any activity sensitive to noise between the Business - Light Industry Zone and the 55 dB  $L_{Aeq}$  noise contour illustrated on the Precinct Plan must be accompanied by an acoustic design report to ensure that the acoustic barrier will meet the requirements listed in Standard I454.6.5 and that it will perform as an effective acoustic barrier. The acoustic report must include noise

modelling outputs and demonstration of how the noise model has been calibrated to the noise level contours set out in the Precinct Plan.

- (2) The provision of a landscape mitigation plan to mitigate the short-term or temporary effects resulting from the construction of the acoustic barrier prior to the progressive development of the Business - Light Industry Zone.

#### **I454.8.3 Traffic Assessment**

- (1) At the first stage of subdivision or development of any site existing at 14 December 2022; and
- (2) For any subdivision or development exceeding 60 dwellings/lots 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 Station Road / East Street intersection;
  - (b) Any upgrade of the Golding Road / East Street existing roundabout;
  - (c) Any upgrade of the Ngahere Road / East Street intersection;
  - (d) Any upgrade of the Logan Road / Golding Road intersection;
  - (e) Any upgrade of the Yates Road / Logan Road intersection; and
  - (f) Any upgrade of Golding Road (between Royal Doulton Drive and East Street).

#### **I454.8.4 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.

#### **I454.8.5 Archaeological Assessment**

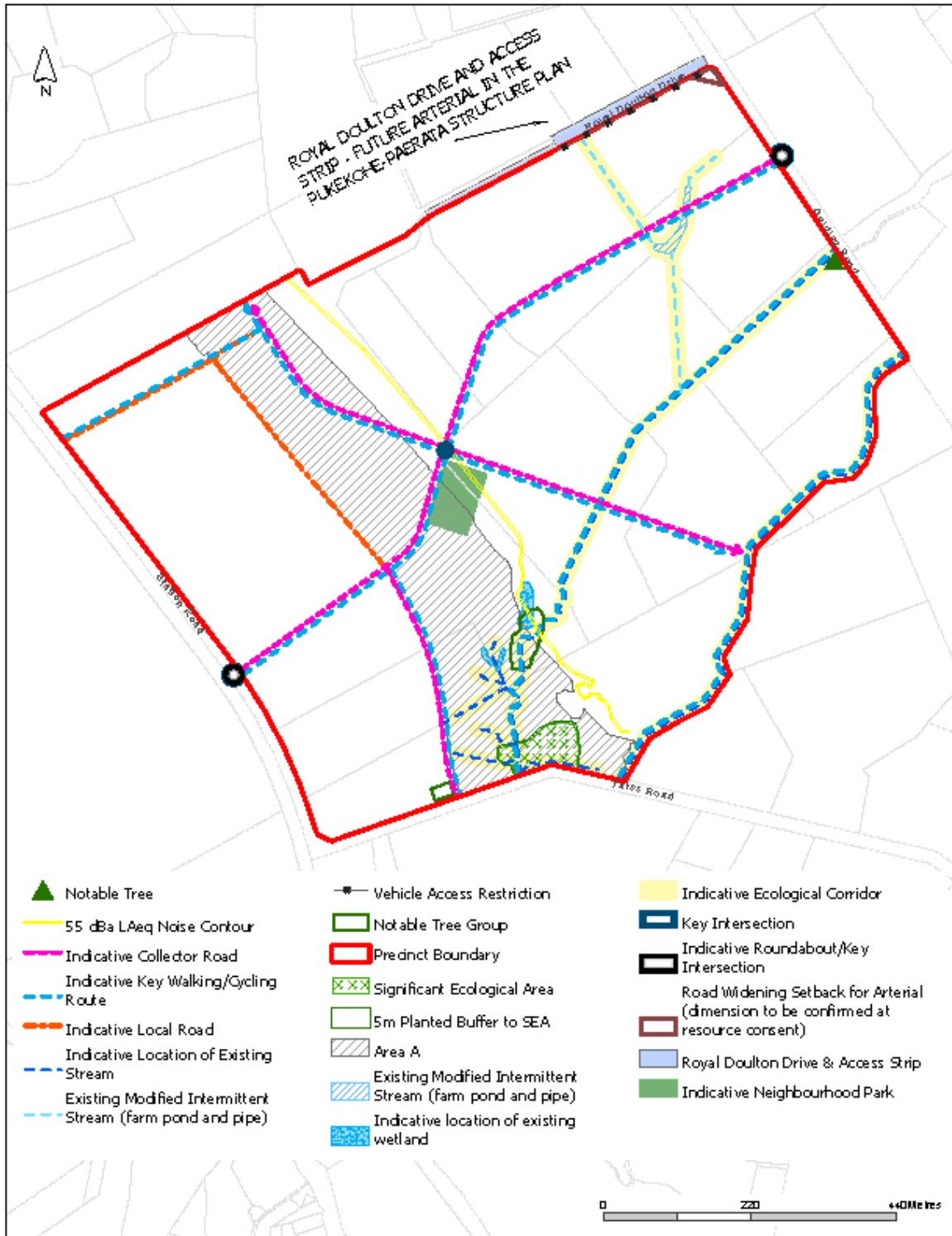
- (1) At the time of the first subdivision or earthworks application for the site, an archaeological assessment must be prepared in the consultation with Ngāti Te Ata and Ngāti Tamaoho to identify the potential for archaeology.

#### **I454.8.6 Consultation with Mana Whenua**

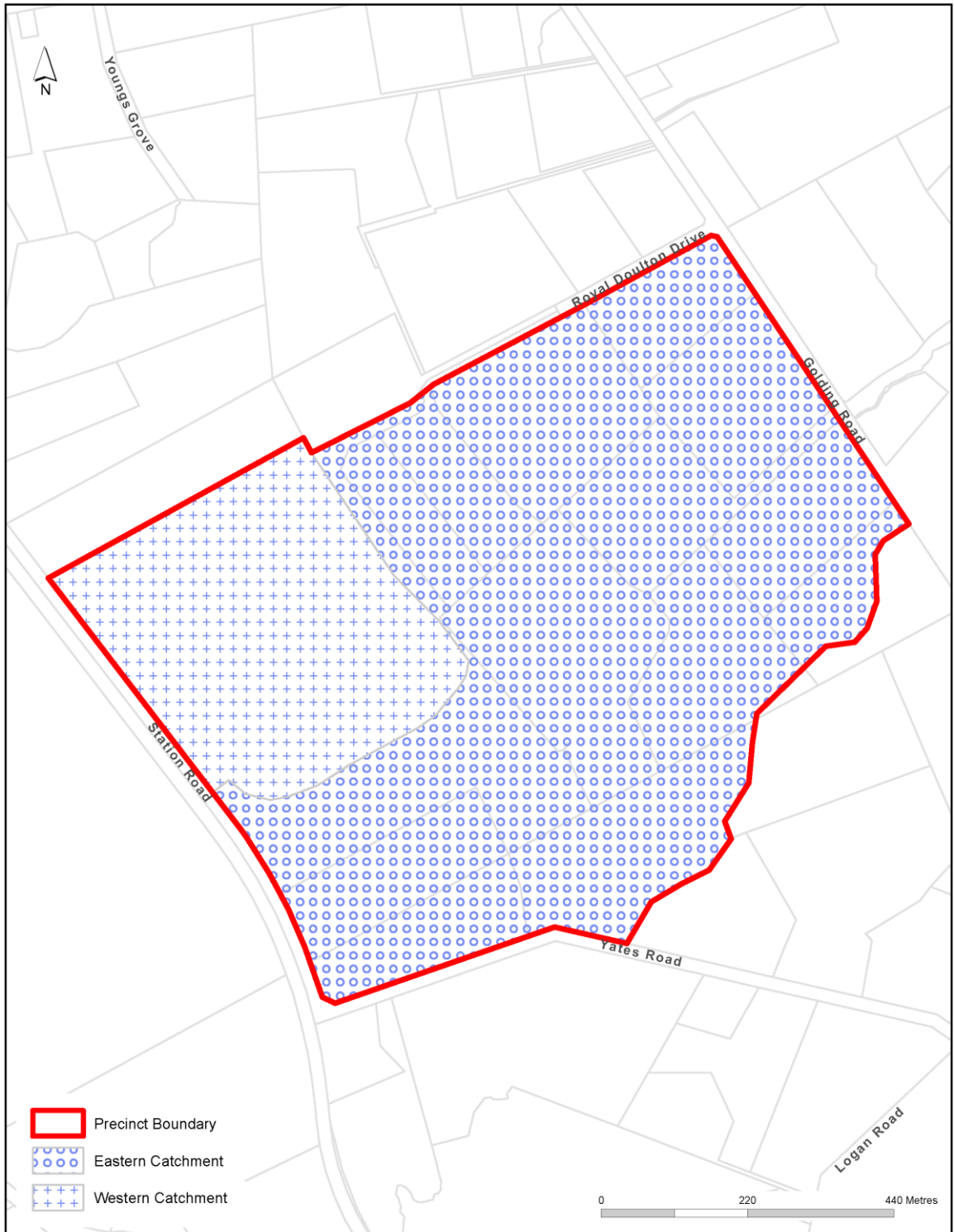
- (1) Evidence of consultation with Ngāti Te Ata and Ngāti Tamaoho.

I454.9 Precinct Plans

I454.9.1 Pukekohe Golding Precinct: Precinct Plan 1



I454.9.2 Pukekohe Golding Precinct: Precinct Plan 2



## I454.10 Appendix 1 Road Function and Required Design Elements Table

Road Function and Required Design Elements Table										
Road Name	Proposed Role and Function of Road in Precinct Area	Minimum Road Reserve (subject to note 1)	Total number of lanes	Speed Limit (Design) (km/hr)	Access Restrictions	Median	Bus Provision (subject to note 2)	On Street Parking	Cycle Provision	Pedestrian Provision
Golding Road	Collector	22m (2m widening)	2	50	Yes (where protected cycle lane)	No	Yes	Optional	Yes	Yes
Station Road	Collector	20	2	50	No	No	Yes	Optional	Yes	Yes Eastern side
Yates Road (interim)	Collector	21	2	50	No	No	Yes	Optional	Yes Northern side	Yes Northern side
New Collector Road (Industrial)	Collector	24m	2	50	Yes (where protected cycle lane)	No	Yes	Optional	Yes	Yes both sides
New Collector Road (Residential)	Collector	22m	2	50	Yes (where protected cycle lane)	No	Yes	Optional	Yes	Yes both sides
Local Roads (Residential)	Local	16m	2	30	No	No	No	Optional	No	Yes both sides

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Local Road (Industrial)	Local	22m	2	30	No	No	No	Optional	No	Yes both sides
Royal Doulton Drive (Note 3)	Local	Existing	2	30	No	No	No	Optional	No	Yes One side

*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: Carriageway and intersection geometry capable of accommodating buses.*

*Note 3 Standard to be applied to any section of Royal Doulton Drive that will not have arterial road status*