

Auckland Unitary Plan Operative in part

Plan Change 87 (Private): 301 and 303 Buckland Road,
Pukekohe

Operative 12 April 2024.

Enclosed:

- Public Notice
- Seal page
- Operative version

Public Notice

Auckland Unitary Plan - Plan Change to become operative

Resource Management Act 1991 (the Act)

Plan Change 87 (Private): 301 and 303 Buckland Road, Pukekohe.

At its meeting on Thursday, 14 March 2024, the council resolved to approve the above plan change to the Auckland Unitary Plan following the completion of the statutory processes.

The operative date is Friday, 12 April 2024.

The updated district plan and background information may be viewed at the following www.aucklandcouncil.govt.nz/planchanges.

Dated: 05/04/24

**Find out more: phone 09 301 0101
or visit aucklandcouncil.govt.nz**




Seal Page

**Auckland Unitary Plan
Plan Change 87 (Private): 301 and 303 Buckland Road,
Pukekohe**

THE COMMON SEAL of the AUCKLAND COUNCIL was hereby affixed under the
authority of council:





Mayor / Deputy Mayor / Chief Executive / Chief Officer



Deputy Mayor / Chief Executive / Chief Officer / General Counsel

This plan change became operative on 12 April 2024.

Operative Documents

I455. Buckland Road Precinct

I455.1. Precinct Description

The Buckland Road Precinct covers approximately 7.8 hectares of land at 301 and 303 Buckland Road and is located to the south of the Pukekohe Town Centre.

The Buckland Road Precinct is zoned Business – General Business Zone and enables a wide range of business and employment related activity to complement existing Business zoned land to the northeast and opposite at Pukekohe Park. It also complements planned Business - Light Industrial zoning identified in the Pukekohe-Paerata Structure Plan. Other than the precinct provisions set out below, the activity and development standards for the Business-General Business Zone has not been changed.

The purpose of the precinct is to ensure that subdivision and development of land:

- is coordinated with upgrades necessary to avoid, remedy or mitigate adverse effects on the local and wider transport network; and
- recognises the need for safe, efficient, and effective access to the Precinct; and
- provides for the comprehensive and integrated development of the sites within the Precinct, to ensure the efficient use of land and water resources and infrastructure.

The transport network in the wider area will be progressively upgraded over time to support planned urban growth in this part of Pukekohe as identified in the Pukekohe- Paerata Structure Plan.

The zoning of land within this Precinct is the Business – General Business Zone.

I455.2. Objectives [rp/dp]

- (1) Provide a well-connected and safe urban transport network that supports a range of travel modes.
- (2) Transport infrastructure is integrated and coordinated with subdivision and development and provides safe and efficient connections to the wider transport network and upgrades to the transport network adjoining and/or immediately beyond the Precinct.
- (3) Water resources are managed to maximise the efficient allocation and efficient use of available water.

I455.3. Policies [rp/dp]

Subdivision and development

- (1) Require that the design of any subdivision and development within the precinct is undertaken in general accordance with the Buckland Road precinct plan.

Transport and Infrastructure

- (2) Require subdivision and development to provide for a transport network that:
 - (a) Integrates with, and avoids, remedies or mitigates adverse effects on the safety and efficiency of the transport network of the surrounding area by:

- (i) Providing for a road between Webb Street and Buckland Road as fixed by the Buckland Road Precinct Plan.
 - (ii) Providing for a controlled access intersection on Buckland Road in the location as fixed by the Buckland Road Precinct Plan.
 - (iii) Providing a safe internal transport network within the site and providing for safe intersections onto collector and arterial roads.
 - (iv) Delivering an urban standard of frontage to Buckland Road including at a minimum, footpaths and cycling connectivity.
 - (v) Providing for active mode connections beyond the precinct and where identified in the Precinct Plan.
 - (vi) Restricts or manages vehicle access directly off Buckland Road.
- (b) Facilitates transport choices by providing for pedestrians, cyclists, public transport facilities, and vehicles, including (as far as practicable given the local area's constraints and characteristics) to the Pukekohe Town Centre.
- (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.

Water Resources

- (3) Water re-use is implemented by way of on-site storage of roof runoff with use for non-potable water demand on site as part of on-site stormwater management systems, where practical and feasible.

I455.4. Activity table

The activity tables in any relevant overlays, Auckland-wide and zones apply unless the activity is listed in Table I455.4.1 below.

Table I455.4.1 specifies the activity status of land use and subdivision activities in the precinct pursuant to sections 9(2), 9(3) and section 11 of the Resource Management Act 1991.

Note 1

A blank cell in the activity status means the activity status of the activity in the relevant overlays, Auckland-wide or zones applies for that activity unless that activity is specifically listed in Table I455.4.1.

Table I455.4.1 Activity table

Activity	Activity status
Use and Development	

(A1)	Activities listed as permitted, restricted discretionary, discretionary, or non-complying activities in Table H14.4.1 in the Business –General Business Zone	
(A2)	Any activity not complying with the standards under I455.6.1	RD
Subdivision		
(A3)	Subdivision not complying with the standards under I455.6.1	RD

I455.5. Notification

- (1) Any application for resource consent for an activity listed in Table I455.4.1 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).

I455.6. Standards

All relevant overlay, Auckland-wide and zone standards apply to the activities listed in Activity Table I455.4.1.

All activities listed in Table I444.4.1 Activity Table must comply with the following standards.

I455.6.1 Precinct Plan and infrastructure requirements

All development and subdivision must comply with the following standards:

I455.6.1.1 Precinct Plan requirements

- (1) All roads, lanes and active mode connections must be as fixed in the Buckland Road: Precinct Plan 1 such as to achieve the same level of connectivity to adjacent sites and roads as shown on the Precinct Plan.

I455.6.1.2 Transport

Purpose:

- Mitigate the adverse effects of traffic generation on the surrounding local and wider transport network.
 - Achieve the integration of land use and transport.
 - To ensure that the construction of PU-NS-2 (Proposed Collector Road) or the upgrade of Buckland Road to an urban standard complies with Appendix 1: Minimum Road Width, Function and Required Design Elements.
- (1) Subdivision and development (including construction of any new road) must comply with the standards in Table I455.6.1.2.1

Table I455.6.1.2.1 Transport Infrastructure Requirements

Transport Infrastructure Upgrade		Trigger
(T1)	New Collector Road between Buckland Road and Webb Street along the full length of the shared boundary of 301 and 303 Buckland Road and as fixed in Precinct Plan 1 in accordance with I455.10: Appendix 1.	Any subdivision or development with frontage to 301 or 303 Buckland Road.
(T2)	Establish a key intersection with Buckland Road as fixed in Precinct Plan 1	
(T3)	Upgrading of Buckland Road to an urban standard (west side/site frontage) including the footpath and cycling facilities in accordance with I455.10: Appendix 1.	
(T4)	Development of cycle facilities and extension of the pedestrian footpath on Buckland Road are to continue north, beyond the plan change boundary to Kitchener Road as shown on the Precinct Plan 1.	

I455.6.1.3 Water resources

The stormwater management device or system for the site shall include water re-use, subject to the practicality and feasibility of re-use.

I455.7. Assessment – restricted discretionary activities**I455.7.1 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 I455.4.1 Activity Table, in addition to the matters specified for the relevant restricted discretionary activities in the overlay, Auckland wide or zone provisions:

- (1) Non-compliance with the standards I455.6.1
 - (a) Consistency with the Buckland Road Precinct Plan I455.9 and I455.10: Appendix 1.
 - (b) Safe and efficient operation of the current and future transport network.
 - (c) Consistency with the objectives and policies of the Precinct.

I455.7.2. 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 overlays, Auckland-wide or zones provisions:

(1) Subdivision and development:

- (a) The extent to which frontage along Buckland Road is designed and constructed to an urban standard, including at a minimum footpath, and connectivity to the footpath network, including on the necessary connection required north of the precinct boundary to connect to Kitchener Road.
- (b) The extent to which the collector road connection known as PU-NS-2 (Buckland Road to Webb Street) is provided along the full length of the shared boundary with 301 and 303 Buckland Road in the location fixed on Precinct Plan 1 to achieve a well-connected street layout that integrates with the transport network and is to Auckland Transport standards.
- (c) The extent to which the intersection of Buckland Road / PU-NS-2 operates in a safe and efficient manner.
- (d) The extent to which the active mode connections are provided for as shown in the Precinct Plan:
 - (i) Along the frontage of the Precinct boundary.
 - (ii) To the north, beyond the Precinct to connect to the Kitchener Road / Manukau Road / Buckland Road intersection.

I455.8. Special information requirements

I455.8.1 Traffic Assessment

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

I455.8.2 Transport Design Report

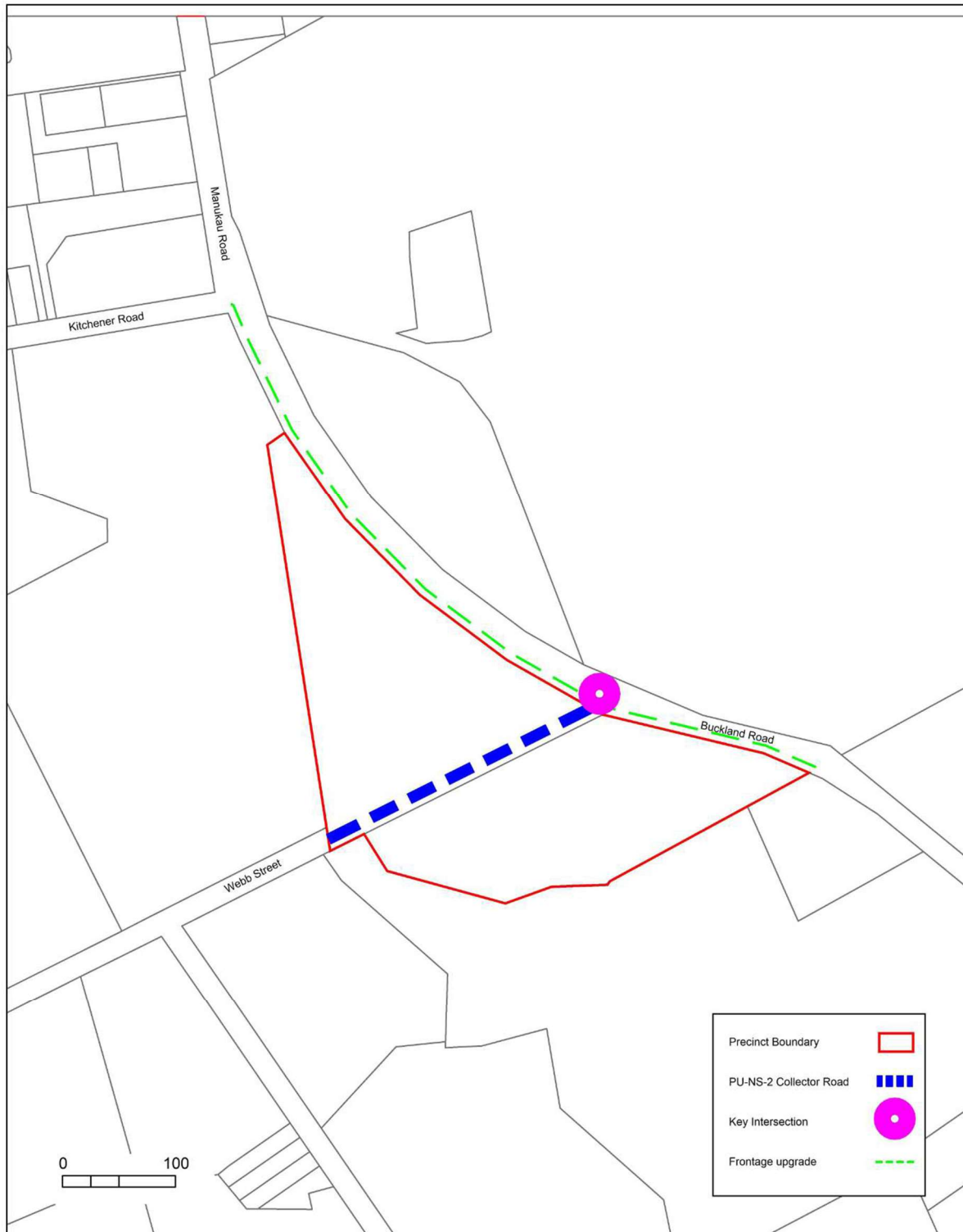
- (1) Any proposed new key intersection or upgrading of existing key intersections, and, any proposed new key roads or upgrading of existing key roads are illustrated on the Precinct Plan must be supported by a Transport Design Report and Concept Plans (including forecast transport modelling and land use assumptions), prepared by a suitably qualified transport engineer confirming that 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.

I455.8.3 Water resources

- (1) A report that assesses the practicality and feasibility of water-reuse as part of the SMAF1 stormwater management system for the site.

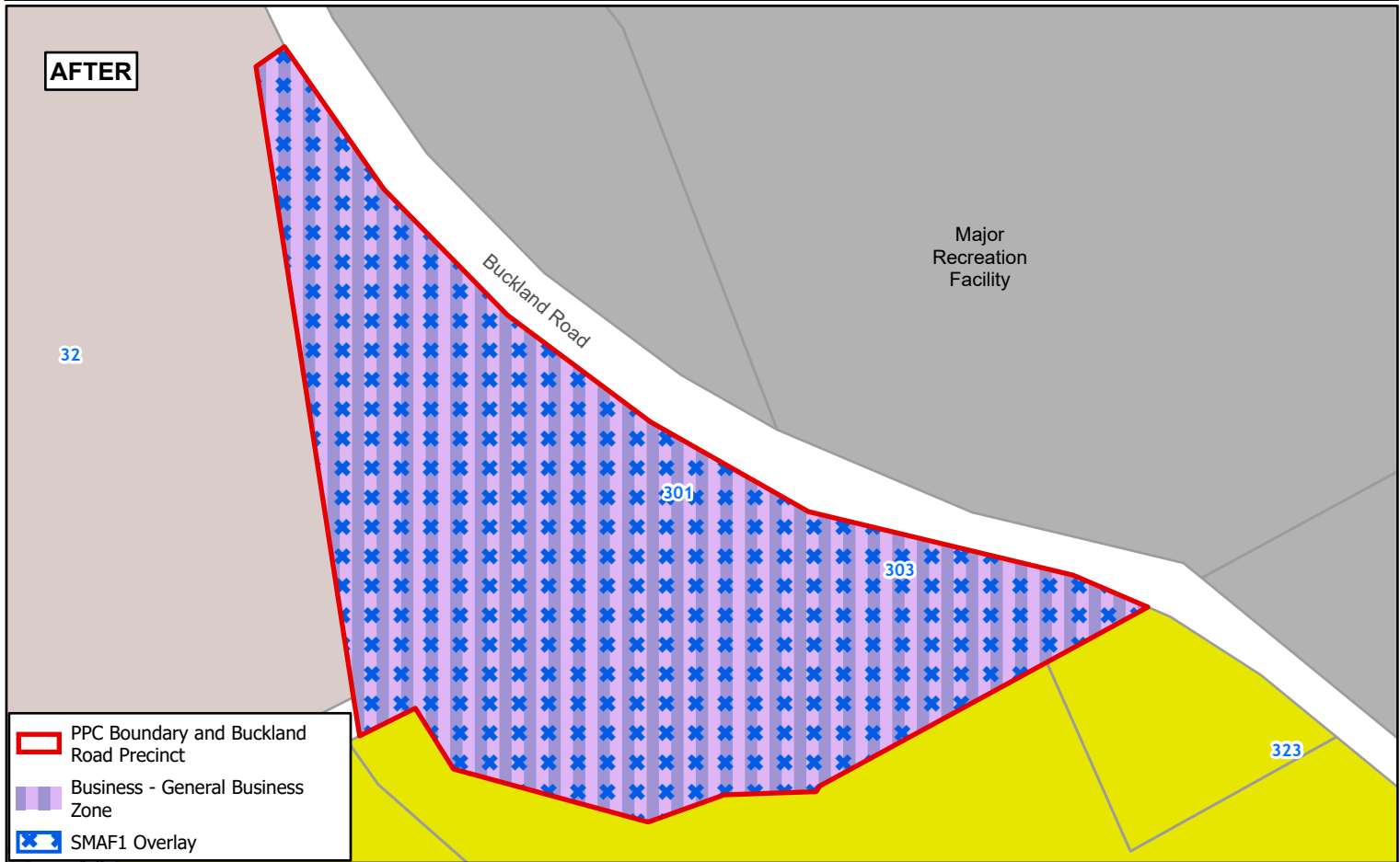
1455.9 Buckland Road Precinct Plan 1



1455.10 Appendix 1

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

Name	Role and function of road	Minimum Road Reserve	Total no. of lanes	Design Speed	Median	Cycle provision	Pedestrian provision	Freight or heavy vehicle route	Access Restrictions	Bus Provision
Buckland Road	Arterial Road	30m	2	50km/h	No	yes	yes	yes	yes	yes
PU-NS-2 (Proposed Collector)	Collector, unless Auckland Transport issues a notice of requirement for an arterial.	22m	2	50km/h	No	No	Yes	Yes	No	No



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

Date: 26/02/2024

Private Plan Change 87 - Before and After



Plans and Places