
I hereby give notice that a hearing by commissioners will be held on:

Date: Monday 2 December 2024
Time: 9.30am
Meeting room: Howick Local Board Meeting Room
Venue: Ground Floor, Pakuranga Library Complex
7 Aylesbury Street, Pakuranga, Auckland

PRIVATE PLAN CHANGE 101
ADDENDUM HEARING REPORT
167-173 PILKINGTON ROAD, PT ENGLAND
WYBORN CAPITAL INVESTMENTS LIMITED

COMMISSIONERS

Chairperson David Wren (Chairperson)
Commissioners Nigel Mark-Brown
Trevor Mackie

Chayla Walker
KAITOHUTOHU WHAKAWĀTANGA
HEARINGS ADVISOR

Telephone: 09 890 2009 or 027 2315937
Email: chayla.walker@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

Note: The reports contained within this document are for consideration and should not be construed as a decision of Council. Should commissioners require further information relating to any reports, please contact the hearings advisor.

WHAT HAPPENS AT A HEARING

Te Reo Māori and Sign Language Interpretation

Any party intending to give evidence in Māori or NZ sign language should advise the hearings advisor at least ten working days before the hearing so a qualified interpreter can be arranged.

Hearing Schedule

If you would like to appear at the hearing please return the appearance form to the hearings advisor by the date requested. A schedule will be prepared approximately one week before the hearing with speaking slots for those who have returned the appearance form. If changes need to be made to the schedule the hearings advisor will advise you of the changes.

Please note: during the course of the hearing changing circumstances may mean the proposed schedule may run ahead or behind time.

Cross Examination

No cross examination by the applicant or submitters is allowed at the hearing. Only the hearing commissioners are able to ask questions of the applicant or submitters. Attendees may suggest questions to the commissioners and they will decide whether or not to ask them.

The Hearing Procedure

The usual hearing procedure is:

- **The chairperson** will introduce the commissioners and will briefly outline the hearing procedure. The Chairperson may then call upon the parties present to introduce themselves. The Chairperson is addressed as Madam Chair or Mr Chairman.
- **The applicant** will be called upon to present their case. The applicant may be represented by legal counsel or consultants and may call witnesses in support of the application. After the applicant has presented their case, members of the hearing panel may ask questions to clarify the information presented.
- **Submitters** (for and against the application) are then called upon to speak. Submitters' active participation in the hearing process is completed after the presentation of their evidence so ensure you tell the hearing panel everything you want them to know during your presentation time. Submitters may be represented by legal counsel or consultants and may call witnesses on their behalf. The hearing panel may then question each speaker.
 - Late submissions: The council officer's report will identify submissions received outside of the submission period. At the hearing, late submitters may be asked to address the panel on why their submission should be accepted. Late submitters can speak only if the hearing panel accepts the late submission.
 - Should you wish to present written evidence in support of your submission please ensure you provide the number of copies indicated in the notification letter.
- **Council Officers** will then have the opportunity to clarify their position and provide any comments based on what they have heard at the hearing.
- The applicant or their representative has the right to summarise the application and reply to matters raised by submitters. Hearing panel members may further question the applicant at this stage. The applicants reply may be provided in writing after the hearing has adjourned.
- **The chair** will outline the next steps in the process and adjourn or close the hearing.
- If adjourned the hearing panel will decide when they have enough information to make a decision and close the hearing. The hearings advisor will contact you once the hearing is closed.

Please note

- that the hearing will be audio recorded and this will be publicly available after the hearing
- catering is not provided at the hearing.

**A NOTIFIED PRIVATE PLAN CHANGE TO THE AUCKLAND UNITARY PLAN BY
WYBORN CAPITAL INVESTMENTS LIMITED**

	TABLE OF CONTENTS	PAGE NO.
	Reporting officer's Addendum report	5 – 18
Appendix 1	s42A Pilkington Park Precinct provisions Addendum version	19 – 34
Appendix 2	Specialist memorandums	35 – 52
Appendix 3	Section 32AA Evaluation - Addendum version	53 – 56

Reporting officer, Michele Perwick, Planner

Reporting on proposed Private Plan Change 101 - 167-173 Pilkington Road, Pt England to rezone 7.3 hectares of Business – Light Industry zoned land to Business – Mixed Use.

Addendum to the Section 42A Hearing Report for Proposed Private Plan Change 101: Pilkington Park Precinct to the Auckland Unitary Plan (Operative in part)

Addendum Report date: 25 November 2024

Scheduled hearing date: 2 December 2024

Report author: Michele Perwick, Senior Policy Planner, Auckland Council

Executive summary

1. In this Addendum, I have provided an update of the assessments, conclusions and recommendations to assist the Hearing Panel following changes proposed by the requestor in their evidence. It will also assist the requestor and the submitters on PPC101. It does not include an analysis of submitter evidence.
2. I have refined some of my recommendations from the primary Section 42A hearing report (s42A report) as several matters in contention have now been resolved between the council and the requestor. The two principal changes I have made are that I now support the deletion of the Height in relation to boundary standard adjacent to Open Space zoned land (the PARR) and the removal of reference to infrastructure in the proposed precinct provisions.
3. I note there are many points of agreement between the s42A recommendations and the requestor. However, there are two outstanding issues in relation to transport.
4. At the time of writing, submitter evidence has been received from Auckland Transport (AT) and KiwiRail. Both submitters state that while many of their submission points have been addressed in the requestor's revised precinct provisions, several outstanding matters remain, which are discussed in Section 3 of this Addendum.
5. Minor editorial changes are also recommended to the precinct provisions to align with the Auckland Unitary Plan (Operative in Part 2016 (AUP) writing style. I have also added a matter of discretion for restricted discretionary activities to cross reference to Rule C.1(9) Infringement of Standards. This is to avoid any uncertainty for future resource consent applications.
6. Overall, in principle I remain in support of PPC101, subject to my proposed recommendations to the precinct provisions.

1. Introduction

7. My full name is Michele Ann Perwick.
8. I prepared the s42A report dated 31 October 2024. I am a Senior Policy Planner at Auckland Council. I have a Bachelor of Town Planning degree from Auckland University

which I obtained in 1982. I have over 40 years planning and resource management experience, which has principally been in the Auckland region as either a consultant or with local authorities. My work has primarily focused on notices of requirements for transport and wastewater infrastructure, resource consents and plan changes for large brownfield residential developments, including Stonefields and Mangawhai, and district plan reviews. I have been a full member of the New Zealand Planning Institute since 1989.

9. While this is not an Environment Court proceeding, I have read the code of conduct for expert witnesses contained in the Environment Court Practice Note (2023) and agree to comply with it. Except where I state that I am relying on the specified advice of another person, the opinions expressed in this report are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.
10. In this Addendum, I have provided an update of the assessments, conclusions and recommendations to assist the Hearing Panel following changes proposed by the requestor in their evidence. It will also assist the requestor and the submitters on PPC101. I note that submitter evidence at the time of writing, had been received from AT and KiwiRail.
11. This s42A Addendum Report follows the receipt and review of evidence provided on behalf of the requestor. This Addendum is supported by Addendum Reviews by:
 - Rebecca Skidmore (Urban Design)
 - Gabrielle Howdle (Landscape)
 - Mat Collins (Transport)
 - Andrew Gordon (Noise)

Collectively we make up the s42A team, referred to in this report.

12. I have attached as Appendix 1 the 'Addendum Version of the precinct provisions. That version is based on PPC101 as notified, the requestor's evidence version, and the Technical Addenda from the council's s42A team. These technical addenda are attached as Appendix 2 to this Addendum. The Transport Addendum Review has included an assessment of AT's evidence.
13. To assist in reading the Addendum proposed precinct provisions, I make the following points:
 - The requestor's planners, Nick Roberts and Kasey Zhai have adopted a number of the recommended changes made in the primary s42A report. In a limited number of cases the recommended changes have been further reworded and I have accepted those amendments. The agreed changes are identified as black text, using strikethrough and underlining to identify deleted and new text. This report discusses the significant changes to my position, rather than small or minor agreed changes to PPC 101.
 - Any agreements between the requestor's planners and the s42A team is not intended to represent agreement with the submitters.
 - The red text identifies outstanding issues, where the requestor and the s42A team do not agree. This consists of provisions the s42A team considers should be

deleted or amended, and provisions that the s42A team proposed in the primary s42A report that the requestor does not agree with.

14. There are several refinements proposed in this Addendum report. At the time of writing, there was insufficient time for council's acoustic specialist, Mr Andrew Gordon to review KiwiRail's submission. The KiwiRail and any other submissions received will need to be addressed by the s42A team at the hearing.
15. In this report I also seek to clarify my interpretation of the relationship between PPC101 and the NPS-UD. I also provide an update on the analysis of submission point 2.2 (Georgina Stewart) in Section 5 of this Addendum.

2. Proposed plan change

16. The joint planning evidence of Mr Nick Roberts and Ms Kasey Zhai attached a revised set of precinct provisions (Refer to Attachment A).
17. In summary the key amendments proposed to the s42A version of PPC101 are:
 - a. Amendments to the Precinct description to improve context and to amend the description of the noise controls
 - b. Changes to the objectives and policies of the precinct
 - c. Amendments to the activity table IX.4.1 (A2) to reference existing buildings and changes to the activity status of new dwellings which do not comply with standard IX.6.5 (A3) from non-complying (as part of the s42A report recommendations) to a restricted discretionary activity
 - d. Removal of s42A report recommendations relating to Infrastructure and Subdivision, and Vehicle Access Restrictions (IX.6.6)
 - e. Amendments to noise standards IX.6.2 and IX6.3 in relation to the rail corridor
 - f. Addition of a new noise standard IX.6.4 in relation to Pilkington Road and Apirana Avenue
 - g. Addition of a new standard IX.6.5 in relation to pedestrian crossings
 - h. Removal of a new standard IX.6.6 in relation to vehicle access restrictions, as part of the s42A report recommendations
 - i. Changes to the IX.8.1 Matters of discretion for restricted discretionary activities in respect of infringements to the proposed noise and pedestrian crossing standards
 - j. Changes to the assessment criteria for restricted discretionary activities to provide for changes to the noise standards, a new pedestrian crossing standard, and in part to the s42A report recommendations relating to new buildings which infringe Standard IX6.1 Building height.
 - k. Amendments to the s42A recommended precinct plan to show the proposed pedestrian crossings and to remove reference to vehicle access restrictions.

3. Analysis of the section 32AA report and any other information provided by the requestor

18. The requestor's joint planning evidence by Mr Roberts and Ms Zhai included a Section 32AA evaluation as Attachment B.

19. I have reviewed the Section 32 AA evaluation which addresses transport and noise amendments to the precinct provisions. While it does not directly address issues of scope, I consider most of the proposed amendments address issues raised by submitters, particularly, AT and KiwiRail, or by the s42A report recommendations. The issue of scope is more clearly explained in the comment boxes to the requestor's amended precinct provisions, provided as Attachment A in the requestor's joint planning evidence.
20. The section 32AA evaluation of the options is provided in Appendix 3 to this Addendum. It takes into account the primary s42A report and a further evaluation undertaken after considering the new evidence received from the requestor and AT. Further, the section 32AA evaluation follows the structure used in the Section 32AA analysis of Attachment B in the requestor's joint planning evidence.

Issue 1- Urban design and landscape

21. I have grouped these two matters together as they both consider removal of the Height in relation to boundary (HIRB) control and the effects on the adjacent Pilkington Park Road Reserve (PARR) land, which is zoned Open Space – Informal Recreation.

Removal of the HIRB control

22. I had sought additional analysis in relation to the removal of the HIRB plane along the Open Space zone boundary in the southern part of the PARR land, to assess potential shading and dominance effects. Provisionally, the accompanying s42A proposed precinct provisions maintained the status quo in respect of the HIRB control (i.e Standard H13.6.2(1) and Table H13.6.2.1) while the council s42A team awaited the additional information sought.
23. Mr Frank Pierard, the requestor's landscape specialist, in his evidence, has provided shading diagrams at hourly intervals between 9am and 4pm for the equinox (22 September) for four theoretical scenarios.
 - Operative Business: Light Industry zone
 - Operative Business: Mixed Use zone
 - PC78 Business: Mixed Use zone
 - Business: Mixed Use zone – Pilkington Precinct.
24. I do not consider that the PC78 Business -Mixed Use zone scenario is warranted. PC78 hearings into all zone provisions and walkable catchments have been deferred and, in my view, PC78 should be given little weight in the assessment of this plan change. Given Ms Skidmore (urban design) and I support the change in zoning from Business - Light Industrial to Business - Mixed Use zone, we consider the key scenarios to consider are the operative Business - Mixed Use zone and the proposed precinct scenario (with the HIRB control removed).
25. An urban design review of the shading diagrams is provided in the Technical Review by Ms Rebecca Skidmore, the council's urban design consultant, along with her recommendations on the requestor's changes to the precinct provisions (refer Attachment A of the joint planning evidence by Mr Roberts and Ms Zhai).

26. Ms Skidmore has recommended two key changes in her Addendum Review which I support. The most important is the recommendation to remove the HIRB control in relation to the PARR land (Open Space zone).
27. To summarise Ms Skidmore agrees with Mr Frank Pierard, the requestor's urban designer and landscape architect that while removal of the HIRB control will result in some additional shading of the southern open space, reasonable access to sunshine will be maintained (a minimum of 4 hours between 9am and 1pm at the Equinox). Ms Skidmore considers the assessment matters and associated criteria for new buildings both for the B:MU zone and for the Precinct, require a detailed consideration of the way buildings are designed and interface with adjacent spaces. I support Ms Skidmore's conclusion that this design approach will ensure a suitable interface is created.
28. A landscape assessment of the shading diagrams is provided in the Addendum Review by Ms Gabrielle Howdle, council's landscape specialist (refer to Appendix 2 to the Addendum). Ms Howdle's assessment considers that the effects of infringing the Business - Mixed Use zone HIRB boundary control would be better undertaken as a part of future resource consent applications. I do not support this recommendation as I prefer the design led approach recommended by Ms Skidmore.
29. Mr James Hendra, the council's open specialist had advised in the primary s42A report that is deferred to Ms Skidmore and Ms Howdle on urban design and landscape matters.

New assessment criterion - relationship of new buildings and adjacent open spaces

30. Mr Roberts and Ms Zhai in their planning evidence for the requestor, agree that consideration of whether an appropriate relationship between new buildings and open spaces and streets is relevant to the assessment of new buildings through the resource consent process. However, they seek an alternative wording to assessment criterion IX8.2(1)(c), rather than a new criterion proposed in the s42A report recommendations.
31. The alternative wording to criterion IX.8.2(1)(c) is supported by Ms Skidmore. I support Ms Skidmore recommendation and agree with the requestor's planners that the proposed changes will simplify and reduce unnecessary duplication between the assessment criteria.

Height Variation control –assessment criteria

32. Mr Roberts and Ms Zhai, in their planning evidence do not consider that cross references to Policy H13.3(1) and Policy H13.3(3)(c) as assessment criteria in IX8.2(2)(a) is necessary.
33. It is my view, in relation to Policy H13.3(1), that the changes proposed by the requestor to IX.8.2(1)(c) referring to the 'amenity values of the public open space network and the comprehensive development of the Pilkington Park precinct' are broad enough to include matters of pedestrian amenity. On that basis I support the deletion of Policy H13.3(1) as an additional assessment criterion.
34. Ms Skidmore in her Addendum Review, remains of the opinion that reference to Policy H13.3(1) in relation to maintaining the height primacy of the Glen Innes Town Centre is warranted and does not support its deletion. However, Ms Skidmore proposes an

amendment to the purpose of the Building Height Standard (IX.6.1) should the Commissioners not consider this criterion necessary.

35. In my view the issue in relation to an assessment criterion cross reference to Policy H13.3.(1) remains outstanding.

Issue 2 – Transport

New pedestrian crossings – Standard IX.6.5 and consequential amendments

36. The requestor's transport consultant, Mr John Parlane, now agrees on the need for the development to provide a pedestrian crossing across Apirana Avenue. The requestor now proposes to replace the new transport standard and precinct plan recommended in Appendix 1 to the s42A report. Refer to the Attachment A of the requestor's joint planning evidence. The new standard supported by Mr Parlane provides for only one pedestrian crossing on Apirana Avenue and identifies two alternative locations depending on the timing of AT completing the Links to Glen Innes project.
37. Mr Collins, council's traffic consultant in his Addendum Review and Mr Robert Lee, in his evidence for AT, both consider that two crossings should be provided - one at the intersection of Merton Road and Apirana Avenue and the other further along Apirana Avenue opposite Talbot Park. While both specialists seek similar changes to the standard and the precinct plan, I support Mr Collins recommendations as it recognises the need for a shared pedestrian and cyclist crossing on Merton Road crossing.

Other transport matters

38. The requestor has proposed a change to the activity status for new dwellings which do not comply with standard IX6.5 from a non-complying activity (as part of the s42A recommendations) to a restricted discretionary activity, as proposed in the requestor's proposed precinct provisions (refer to Table IX.4.1 (A3) to Attachment A of their joint planning evidence) I do not support this change as I consider it essential for people's safety that the two pedestrian crossings are operational before the development is occupied.
39. I continue to support the inclusion of an explanatory transport paragraph in IX.1 Precinct description, (as recommended in the s42A report and have reworded this paragraph to follow the writing style used by the requestor.
40. I no longer consider a new objective (IX6.6 (part of the s42A recommendations) is necessary to support proposed Standard IX.6.5. I now consider that Objective IX6.2(1) is sufficiently broad enough to address the transport matters, provided a minor addition is made to reference the precinct's connectivity with the surrounding area. I consider that Policy IX.3(1) should be further amended to address some of the issues raised by Mr Collins in his Addendum Review.
41. Based on the above assessment, it is my view that issues relating to the pedestrian crossing provisions remain outstanding.

Vehicle access restrictions – Standard IX6.6 and consequential amendments

42. The requestor does not support vehicle access restrictions over the PARR site from the precinct. A new standard and associated provisions are proposed as part of the s42A report recommendations. In their planning evidence Mr Roberts and Ms Zhai consider that the effects of vehicle access over the PARR can be efficiently and effectively managed at the time of redevelopment in accordance with the provisions of Chapter E27 Transport under the AUP and the landowner approval process.
43. While Mr Collins agrees with the requestor's position in respect of road crossings to the precinct, he continues to maintain that vehicle crossings within the southern PARR land are likely to create safety risks to users of this open space and should be avoided. I agree with Mr Collins and consider that protecting this land from being broken up by future crossings secures its amenity and recreational values for the local community. This will be increasingly important as the Glen Innes area intensifies over the next 10-20 years. Therefore, I continue to support the s42A report recommendations relating to vehicle access restrictions.
44. It is my view that this issue remains outstanding.

Issue 3 - Infrastructure – Water and Wastewater

45. The requestor, in the joint planning evidence of Mr Roberts and Ms Zhai consider that the inclusion of additional objectives and policies is not necessary to give effect to Regional Policy Statement (RPS) Objective B.3.2.1(5). I now agree with the requestor that the provisions of AUP Chapter 38 Subdivision Urban and in particular Objective E28.2(4) can be relied on.

Issue 4 – Noise and vibration

46. Mr Jon Styles, the requestor's acoustic consultant, has proposed updating the proposed precinct noise standards in response to issues raised by KiwiRail, in their submission to PPC101. The amendments primarily relate to clarifying the most appropriate technical measurements and assessment of internal noise levels for activities sensitive to noise. Mr Styles also recommends separating the management of road noise from rail noise to improve clarity.
47. The requestor's joint planning evidence by Mr Roberts and Ms Zhai, has proposed amendments to the Precinct Description, matters of discretion, assessment criteria and the precinct plan in relation to the management of noise.
48. Mr Andrew Gordon, considers there are no material changes to the management of noise and supports the requestor's proposed changes. I note that both acoustic specialists, recommend the refusal of KiwiRail's request to increase the rail noise effects areas and for a vibration alert overlay to be provided.
49. Messrs Matthew Patz, Stephen Chiles and Ms Cath Heppelthwaite for KiwiRail in their evidence seek several amendments to the proposed precinct provisions vibration alert layer, building control setback, amendments to the acoustic control provisions and other minor technical amendments. At the time of writing Mr Gordon, the council's acoustic specialist has not had the opportunity to review KiwiRail's evidence.

50. It is my view that issues relating to noise remain outstanding.

Other matters

51. There are no issues in contention in respect of:

- Contamination
- Stormwater management and flooding
- Economics
- Reverse sensitivity

52. I have made several editorial recommendations to align the proposed precinct provisions with the AUP writing style and structure. I have also added a matter of discretion for restricted discretionary activities to cross reference to Rule C.1(9) Infringement of Standards. This will avoid any uncertainty for future resource consent applications.

4. Statutory and policy framework

National Policy Statement on Urban Development

53. My assessment in the primary s42A report of the application of the National Policy Statement on Urban Development 2020 (updated May 2022) (NPS-UD) needs to be updated to take into account the High Court decision¹ which overturned the Environment Court decision referred to and relied on in the primary s42A report².

54. A particular focus before the Environment Court was evidence that placed emphasis on the applicability of Policy 3 of the NPS-UD, which does not refer to "planning decisions". The High Court decision relevantly held that the Environment Court erred in holding that it was not required to give effect to objectives and policies in the NPS-UD that were not requiring "planning decisions" at that time.³ The High Court held that the Environment Court should have considered the extent to which the relevant plan change would give effect to all the provisions of the NPS-UD.⁴

55. Consequently, all NPS-UD objectives and policies are potentially relevant to the merits of a private plan change request.

56. Notwithstanding the High Court decision, there is a need to consider the current limited applicability of Policy 6(a), (b) and (d) of the NPS-UD. Policy 6 NPS- UD states:

Policy 6: When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:

(a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement

¹ Southern Cross Healthcare Ltd v Eden Epsom Residential Protection Society Inc [2023] NZHC 948

² Eden-Epsom Residential Protection Society Incorporated v Auckland Council [2021] NZEnvC 082

³ Southern Cross Healthcare Ltd v Eden Epsom Residential Protection Society Inc [2023] NZHC 948 at [88]

⁴ Southern Cross Healthcare Ltd v Eden Epsom Residential Protection Society Inc [2023] NZHC 948 at [88]

- (b) *that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*
 - (i) *may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*
 - (ii) *are not, of themselves, an adverse effect*
- (c) *the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*
- (d) *any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity*
- (e) *the likely current and future effects of climate change.*

57. The council notified its Intensification Planning Instrument (PC78) on 18 August 2022 and Independent Hearings Panel recommendations have not been released on topics heard to date. The current deadline for the council to notify its decisions on Independent Hearings Panel recommendations on PC78 is 31 March 2026, and hearings on outstanding topics may recommence by late March 2025. On 14 November 2024 the Council decided to make PC80 to the RPS operative on 13 December 2024. As noted in my primary s42A report, PC80 makes amendments to the RPS to reflect specific aspects of the NPS-UD in its objectives and policies including references to well-functioning urban environments and climate change resilience which are relevant to this plan change.

58. Policy 6(a) and (b) relate to "RMA planning documents that have given effect to" in the NPS-UD. Clause 1.4(1) of the NPS-UD defines "RMA planning document" as a regional policy statement, a regional plan, or a district plan. The RMA s 43AA definitions of these terms indicate that these are operative documents approved under Schedule 1 of the RMA and include operative changes. Given PC78 is not yet operative, Policy 6(a) and (b) of the NPS-UD do not yet apply.

59. I also note that an AUP plan change relating to significant development capacity criteria (and NPS-UD Objective 6(c) and Policy 8) is yet to be notified.

60. In light of the above analysis, I now consider that Objectives 1, 2, 3, 4, 5, 6(a), 6(b), 7 and 8 and Policies 1, 6(c), 6(d) and 6(e) of the NPS-UD apply to PPC101.

61. My consideration of Objectives 2, 5, and 7 and Policy 1 is unchanged from my primary s42A report. In that report, I also considered Objective 4 and Policy 1 and 6 as these were considered by the requestor in their Section 32 report. Noting now that Policy 6(b) does not yet apply, I have expanded my consideration of Objective 4 and Policy 6, as discussed in paragraphs 66-67 below.

62. Although the council is yet to complete its Intensification Planning Instrument (PC78), which gives effect to intensification directives in NPS-identified locations, I have turned my mind in the s42A report to other NPS-UD objectives and policies which are helpful to consider in the context of this plan change. These are Objective 3 (locations for intensification) and Objective 6(a) (integration of urban development and infrastructure). I note that Objective 6(a) was incorrectly identified as 6(c) in my primary s42A report. My consideration of Objectives 3 and 6(a) is unchanged from my primary s42A report.

63. Turning now to the remaining objectives, namely Objectives 1, 4, 6(b), and 8 of the NPS-UD.
64. In my view, PPC101 will give effect to Objective 1 as it contributes to Auckland having well-functioning urban environments, subject to my recommended amendments to the proposed precinct provisions. Major infrastructure investment in the wider Tāmaki area is ongoing or planned to support the regeneration of this area, including Glen Innes. In addition, Glen Innes is generally well served by employment, amenities, education recreation and social opportunities enabling people and communities to provide for their wellbeing.
65. PPC101 by further concentrating development around the Glen Innes Train Station and Town Centre supports the concept of a well-functioning urban environment with the outcome of a quality compact form.
66. I have modified my view on Objective 4 (changing urban environments over time) from my primary s42A report and now consider that PPC101 is consistent in part with this objective. The wider Tāmaki area, including Glen Innes is experiencing considerable transformation through the Tāmaki Regeneration project and from ongoing infrastructure investment. Both the council and central government identify Tāmaki as a joint priority area for urban development. PPC101 is consistent with the growth planned for this area. The additional information provided by the requestor in relation to the effects of shading on the PARR land has addressed my earlier concerns, as outlined in my primary s42A report.
67. I consider that PPC101 is consistent with Objective 6(b) (strategic decision making) as it aligns with the growth anticipated in Tāmaki. PPC101 supports the reduction in greenhouse gas emissions as it provides ready access to public transport and active transport modes. This will help make this community more resilient to the effects of climate change.
68. As noted above it is my view that, subject to the recommended amendments to the proposed precinct provisions, PPC101 will contribute to a well-functioning urban environment.

Regional Policy Statement

69. My views in respect of the RPS are unchanged.

5. Update to the analysis of the submission from Ms Georgina Stewart

70. An update of the analysis of submission point 2.2 from Georgina Stewart is provided below.
71. Submission point 2.2 seeks to minimise the impact of development on nearby residents, noting that the area is congested at peak times and is not pedestrian friendly. This submission was recommended to be accepted in part under Section 12.6 of the primary s42A hearing report, in respect of noise matters, which also falls within this submission point.

72. Submission point 2.2 has been further considered in Mr Collins transport Addendum Review. Regarding traffic congestion, Mr Collins concludes that peak-hour congestion should not be considered a critical flaw for urban intensification, provided there are alternative transport options and safety concerns are addressed.
73. Regarding pedestrian access, Mr Collins has recommended amendments to the proposed precinct provisions to ensure that the site has suitable pedestrian and cyclist accessibility to Glen Innes Town Centre and Train Station.
74. On this basis I have amended my planner recommendation to accept submission 2.2 for the reasons set out in paragraph 72-73 above. These amendments are set out in Appendix 1 to this Addendum report.

6. Conclusions and recommendations

75. In principle I remain in support of PPC101, subject to the amendments to the proposed precinct provisions. It is my view that the plan change, subject to amendments, will contribute to a well-functioning environment and gives effect to the to the RPS and the NPS-UD.
76. I note that several refinements are proposed in this Addendum report, after considering the additional information provided by the requestor and their specialist evidence. Many of the changes made by the requestor are supported by the s42A team. While several outstanding issues remain including transport and the assessment criteria for new buildings, I consider these issues could be resolved during the hearing.
77. I have provided an updated addendum version of the precinct provisions in Appendix 1 and my Section 32AA assessment in Appendix 3 to this Addendum report.



Michele Perwick
Senior Policy Planner
Auckland Council
22 November 2024

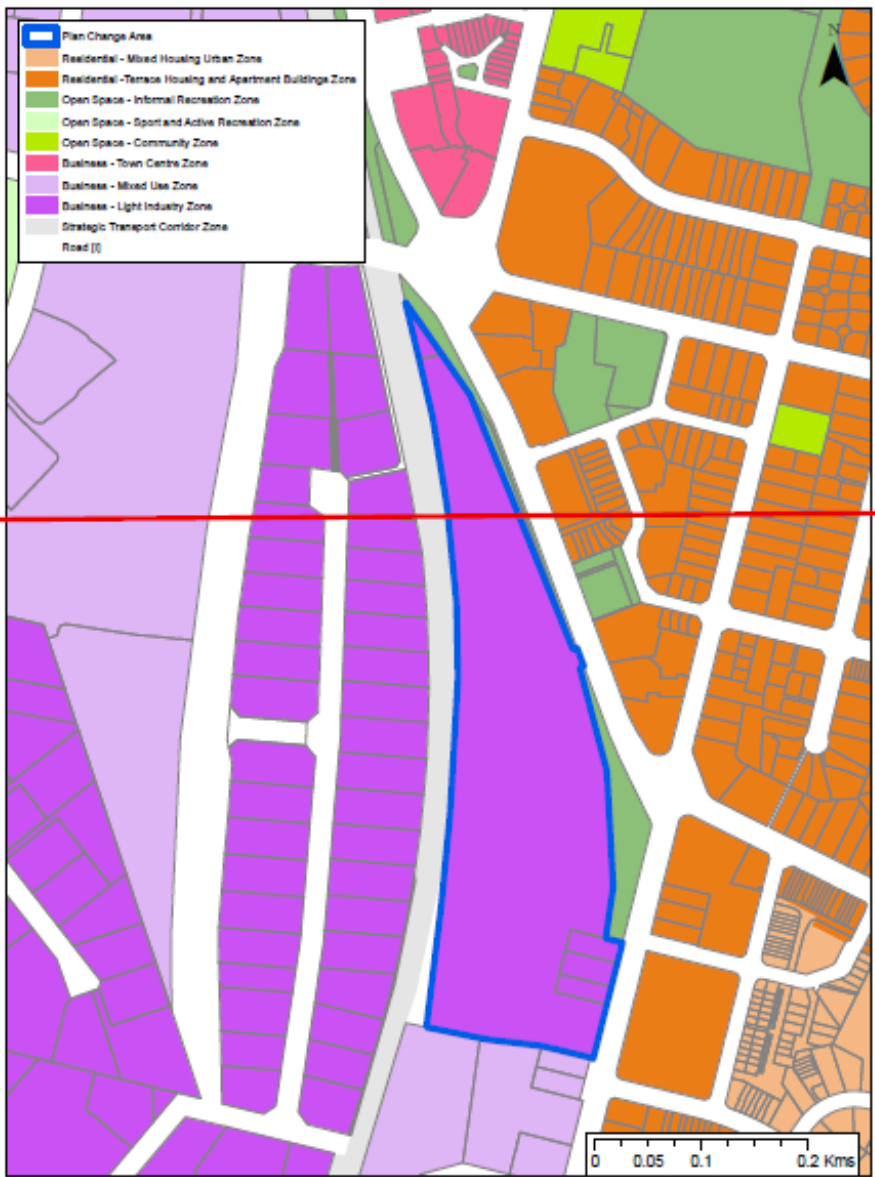
**APPENDIX 1:
PROPOSED PILKINGTON PARK PRECINCT PROVISIONS -
ADDENDUM VERSION**

**APPENDIX 2:
SPECIALIST ADDENDUM MEMORANDUMS**

**APPENDIX 3:
SECTION 32AA EVALUATION – S42A ADDENDUM
VERSION**

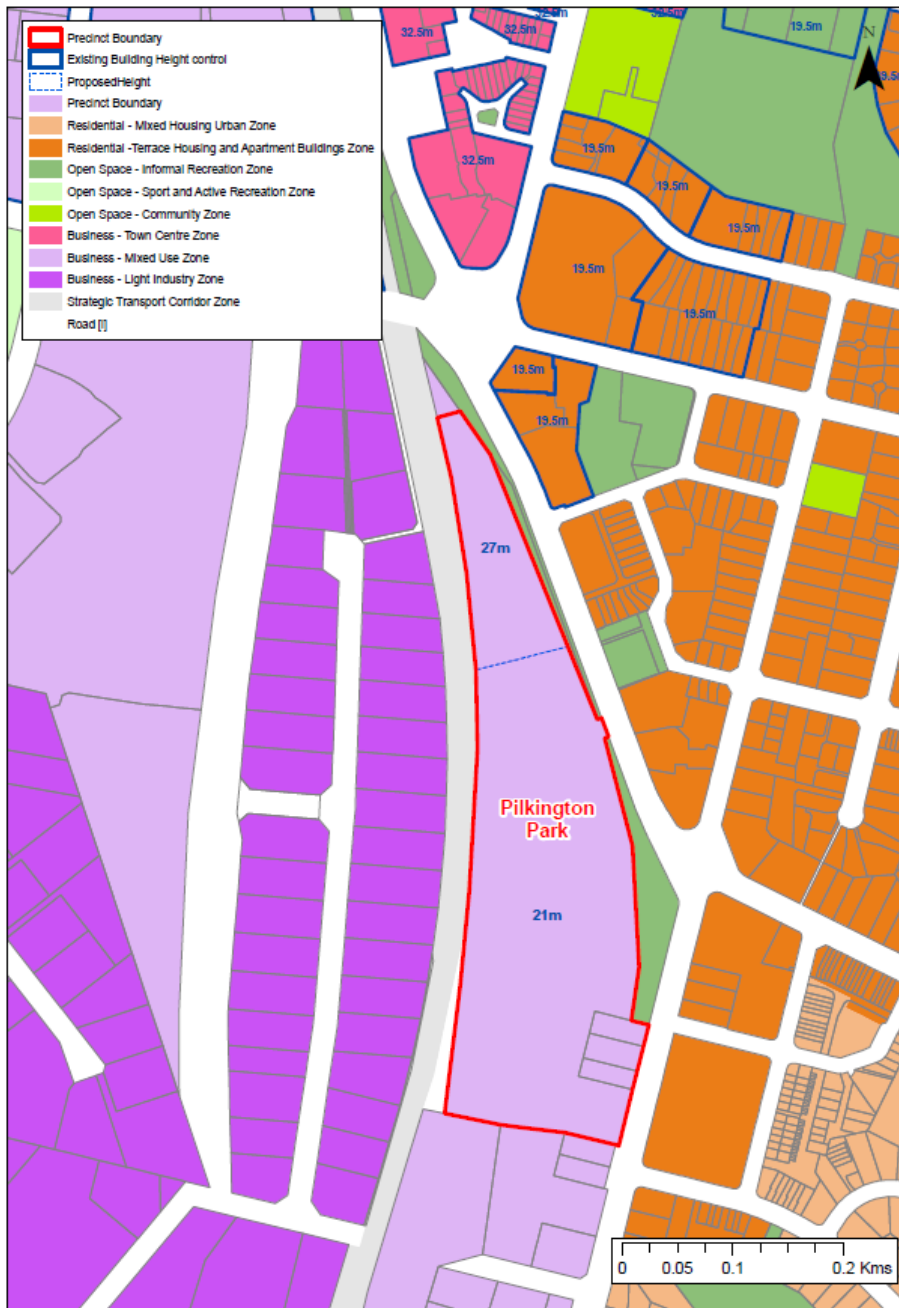
PROPOSED AMENDMENTS TO THE PLANNING MAPS

Map 1: Operative zoning



Pilkington Park - Zoning Map

Map 2: Proposed rezoning, Precinct boundary and Height Variation Control



Amendments to the proposed Pilkington Park Precinct provisions. Deletions in strikethrough, additions underlined.
 Comment boxes identify scope for the amendments

IX. Pilkington Park Precinct

IX.1. Precinct description

The Pilkington Park Precinct covers approximately seven hectares of land in Point England bound by Pilkington Road and Apirana Avenue to the east and the North Island Main Trunk Line ~~rail corridor~~ to the west. ~~The precinct is separated from Apirana Avenue and Pilkington Road by the Pilkington Apirana Road Reserve, an area of public open space zoned land which adjoins the precinct's eastern boundary.~~

Commented [B&A1]: Amendment to improve clarity.

Commented [B&A2]: Section 42A Report recommendation.

The purpose of this precinct is to provide for a high-quality mixed use development, with additional building height and a greater intensity of development close to the Glen Innes Town Centre ~~and Glen Innes Train Station~~. The provisions are designed to complement the underlying zoning of land being Business – Mixed Use and enable future development opportunities while ensuring the precinct is developed in a comprehensive manner.

Commented [B&A3]: Section 42A Report recommendation.

The precinct includes controls to ensure the provision of convenient, safe and legible pedestrian and cycling connections from the precinct to the surrounding area.

Commented [MP4]: Consequential to Auckland Transport (4.1) and Georgina Stewart (2.2)

The precinct includes controls to ensure that new and altered buildings containing Noise Sensitive Spaces that are adjacent to the rail corridor and arterial roads (Pilkington Road and Apirana Avenue) are designed and constructed to provide occupants with an adequate level of internal noise amenity.

~~The provision of adequate capacity in terms of water supply, is essential to achieve the planned level of service. Upgrades to water supply infrastructure located outside the precinct boundaries are required to avoid remedy or mitigate adverse effects on the environment.~~

Commented [MP5]: Addendum report recommendation - no longer supported

~~Land use, development, and subdivision within the precinct is provided for in a manner which supports the ongoing safe and efficient operation of the North Island Main Trunk Line including by protecting sensitive activities from noise associated with the railway corridor and arterial road.~~

Commented [B&A6]: Consequential to Auckland Transport (4.3)

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

Commented [B&A7]: Section 42A Report recommendation - AUP style guide correction.

IX.2. Objectives

- (1) The Pilkington Park Precinct is comprehensively developed as a high-quality, mixed-use ~~precinct centre~~ which is well-designed, ~~and~~ integrated ~~and connected~~ with the surrounding area.
- (2) New buildings respond to and positively contribute to the amenity values of the public space network including open spaces and streets.

Commented [B&A8]: Section 42A Report recommendation.

Commented [MP9]: Consequential to Auckland Transport (4.1), Georgina Stewart (2.2)

(3) Development provides for an efficient use of land to deliver residential and commercial activities in proximity to existing centres, and public and active modes of transport.

(4) Activities sensitive to noise located adjacent to the rail corridor and Apirana Avenue and Pilkington Road are designed to protect people's health and amenity values, and in a way which does not unduly constrain the operation of the North Island Main Trunk Line.

~~(5) Subdivision and development is coordinated with the supply of sufficient stormwater, water, wastewater, energy and communications infrastructure.~~

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

IX.3. Policies

(1) Optimise the transport and land use opportunities provided by the precinct's proximity to key transport corridors through the provision of a mixture of residential and commercial opportunities, with safe and convenient connections for pedestrians and cyclists at the time of development.

(2) Enable development in a variety of forms and heights by providing for additional building height in the north of the precinct, while responding to the planned urban built character of adjoining residential sites.

(3) Promote the comprehensive development and redevelopment of the Pilkington Park Precinct.

~~(4) Ensure that~~ Require activities sensitive to noise adjacent to the North Island Main Trunk Line and Apirana Avenue and Pilkington Road to be designed and constructed to achieve internal noise levels that protect the health and safety of occupants. do not unduly constrain the operation of the rail corridor by providing for buildings and outdoor play areas to be designed with acoustic attenuation measures.

~~(5) Ensure that subdivision and development is coordinated with the efficient and effective provision of sufficient infrastructure, including stormwater, potable water, wastewater, energy and communications infrastructure.~~

(6) Avoid vehicle access crossings to and from the precinct through the southern area of the Pilkington Apirana Road Reserve.

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

IX.4. Activity table

All relevant overlay, Auckland-wide and zone activities-activity tables apply unless the activity is listed otherwise stated below in Table IX.4.1 below.

A blank in Table IX.4.1 Activity table below means that the provisions of the overlays, zone or Auckland-wide apply.

Commented [B&A10]: Consequential to Auckland Transport (4.5).

Commented [MP11]: Addendum report recommendation - no longer supported

Commented [B&A12]: Section 42A Report recommendation - AUP style guide correction.

Commented [B&A13]: Consequential to Auckland Transport (4.1), Georgina Stewart (2.2).

Commented [MP14]: Auckland Transport (4.1), Georgina Stewart (2.2)

Commented [B&A15]: Consequential to Auckland Transport (4.7).

Commented [MP16]: Addendum report recommendation - no longer supported

Commented [MP17]: Consequential to Auckland Transport (4.2)

Commented [B&A18]: Section 42A Report recommendation - AUP style guide correction.

Commented [MP19]: Addendum report recommendation - editorial

Commented [B&A20]: Section 42A Report recommendation - editorial correction.

Activity Table IX.4.1 specifies the activity status of land use and development activities in the Pilkington Park Precinct pursuant to section 9(3) of the Resource Management Act 1991.

Table IX.4.1 Activity table

Activity		Activity status
Development		
(A1)	New buildings	RD
(A2)	New buildings and alterations to existing buildings which do not comply with standards IX.6.1 to IX.6.4 3	RD
(A3)	New dwellings which that do not comply with standard IX.6.5	RD NC
(A4)	New dwellings that do not comply with standard IX.6.6	NC

Commented [B&A21]: KiwiRail (5.12).

Commented [MP22]: Addendum recommendation - editorial
Commented [B&A23]: Consequential to Auckland Transport (4.1), Georgina Stewart (2.2).

Commented [MP24]: Auckland Transport (4.1), Consequential to Georgina Stewart (2.2).

Commented [MP25]: Consequential to Auckland Transport (4.1 & 4.2)

IX.5. Notification

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

IX.6. Standards

- (1) Unless specified in Standard IX.6(2) below, all relevant overlay, zone and Auckland-wide standards apply in this precinct unless otherwise specified below.
- (2) The following standard does not apply to activities listed in Activity Table IX.4.1 above:
 - (a) Standard H13.6.1 Building height.
 - (b) Standard H13.6.2(1) Height in relation to boundary and Table H13.6.2.1 Height in relation to boundary shall not apply along the zone boundary where the site boundary adjoins the Open Space – Informal Recreation Zone.
- (3) All activities listed in Activity Table IX.4.1 above must comply with the following standards.

IX.6.1. ~~Standard for building~~ Building height

Purpose:

- Manage the effects of building height;
- Manage visual dominance effects;
- Enable greater height in the north of the precinct to provide a graduation in building height from the Glen Innes Town Centre.

Commented [B&A26]: Section 42A Report Recommendation - AUP style guide correction - removal of reference to Standard.

- (1) Buildings in the Business—Mixed Use zone must not exceed the height in metres shown for that part of the precinct in the Height Variation Control on the planning maps.

Commented [B&A27]: Section 42A Report Recommendation.

IX.6.2. Standard for activities Activities sensitive to noise within 60m of the rail corridor

Commented [B&A28]: Section 42A Report Recommendation - AUP style guide correction - removal of reference to Standard.

Purpose: To ensure activities sensitive to noise adjacent to the railway corridor and arterial roads are designed to protect people's health and amenity while they are indoors and that such activities do not unduly constrain the operation of the rail corridor.

Commented [B&A29]: Consequential to Auckland Transport (4.7).

- (1) Any new noise sensitive space or alteration to an existing noise sensitive space with a façade within 60 metres of the rail corridor, must be designed, constructed and maintained to ensure that rail noise does not exceed internal noise levels of 35 dB $L_{Aeq}(1 \text{ hour})$ for sleeping areas and 40 dB $L_{Aeq}(1 \text{ hour})$ for all other habitable rooms spaces.

- (2) Compliance with Standard IX.6.2(1) shall must be demonstrated by an acoustic design report prepared by a suitably qualified and experienced acoustic person consultant, whereby railway noise shall be assumed to be 70 $L_{Aeq}(1h)$ at a distance of 12 metres from the nearest track; and must be deemed to reduce at a rate of:

Commented [MP30]: Addendum report recommendation - editorial

- (a) 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres; or

- (b) As modelled by a suitably qualified and experienced acoustic person consultant using a recognised computer modelling method for freight trains with diesel locomotives, having regard to factors such as barrier attenuation, the location of the dwelling relative to the orientation of the track, topographical features and any intervening structures. This includes the screening provided by new building(s) established within the Precinct or building(s) proposed to be established under the same land use consent.

Commented [MP31]: Addendum report recommendation - editorial

- (3) Where opening windows of any new or altered noise sensitive space must be closed to ensure that the internal design noise levels in IX.6.2(1) are achieved for any noise sensitive space within 60m of the rail corridor, those spaces must be designed, constructed and maintained with a mechanical ventilation and cooling system that achieves E25.6.10(3)(b)-(f).

Commented [B&A32]: KiwiRail (5.14).

A ventilation and HVAC design certificate prepared by a suitably qualified and experienced person must be submitted to the Council prior to occupation of the building demonstrating that the noise sensitive space(s) is provided with a system that meets or exceeds the outcomes described in E25.6.10(3)(b)-(f).

Note:

- a. The source level for railway Railway noise is assumed to be 70 $L_{Aeq}(1h)$ at a distance of 12 metres from the nearest track; and must be deemed to reduce at a rate of

b. ~~The attenuation over distance is:~~

- ~~i. 3 dB per doubling of distance up to 40 metres and 6 dB per doubling of distance beyond 40 metres; or~~
- ~~ii. As modelled by a Suitably Qualified and Experienced Acoustic Consultant using a recognised computer modelling method for freight trains with diesel locomotives, having regard to factors such as barrier attenuation, the location of the dwelling relative to the orientation of the track, topographical features and any intervening structures.~~

~~(4) If windows and doors must be closed to achieve the design noise levels in Standard IX.6.2(1), the building must be designed, constructed and maintained with a mechanical ventilation / cooling system that meets the requirements of E25.6.10(3)(b)-(f)(b) and (d) to (f).~~

~~(5) Standards IX.6.2(1) and IX.6.2(2) do not apply where:~~

- ~~(a) The façade of any new or altered noise sensitive space is screened from all parts of the rail corridor by a proposed building(s) under the same land use consent or a building(s) existing as at XX XXX 202X; or~~
- ~~(b) The façade of any new or altered noise sensitive space is partially screened from the rail corridor by a proposed building(s) under the same land use consent or a building(s) existing as at XX XXX 202X, and the closest viewing distance from the facade is over 100m from the rail corridor.~~

~~**Note:** The design shall be based on the cumulative level of external noise from the railway corridor in IX.6.2(1) and the maximum level of noise permitted by the zone or precinct standards or any adjacent zone or precinct standard to comply with E25.6.10.~~

~~(6) Any new noise sensitive space or alteration to an existing noise sensitive space within 60m of Apirana Avenue or Pilkington Road where the road traffic noise level is predicted to exceed 55dB $L_{Aeq24hr}$ must be designed, constructed and maintained with a mechanical ventilation / cooling system that meets the requirements of E25.6.10(3)(b) and (d) to (f).~~

~~**Note:** The design shall be based on predicted road traffic noise levels ten years after the noise sensitive space is first occupied.~~

~~(7) Where Standards IX.6.2(1), IX.6.2(2) and IX.6.2 (4) apply, a report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Standards IX.6.2(1) and IX.6.2(2) prior to construction or alteration of any building containing a noise sensitive space.~~

IX.6.3. Standards for outdoor Outdoor play areas of care centres within 60m of the rail corridor

Purpose: To ensure that outdoor play areas adjacent to the railway corridor are designed and located to protect people's health and amenity and that such activities do not unduly constrain the operation of the rail corridor.

Commented [B&A33]: Section 42A Report Recommendation - AUP style guide correction - removal of reference to Standard.

Commented [B&A34]: Amendment to improve clarity.

(1) Any new outdoor play area of any care centres for a childcare centre, creche, kindergarten, kohanga reo, play centre, play group, early childhood learning service or an after school care centre within 60 metres of the rail corridor, must be designed, constructed, and maintained so that the cumulative level of rail and noise from the Business Zones does not exceed 55 dB $L_{Aeq}(1hour)$.

(2) Compliance with IX.6.2(1) ~~must~~ shall be based on:

(a) The noise level from rail in IX.6.2(1) and;

(b) The cumulative noise levels that are permitted to be generated from neighbouring sites in the Business – Mixed Use and Business – Light Industry zones.

Note: The noise levels in (a) and (b) shall be assessed at any point 1.5m above the main play surface of the outdoor play area;

(3) Compliance with Standard IX.6.3(1) ~~shall~~ must be demonstrated by an acoustic design report submitted by a suitably qualified and experienced person. The report may take into account the screening provided by new building(s) established within the Precinct or proposed to be established under the same land use consent. The screening must screen all parts of the outdoor play area up to 1.5m above the play area surface, and excluding play equipment, from the rail corridor.

(4) Standard IX.6.3(1) does not apply where:

(a) Any new outdoor play area is screened from all parts of the rail corridor by a proposed building(s) under the same land use consent or a building(s) existing as at XX XXX 202X. The screening must screen all parts of the outdoor play area up to 1.5m above the play area surface, and excluding play equipment, from the rail corridor; or

(b) Any new outdoor play area is partially screened from the rail corridor by a proposed building(s) under the same land use consent or a building(s) existing as at XX XXX 202X and the closest viewing distance from the play area is over 100m from the rail corridor.

Note:

a. The design shall be based on the cumulative noise level from rail in IX.6.2(1) and the noise levels that are permitted to be generated from neighbouring sites in the Business – Mixed Use and Business – Light Industry zones. The level shall be assessed at any point 1.5m above the main play surface of the outdoor play area.

(5) Where Standard IX.6.3(1) applies, a report must be submitted by a suitably qualified and experienced person to the council demonstrating compliance with Standard IX.6.3(1).

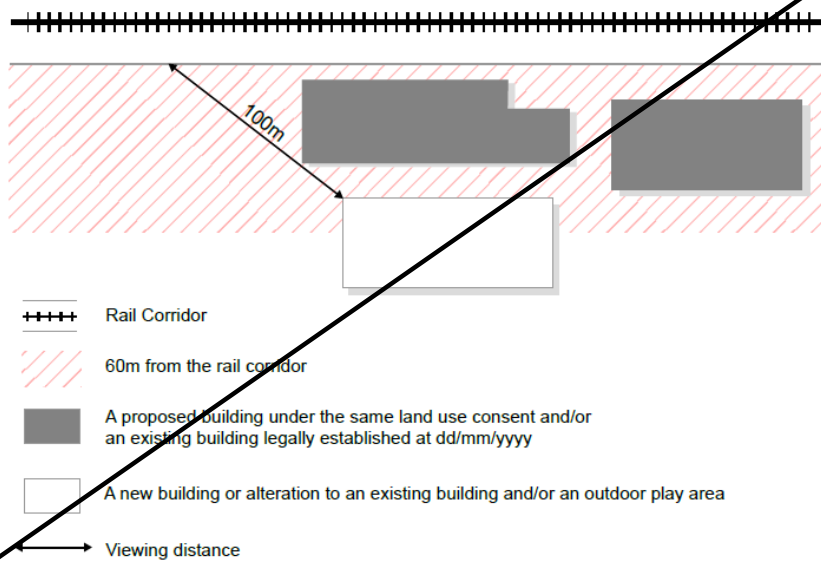
Commented [MP35]: Addendum report recommendation - editorial

Commented [MP36]: Addendum Report recommendation - editorial

Commented [B&A37]: Consequential to KiwiRail (5.14).

Commented [B&A38]: KiwiRail (5.14).

Figure IX6.2.3.1 and IX6.3.2.1: viewing distance to the rail corridor.



Commented [B&A39]: KiwiRail (5.14).

IX.6.4 Activities sensitive to noise within 60m of Pilkington Road and Apirana Avenue

Purpose: To ensure activities sensitive to noise adjacent to Pilkington Road and Apirana Avenue are designed to protect people's health and amenity while they are indoors.

- (1) Where the new or altered noise sensitive space has a façade that is within 60m from the edge of the nearest traffic lane of Apirana Avenue or Pilkington Road, those spaces must be designed, constructed and maintained with a mechanical ventilation and cooling system that achieves E25.6.10(3)(b)-(f).
- (2) A ventilation and HVAC design certificate prepared by a suitably qualified and experienced person must be submitted to the Council prior to occupation of the building demonstrating that the noise sensitive space(s) is provided with a system that meets or exceeds the outcomes described in E25.6.10(3)(b)-(f).

Note: Closed windows and doors will be sufficient to protect people's health and amenity while they are indoors from predicted road traffic noise levels ten years after the noise sensitive space is first occupied. There are no internal design noise level requirements for road noise.

IX.6.5. Pedestrian and cyclist crossings

Purpose: To provide a safe crossing facility, facilities and connections for pedestrians and other active modes between the Pilkington Park Precinct and the Glen Innes Town Centre and Train Station, and the eastern side of Pilkington Road, consistent with Policies IX.3(1) and IX.3(3).

Commented [B&A40]: Consequential to Auckland Transport (4.5).

Commented [B&A41]: Auckland Transport (4.1), Georgina Stewart (2.2).

Commented [MP42]: Auckland Transport (4.1), consequential to Georgina Stewart (2.2).

~~(1) Prior to the occupation of any dwelling, one ~~two~~ new pedestrian active modes (zebra) crossings ~~shall~~ must be constructed and operational as follows: The location of the pedestrian crossing shall either be:~~

- ~~(a) a pedestrian crossing, generally ~~at the location~~ located in ~~shown as~~ Area A as shown on Precinct Plan 1; and where a pedestrian crossing and has been constructed; or~~
- ~~(b) a pedestrian and other active mode crossing, generally located in Area B as shown on Precinct Plan 1.~~
- ~~(c) Generally at the location shown as Area B on Precinct Plan 1 in the event that a pedestrian crossing at the Merton Road and Apirana Avenue intersection has not been constructed.~~

~~(2) Applications for resource consent in respect of new buildings will be deemed to comply with this standard IX.6.4(1) if the pedestrian crossing is:~~

- ~~(a) Constructed and operational prior to lodgement of the resource consent application; or~~
- ~~(b) Under construction prior to the lodgement of the resource consent application and the application is expressly made on the basis that the pedestrian crossing will be constructed and operational prior to the occupation of any new dwelling; or~~
- ~~(c) Proposed to be constructed by the applicant as part of the resource consent application and the application is expressly made on the basis that the pedestrian crossing will be constructed and operational prior to the occupation of any new dwelling.~~

~~(3) For the purpose of this standard:~~

- ~~(a) 'Occupation' means occupation and use for the building's intended purpose, but not including occupation by personnel engaged in construction fit out or decoration; and~~
- ~~(b) 'Operational' means the relevant upgrade is completed and available for use.~~

IX.6.6 Vehicle site access restrictions

Purpose: To avoid direct vehicle access from the precinct onto the southern part of the Pilkington Apirana Road Reserve to protect the safety and amenity values of people using this land.

(1) Vehicle access crossings to and from the precinct must not gain access through the southern part of the Pilkington Apirana Road Reserve, as shown on Precinct Plan 1.

Commented [MP43]: Auckland Transport (4.2)

IX.7. Assessment – controlled activities

There are no controlled activities in this precinct.

IX.8. Assessment – restricted discretionary activities

IX.8.1. 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 overlays, Auckland-wide or zones provisions:

(1) New buildings:

- (a) The provision of active frontages to the public space network including open spaces and streets.
- (b) Whether the location and design of buildings will contribute to comprehensive and integrated development.
- (c) The positive effects of landscaping, including required landscaping, on on-site amenity.
- (d) The effects of new roads and/or service lanes on pedestrians and cyclists.
- (e) The matters of discretion in H13.8.1(3)

(2) ~~Infringement of Non-compliance with~~ standard IX.6.1 Standard for Bbuilding height:

- (a) ~~The matters of discretion in Rule C1.9(3) of the general provisions apply;~~
- (b) Matters of discretion in H13.8.1(7) apply.

(3) ~~Infringement of Non-compliance with~~ standards IX.6.2 ~~standard for activities~~ Activities sensitive to noise within 60m of the rail corridor and IX.6.3 ~~standard for outdoor~~ Outdoor play areas of care centres within 60m of the rail corridor:

- (a) ~~The matters of discretion in Rule C1.9(3) of the general provisions apply~~
- (b) ~~Measured or predicted noise levels within any noise sensitive space or outdoor play area of care centres.~~
- (c) ~~Effects~~ Any effects on human health and amenity values.
- (d) ~~The location and design of buildings.~~
- (e) Location, ~~Topographical~~, or building design features, or other alternative ~~mitigation measures~~ that will mitigate potential adverse health effects relevant to noise.
- (f) Whether the ~~activity or~~ infringement proposed will unduly constrain the operation of the rail corridor.

(4) ~~Infringement of Non-compliance with~~ IX.6.4 Activities sensitive to noise within 60m of Pilkington Road and Apirana Avenue:

- (a) ~~The matters of discretion in Rule C1.9(3) of the general provisions apply.~~
- (b) Any effects on human health and amenity values.

Commented [MP44]: Addendum report recommendation - editorial

Commented [MP45]: Addendum report - editorial

Commented [MP46]: Addendum report - omission from requestor's revised recommendations

Commented [MP47]: Addendum report - editorial

Commented [B&A48]: Section 42A Report Recommendation - AUP style guide correction - removal of reference to Standard.

Commented [B&A49]: Section 42A Report Recommendation - AUP style guide correction - removal of reference to Standard.

Commented [MP50]: Addendum report - omission from requestor's revised recommendations

Commented [B&A51]: KiwiRail (5.16).

Commented [MP52]: Addendum report - editorial

Commented [B&A53]: Consequential to Auckland Transport (4.5).

Commented [MP54]: Addendum report - omission from requestor's revised recommendations

- (c) Location, topographical, or building design features, or other alternative measures that will mitigate potential adverse health effects relevant to noise.

~~(5) Infringement of standard IX.6.5 standard for pedestrian crossing:~~

- ~~(a) Effects on pedestrian safety:~~

Commented [MP55]: Consequential to changes to Table IX.4.1(A3)

Commented [B&A56]: Consequential to Auckland Transport (4.1), Georgina Stewart (2.2).

IX.8.2. 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) New buildings:

- (a) Whether the building provides a quality and attractive frontage as viewed from the street or public open spaces, including through the relationship and orientation of buildings.
- (b) The extent to which the effects of fences and walls, along frontages and adjoining public spaces are appropriately managed.
- (c) ~~The extent to which the design, layout, orientation, bulk and scale of existing and future buildings, and connections to the public space network (including open spaces and streets) will contribute to the amenity values of the public space network and the comprehensive development of the Pilkington Park Precinct.~~
- (d) The extent to which landscaping contributes to on-site amenity values.
- (e) The provision of convenient, safe, and legible access for pedestrians and cyclists.
- (f) The assessment criteria in H13.8.2(3).

Commented [B&A57]: In response to Section 42A Report.

(2) Infringement of Non-compliance with standard IX.6.1 Building height:

- (a) Refer to Policy H13.3(1), Policy H13.3(3)(a), Policy H13.3(3)(b), Policy H13.3(8), Policy H13.3(13), Policy H13.3(21), Policy IX.3(1), and Policy IX.3(2).

Commented [MP58]: Addendum report - editorial

Commented [MP59]: To give effect to IX.2(1) and IX.6.1

(3) Infringement of Non-compliance with standards IX.6.2 Activities sensitive to noise within 60m of the rail corridor and IX.6.3 Outdoor play areas within 60m of the rail corridor:

Commented [MP60]: Addendum report - editorial

- (a) Whether activities sensitive to noise adjacent to the rail corridor ~~and arterial roads~~ are designed to protect people's health and amenity values, and whether such activities unduly constrain the operation of the rail corridor. This includes:
 - (i) The extent to which building(s) containing activities sensitive to noise or outdoor play areas of care centres have been located and designed with particular regard to their proximity to the rail corridor;
 - (ii) The extent of non-compliance with the standard and the effects of any non-compliance; and

- (iii) The extent to which topographical features or the location of other buildings or structures will mitigate noise effects.
- (b) The outcome of any consultation with KiwiRail.
- (4) Infringement of Non-compliance with standard IX.6.4 Activities sensitive to noise within 60m of Pilkington Road and Apirana Avenue:
 - (a) Whether activities sensitive to noise adjacent to Pilkington Road and Apirana avenue are designed to protect people's health and amenity values. This includes:
 - (i) The extent of non-compliance with the standard and the effects of any non-compliance;
 - (ii) The extent to which topographical features or the location of other buildings or structures will mitigate noise effects; and
 - (iii) Technical advice from a suitably qualified and experienced person.
- ~~(5) Infringement of standard IX.6.5 Pedestrian crossing~~
 - ~~(a) Whether safe pedestrian connections between the Precinct and the Glen Innes Town Centre and Train Station are provided, including via alternative facilities or transport infrastructure.~~
 - ~~(b) Refer to Policy IX.3(1).~~

Commented [B&A61]: Consequential to KiwiRail (5.16).

Commented [MP62]: Addendum report - editorial

Commented [B&A63]: Consequential to Auckland Transport (4.5).

Commented [B&A64]: Consequential to Auckland Transport (4.1), Georgina Stewart (2.2).

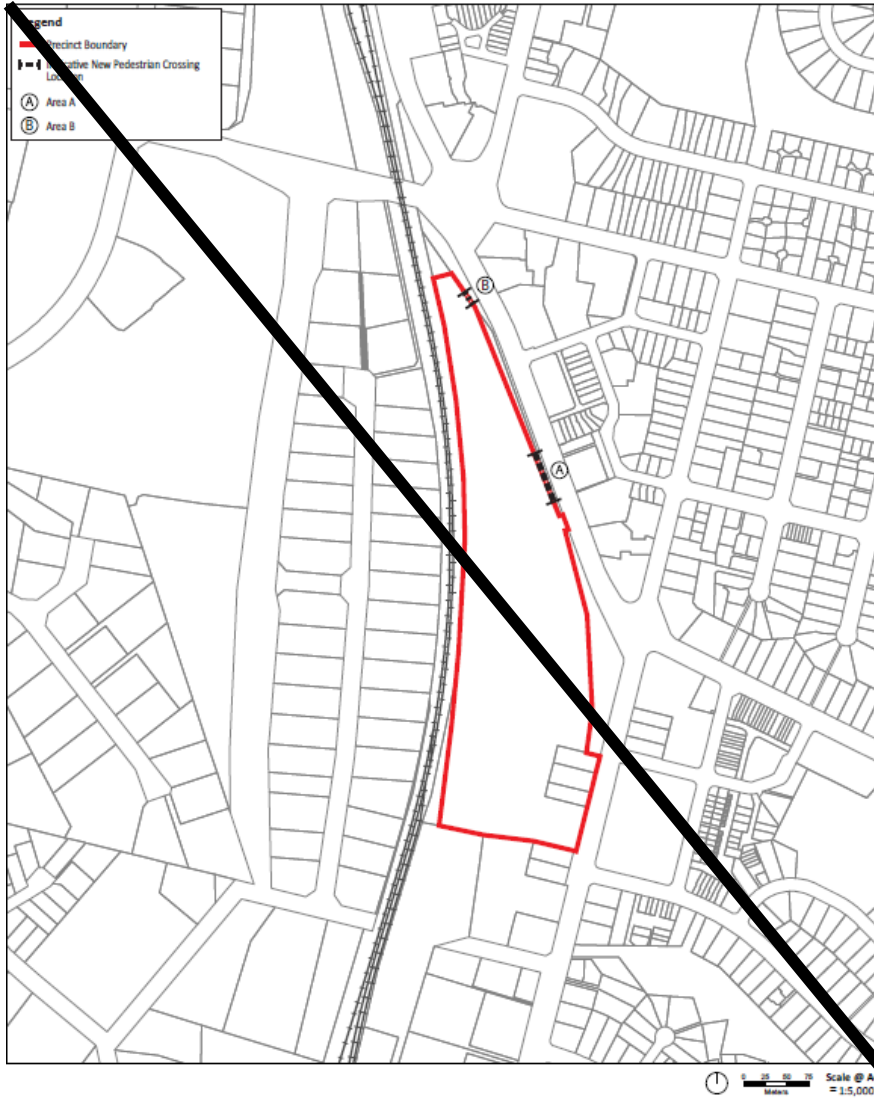
Commented [MP65]: Consequential to changes to Table IX4.1(A3)

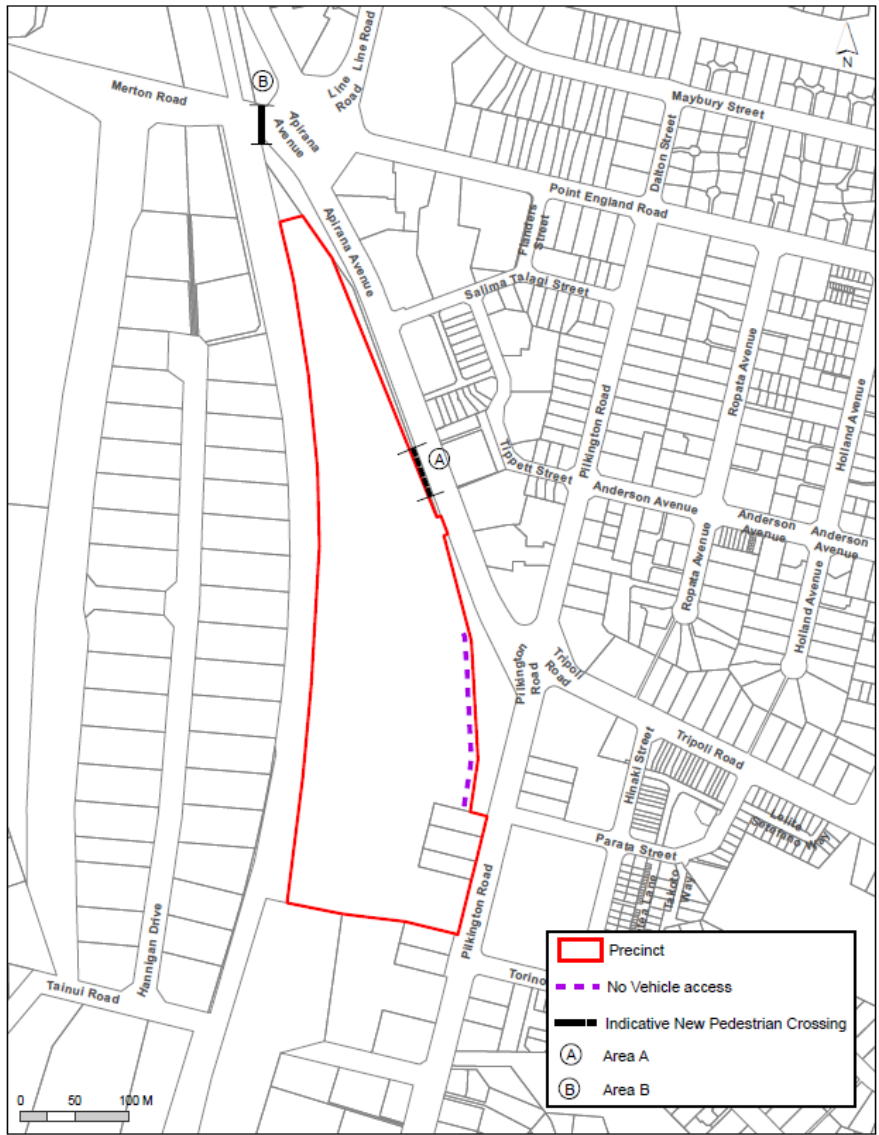
IX.9 Special information requirements

There are no special information requirements in this precinct.

IX.10 Precinct Plans

IX.10.1 Pilkington Park Precinct: Precinct Plan 1:





IX.10.1 Pilkington Park Precinct: Precinct plan 1



COPYRIGHT Auckland Council

Memo

To: Michele Perwick, Reporting Planner

Date: 22 November 2024

Reference: **PPC 101 Pilkington Park – s42A Addendum report – Urban Design**

1 Introduction

- 1.1 My full name is Rebecca Anne Skidmore.
- 1.2 I prepared a specialist review memo dated 29 October 2024. I set out my qualifications and experience in that memo.
- 1.3 The purpose of this memo is to respond to the evidence of Francis Pierard (on behalf of Wyborn Capital Investments Ltd.) in relation to urban design considerations.

2 Response / further comment

Height in Relation to Boundary Control

- 2.1 In my review I sought additional analysis of the difference between the envelopes enabled in the B:MU zone and under the proposed Precinct provisions (i.e. with removal of the HRB control) in relation to the widened areas of open space towards the southern end of the Precinct (in the vicinity of the Aparana Avenue/ Pilkington Road / Tripoli Road intersection) and the effects on the amenity of the space that may result. As noted in my review, there has been no modelling provided depicting the two different envelope scenarios when viewed from the south.
- 2.2 In Appendix 3, contained in the graphic supplement to his evidence, Mr Pierard has provided shading diagrams at hourly intervals between 9am and 4pm for the equinox (22nd September) for the following four scenarios:
 - Operative Business: Light Industry zone;
 - Operative Business: Mixed Use zone;

- PC78 Business: Mixed Use zone; and
 - Business: Mixed Use zone – Pilkington Precinct.
- 2.3 An analysis of the potential shading effects on the amenity of the adjacent open space is set out in Paragraph 125 (v - vii) of Mr Pierard's evidence.
- 2.4 I note that the modelling doesn't include diagrams for the Summer and Winter solstice. However, the modelling provided does give broad indication of the extent of shading that would extend over the adjacent open space (mid-way between Summer and Winter). Given that I support the change in zoning from B:LI to B:MU for a range of urban design reasons, I consider the key scenarios to consider and compare are the operative B:MU and the proposed Pilkington Precinct scenarios.
- 2.5 As observed in Mr Pierard's analysis, under both scenarios, the open space will remain largely free from shading from development within the permitted envelope up until 1pm. From this time there will be some increased shading from the Pilkington Precinct envelope with the open space in complete shade by 4pm. Under the B:MU zone scenario there is a small area of the open space adjacent to the street edge still free from shade at 4pm.
- 2.6 In the absence of any clear agreed industry standard for shade analysis and suitable levels of amenity protection from shading, I agree with Mr Piernard that the guidance provided in the Auckland Design Manual and the AUP residential assessment criteria (albeit relating to residential environments) is useful.
- 2.7 As noted in my review, the removal of the HRB control in relation to the Open Space zone will provide greater flexibility to create a direct and engaging interface with the adjacent public realm. The assessment matters and associated criteria for new buildings both for the B:MU zone and for the Precinct, require a detailed consideration of the way buildings are designed and interface with adjacent spaces. In my opinion, this design approach to ensuring a suitable interface is created is important.
- 2.8 While removal of the HRB control will result in some additional shading of the southern open space, I consider a reasonable access to sunshine will be maintained (a minimum of 4 hours between 9am and 1pm at the Equinox). When considered in combination with a more direct and potentially better built form outcome edging the open space, I agree that removal of the HRB control is appropriate.

Additional Assessment Criteria

- 2.9 At Paragraph 4.10 of my review, I recommended an additional assessment criterion for new buildings in order to ensure an appropriate relationship between buildings and adjacent open spaces (including streets) is achieved. Mr Piernard agrees in principle with the intention of the additional criterion but suggests a slightly altered wording (at

Para. 130). I have no objection to the alternative wording suggested and note that this is included in the updated precinct provisions contained in Attachment A to the planning evidence of Mr. Roberts / Ms. Zhai.

- 2.10 At Para. 4.15 I suggested that it would be helpful to reference Policy H13.3.(1) in the assessment criteria for the height standard infringement to ensure an assessment of how a proposal provides a suitable transition to the adjacent Town Centre and to maintain its primacy in the urban environment.
- 2.11 Mr Piernard (at Para. 131) notes that this is already captured in the Purpose of the Height Standard for the Precinct and the associated matters of discretion include the purpose of the standard. I remain of the opinion that reference to Policy H13.3 (1) would provide guidance to an assessment within the relevant matters of discretion. If this policy reference is not considered necessary, I suggest the Purpose bullet point is amended to provide clarity about the maintaining the primacy of the Town Centre, as follows:

Enable greater height in the north of the precinct to provide a graduation in building height from the Glen Innes Town Centre, maintaining the planned built form primacy of the Town Centre.

- 2.12 Other than the responses set out above, the views expressed in my original review remain unchanged.



Rebecca Skidmore

Urban Designer/Landscape Architect

22 November 2024

Memorandum to: Michele Perwick, Reporting Planner
Subject: PPC 101 Pilkington Park - s42A Addendum Report – Landscape
From: Gabrielle Howdle, Principal Landscape Architect
Date: 18th November 2024

Introduction

1. My full name is Gabrielle Katarina Howdle.
2. I prepared a specialist review dated 17th October 2024. I refer to my qualifications and experience in my original review and do not repeat those matters here.
3. The purpose of this memorandum is to respond to the evidence of Francis (Frank) Pierard – Urban Design and Landscape Architecture.

Response to Urban Design and Landscape Architecture Evidence

Retention of HIRB adjacent to the Open Space zone

4. Mr Pierard has discussed the concerns from various Council specialist with regards to the potential adverse effects on the adjacent open space (Pilkington Apirana Road Reserve 'PARR'), concluding that PC101 would have no more than low adverse landscape character and visual amenity effects on the open space values experienced by users.
5. Mr Pierard notes that the space appears more as an extension of the road reserve and does not accommodate any sports, active or formal recreational uses. PARR is zoned 'Open Space – Informal Recreation Zone' (OS-IRZ). H7.5.1 Zone description (replicated below) outlines the values of OS-IRZ as providing for walking, socialising, and enjoying the environment, including the openness and presence of significant vegetation.

H7.5.1. Zone description

The Open Space – Informal Recreation Zone applies to open spaces that range in size from small local parks to large regional parks. These areas are used for a variety of outdoor informal recreation activities and community uses, such as walking, running, cycling, relaxing and socialising, picnics, playing and enjoying the environment.

6. For this reason, I agree with Mr Pierard that the OS-IRZ land *“provides an attractive foreground, contributing to screening, softening, and visually containing the Site while also acting as a positive physical and visual buffer between opposing land uses.”* (Urban Design and Landscape Architecture Evidence, Paragraph 76).
7. Mr Pierard notes in paragraph 125 (b) (i) that *“assessing visual dominance effects based solely on building envelope is incomplete without crucial design details, such as materials, finishes, modulation, articulation, and context. These elements are essential for accurately evaluating visual dominance and can only be addressed at the detailed resource consent stage.”* I agree with this statement and consider that this supports my concern with regards to the potential

adverse landscape character and visual amenity effects resulting from the proposed blanket removal of HIRB standard in regard to the PARR; specifically, the wider southern portion which provides for a range of landscape and amenity values.

8. I consider that the effects from infringing the Business – Mixed Use Zone (B-MUZ) HIRB standard (8.5m plus 45-degrees), would be better undertaken as part of future resource consent applications, where the merits of each development can be comprehensively assessed. While the changes to Assessment criteria IX.8.2 (1) (c) are an improvement, I do not consider they are sufficient enough to manage the potential adverse landscape and visual amenity effects as experienced within the OS-IRZ as a result of removing HIRB.

Conclusion

9. In my review of the notified version of PC101 I considered that the proposed change in zone from B-LIZ to B-MUZ and proposed height variation controls could be designed to fit within the urban landscape. I remain supportive of the change from B-LIZ to B-MUZ from a landscape character and visual amenity perspective.
10. On review of the applicant's specialist evidence, I remain of the opinion that the removal of the height in relation to boundary standard (8.5m plus 45-degrees) will have the potential to result in adverse landscape and visual amenity effects for users within the OS-IRZ, with the potential to impact on the natural / treed, open and spacious values of the reserve. I consider any infringement to the HIRB would be better assessed at the resource consent stage and recommend the retention of the B-MU HIRB standard.

Gabrielle Howdle

Principal Landscape Architect

Tāmaki Makaurau Design Ope

Auckland Council



Memorandum to: Michele Perwick, Reporting Planner
Subject: PPC 101 Pilkington Park - s42A Addendum Report – Transport
From: Mat Collins
Date: 21 November 2024

1. My full name is Mathew Ross Collins
2. I prepared a specialist review dated 21 October 2024. I refer to my qualifications and experience in my original review and do not repeat those matters here.
3. The purpose of this memorandum is to respond to the evidence of:

Applicant

John Douglas Parlane (Traffic and Transport)

Submitters

Georgina Stewart

Robert Lee (Auckland Transport)

John Douglas Parlane (Traffic and Transport)

Pedestrian and cyclist access

4. Auckland Transport is delivering the Links to Glen Innes Cycleways project, shown in Figure 1. This project will enhance pedestrian and cyclist accessibility to the PC101 site (the site). A new cycleway on Apirana Avenue between Tripoli Road and Taniwha Street, including along the site frontage, has already been constructed. Auckland Transport has advised that pedestrian and cyclist crossings at the Apirana Avenue/Merton Road and Apirana Avenue/Pilkington Road roundabouts are scheduled for construction between May 2025 and September 2025



Figure 1 Glen Innes Cycleway Route Updated September 2024¹

5. In my specialist review I recommended that this project be completed before development occurs within the site, to provide walking and cycling access to the site.
6. Mr. Parlane disagrees with my recommendation and considers that a pedestrian and cyclist crossing on Merton Road is not necessary for site access, provided a crossing is built on Apirana Avenue near the Apirana Avenue/Merton Road roundabout. Mr. Parlane illustrates the walking route between the site and Glen Innes train station in Figure 28 of his evidence, which I have reproduced below.
 - a. Yellow: Represents the route available to pedestrians and cyclists once Auckland Transport’s Links to Glen Innes Cycleways project is completed.
 - b. Red: Indicates an alternative route available if the crossing on Apirana Avenue, suggested by Mr. Parlane, is constructed.

¹ <https://at.govt.nz/media/fxsqtpmi/glen-innes-cycleway-route-updated-september-2024.jpg>



Figure 2: Walking route between the site and Glenn Innes (yellow with Merton Road Crossing, Red without), reproduced from the evidence of Mr John Parlane, Figure 28.

7. In my view, the alternative crossing suggested by Mr. Parlane does not fully address pedestrian and cyclist access to Glen Innes as it does not provide:
 - a. a safe pedestrian crossing of the Point England Road arm of the Apirana Avenue/Merton Road/Point England Road roundabout, which is multilane and has complex vehicle turning movements due to the convergence of Line Road and Point England Road, as shown in Figure 3.
 - b. Cyclist accessibility, as there are no cycle facilities located on the eastern side of Apirana Avenue.

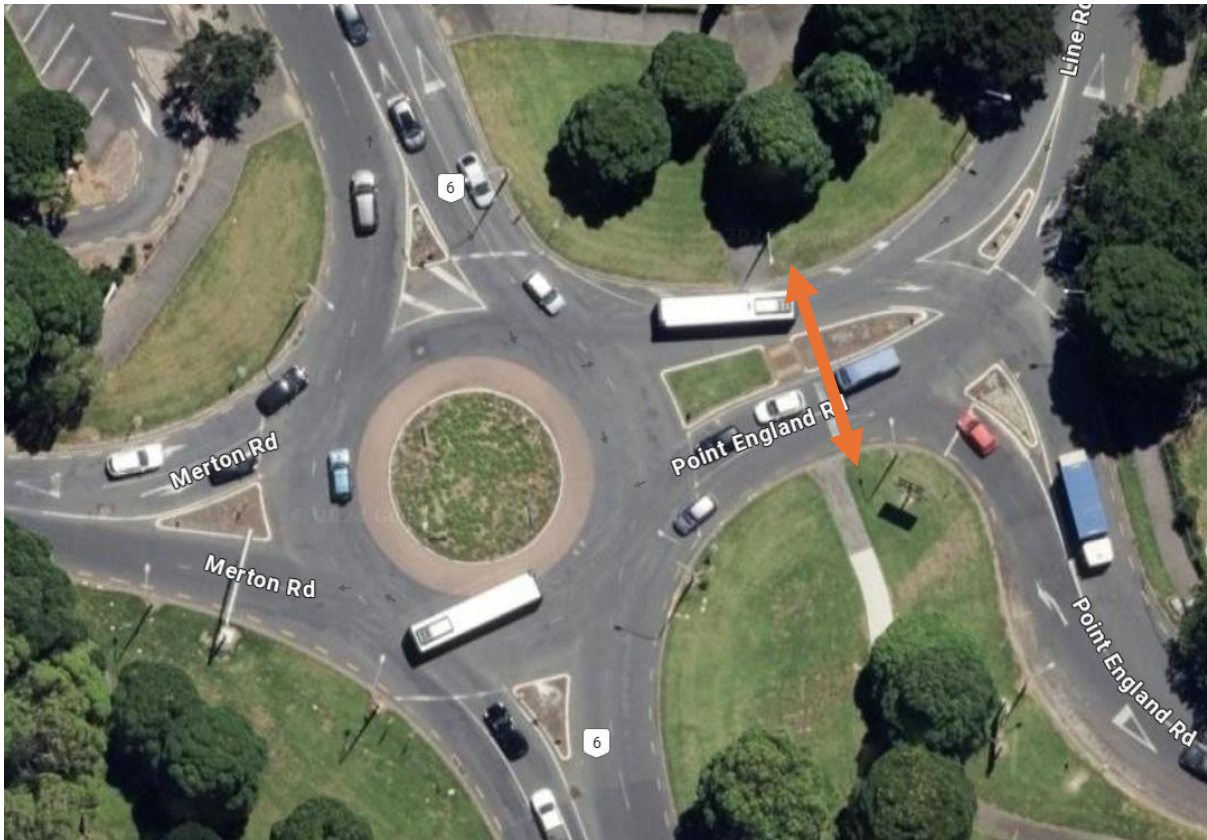


Figure 3: Point England Road approach to the Apirana Avenue/Merton Road roundabout, showing the pedestrian route proposed by Mr Parlane (source: Googlemaps)

8. Auckland Transport's Links to Glen Innes project will deliver a raised pedestrian crossing on Point England Road, refer to Figure 4. Without this improvement I consider that the pedestrian route proposed by Mr Parlane is not suitable to enable safe pedestrian access to the site, and that this route is likely to either suppress pedestrian trips, increase the safety risk for pedestrians, or both.
9. As Auckland Transport has recently constructed a cycleway along the western side of Apirana Avenue, I consider it more appropriate that the developer form a shared pedestrian and cyclist crossing on Merton Road, if Auckland Transport has not already done so when the site develops. This will provide safe access for pedestrians and cyclists between the site and the Glen Innes Town Centre and train station.
10. In paragraph 85 of his evidence, Mr Parlane's expresses concern that building the Merton Road crossing prior to Auckland Transport delivery the Links to Glen Innes Cycleways project may introduce a pre-built constraint that would need to be removed by Auckland Transport.
11. I disagree with this concern. Auckland Transport has construction drawings for this crossing, which the developer could adopt and deliver. The Merton Road crossing is shown in Figure 4.

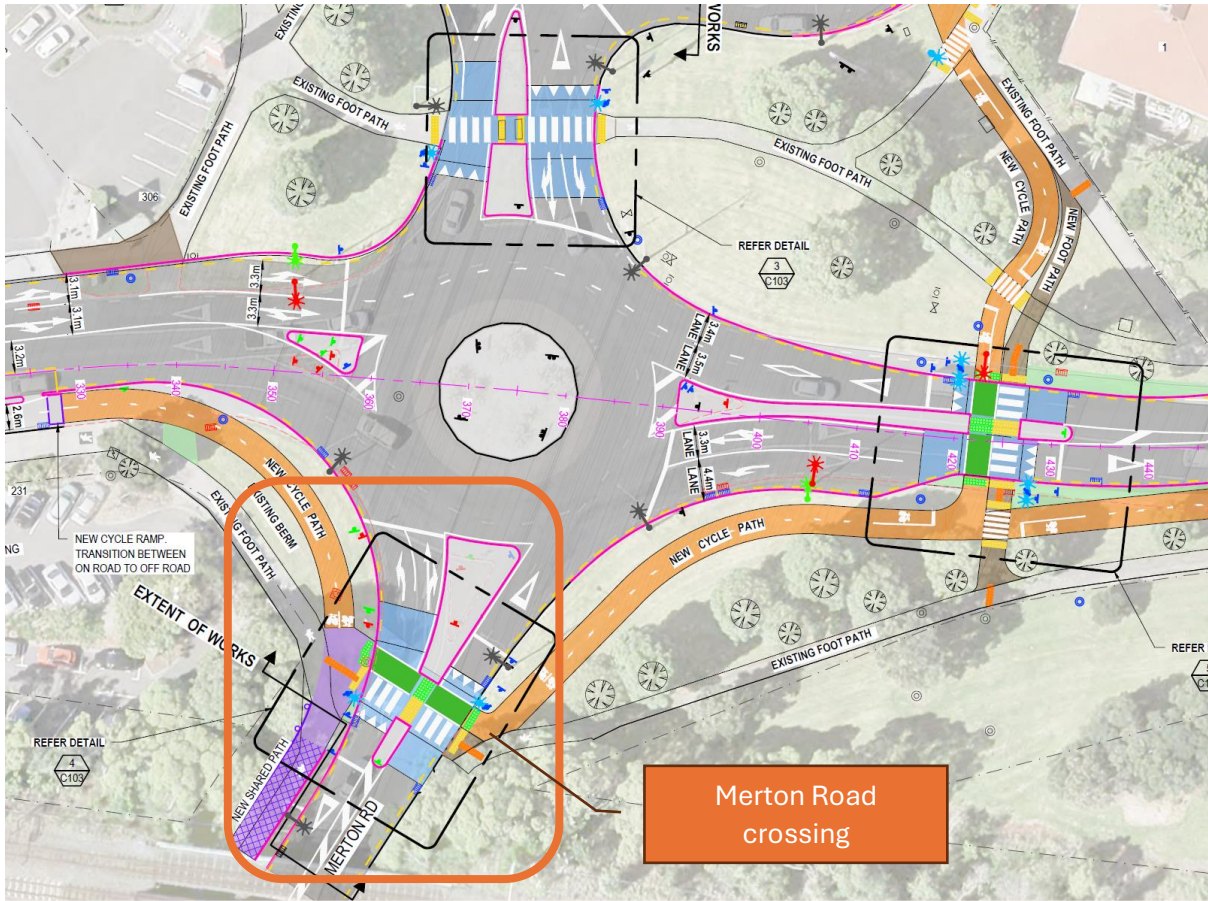


Figure 4: Auckland Transport Links to Glen Innes project - Apirana Ave/Merton Rd roundabout

12. I therefore recommend the following changes to Standard **IX.6.5. Pedestrian crossing**, contained in Attachment A to Mr Roberts and Ms Zhai’s evidence:

IX.6.5. Pedestrian and cyclist crossings

Purpose: Provide a safe crossing facility facilities and connection connections for pedestrians and active modes between the Pilkington Park Precinct and the Glen Innes Town Centre and Train Station, consistent with Policies IX.3(1) and IX.3(3).

1. Prior to the occupation of any new dwelling, one two new pedestrian active modes (zebra) crossings shall be constructed and operational. The location of the pedestrian crossing shall either be:
 - a) A pedestrian crossing generally Generally at the location shown as Area A on Precinct Plan 1; and where a pedestrian crossing at the Merton Road and Apirana Avenue intersection has been constructed; or
 - b) A pedestrian and cyclist crossing generally Generally at the location shown as Area B on Precinct Plan 1 in the event that a pedestrian crossing at the Merton Road and Apirana Avenue intersection has not been constructed.



Figure 5: Recommended amendments to Precinct Plan 1

Vehicle access

13. In paragraph 87 to 90 of his evidence, Mr Parlane discusses potential vehicle accesses to the site. He concludes that the number of accesses and their potential effects can be assessed through the provisions of Chapter E27 during future resource consent applications. I agree with Mr Parlane's conclusions.

14. However, I disagree with his view that vehicle crossings within the Pilkington Apirana Road Reserve (PARR) would not create safety risks. In my view vehicle accesses within the open space would introduce a conflict point with users of the open space, and it is likely that this would need to be managed using fencing or other barrier between the vehicle access and the open space. I therefore reiterate my support for Mr Hendra's (Council Parks Consultant Planner) position that additional vehicle crossings within the PARR should be avoided.

15. I consider that the following vehicle crossings are likely to be suitable, and can be further assessed during future resource consent applications:
 - a. Northern access, using Gate C. This will require regrading and reorientation to "square up" with Apirana Avenue, however I understand that a request has been made to Council to adjust the easement to achieve this.

 - b. Central access, using Gate B.

 - c. Southern access. A single consolidated site access, which may be Gate A or an alternative access along the site frontage with Pilkington Road.



Figure 6: Likely future vehicle access locations to the site

Georgina Stewart (Submitter 2)

16. In their submission, Geogina Stewart (submission point 2.2) noted that the area is congested at peak times and is not pedestrian friendly.

17. As I overlooked addressing this submission in my specialist review, I have included it in this addendum.
18. Regarding traffic congestion, I address this in my specialist review, where I conclude that peak-hour congestion should not be considered a critical flaw for urban intensification, provided there are alternative transport options and safety concerns are addressed.
19. Regarding pedestrian access, in my discussion of Mr Parlane's evidence I make a recommendation to amend the proposed Precinct to ensure the site has suitable pedestrian and cyclist accessibility to Glen Innes Town Centre and train station.

Robert Lee (Auckland Transport)

20. In paragraph 7.2(b) of his evidence, Mr Lee states that Auckland Transport wish to avoid the proliferation of vehicle crossings from the site onto Pilkington Road and Apirana Avenue. However, he acknowledges that the vehicle access restriction along the entire site frontage (provided through the region-wide provisions of the Unitary Plan) provides sufficient scope to review vehicle access arrangements and ensure measures to provide pedestrian/cyclist safety is maintained. I consider that Mr Lee, Mr Parlane and I are aligned on this matter.
21. In Section 8 of his evidence, Mr Lee raises concerns with the re Standard **IX.6.5. Pedestrian crossing**, contained in Attachment A to Mr Roberts and Ms Zhai's evidence.
 - a. Mr Lee considers that a crossing should be provided in the indicative location identified as 'A' on the precinct plan, regardless of whether the upgrade of the Merton Road and Apirana Avenue intersection is constructed or not. I agree with Mr Lee.
 - b. Mr Lee considers that the indicative location identified as 'B' on the precinct plan for the pedestrian crossing (if the Links to Glen Innes Project does not go ahead) is not the most effective location to safely connect the precinct to surrounding land use and transport. I agree with Mr Lee.
 - c. Mr Lee is of the view that if the Links to Glen Innes Project does not go ahead then a pedestrian crossing at Merton Road instead would be more appropriate to provide the precinct with safe access to the Glen Innes Train Station and local town centre. I agree with Mr Lee, however I recommend that the crossing on Merton Road should be for both pedestrians and cyclists, given Auckland Transport has constructed cycle facilities along the PC101 site frontage – refer to my recommended amendments to Standard **IX.6.5. Pedestrian crossing** in paragraph 12 above.

Conclusion

22. I recommend that amendments are made to the **IX.6.5. Pedestrian crossing** and **Precinct Plan 1**, contained in Attachment A to Mr Roberts and Ms Zhai's evidence, to address pedestrian and cyclist accessibility between the site and the Glen Innes train station and Town Centre.

23. Should my recommendations be adopted, I consider that the Precinct provisions and Chapter E27 Transport are adequate to ensure that transport effects and be appropriately managed through future resource consents for the site.

A handwritten signature in black ink, appearing to read 'M. Collins', with a stylized flourish at the end.

Mat Collins

21 November 2024

**Addendum to the Specialist Review - Noise and Vibration Proposed Private Plan Change101:
Pilkington Park Precinct to the Auckland Unitary Plan (Operative in part)**

Addendum Report date: 25 November 2024

Scheduled hearing date: 2 December 2024

Report author: Andrew Gordon, Senior Specialist, Auckland Council

1. This addendum memo confirms the position reported in my Specialist Review Memo dated 21 October 2024 (Revision 1).
2. At the time of writing, I have not had the opportunity to review KiwiRail evidence from Messrs Matthew Patz, Stephen Chiles and Ms Cath Heppelthwaite which seek several amendments to the proposed precinct provisions vibration alert layer, building control setback, amendments to the acoustic control provisions and other minor technical amendments.
3. Until I have reviewed the above evidence, which may or may not change my decision, I continue to agree with the Applicant in regard to the rail noise and vibration assessment and proposed precinct provisions attached as Appendix 1 to the Addendum to the Section 42A Hearing report dated 25 November 2025.
4. The reasons for my decision to support the Applicant are summarised below:-
 - 4.1. The applicant has conducted onsite rail noise and vibration measurements which I consider are suitable to inform the effects assessment.
 - 4.2. A setback distance of 60m from the rail corridor provides an appropriate effects envelope for this site given Activities Sensitive to Noise (ASN) located beyond 60m are required to be acoustically treated in accordance with AUP (OP) E25.6.10.
 - 4.3. I confirm buildings containing ASN will be designed based on the cumulative external noise levels from rail noise and maximum permitted noise levels for the business zone.
 - 4.4. ASN located further from the rail corridor will be effectively screened or partially screened by buildings (within the Site) which are located closer to the rail corridor.
 - 4.5. Onsite rail vibration measurements demonstrate the level of ground borne rail vibration received on the Site is very low and that compliance with the KiwiRail guideline limit of 0.3mm/s vw95 will be readily achieved without the need for specific vibration mitigation design measures.
 - 4.6. A proposed vibration alert overlay is considered to be unnecessary given the potential for adverse rail vibration effects are considered to be negligible.
5. However, given the new expert evidence, issues relating to rail noise and vibration and proposed precinct provisions remain outstanding and will need to be resolved at the hearing.



Andrew Gordon
Senior Specialist
Auckland Council
25 November 2024

APPENDIX 3: SECTION 32AA Evaluation – Addendum version

1: Transport	Option 1: PPC101 as notified	Option 2: Requestor’s recommended revised provisions as outlined in Appendix A	Option 3: Council’s Addendum Report recommended provisions as outlined in Appendix 1
<i>Description of the options</i>	Relies on Auckland Transport’s Links to Glen Innes project being completed and providing a crossing on Merton Road.	Should a crossing on Merton Road not go ahead as part of the Links to Glen Innes project, two alternative options for a crossing on Apirana Avenue are proposed: <ul style="list-style-type: none"> Option A -to the south of the Merton Road/Apirana Avenue/Line Road and Pt England Road intersection OR Option B - further south opposite Talbot Park. 	Should a crossing not go ahead as part of the Links to Glenn Innes project, two crossings are to be provided: <ul style="list-style-type: none"> on Merton Road; AND on Apirana Avenue, opposite Talbot Park
<i>Recommended provisions</i>	There are no standards which require the provision of pedestrian crossings	<ul style="list-style-type: none"> Amend Policy IX.3(1) to include provision for safe connections to pedestrians. Insert new standard IX.6.5 Pedestrian crossing, which will require the provision of one new pedestrian crossing prior to the occupation of a new dwelling within the Pilkington Park Precinct and associated activity table, matters of discretion for restricted discretionary activities and assessment criteria. 	<ul style="list-style-type: none"> Amend Precinct description IX.1 to refer to safe pedestrian/cycling connections. Amend Objective IX.2(1) to refer to connectivity. Amend Policy IX.3(1) to include reference to convenient connections at the time of development Provided for infringements to IX.6.5 as a non complying activity in Table IX.4.1 (A3) Insert new standard IX6.5 Pedestrian crossings which will require two active mode crossings prior to occupation of any dwelling.
<i>Benefits</i>	Cost effective as development can proceed without the cost of constructing new transport infrastructure. Auckland Transport has funded a planned pedestrian crossing at Merton Road as part of the Links to Glen Innes cycleway project. Construction is due to commence in late 2025.	Option 2 meets the council’s open space provision policy which requires a safe 400m walking distance to a neighbourhood park with a playground.	<ul style="list-style-type: none"> Significant health, safety and environmental benefits will be realised as a result of safe and efficient access being provided from the precinct to the train station, town centre, and local amenities including neighbourhood parks. Builds upon the connectivity afforded by the Links to Glenn Innes cycle paths. An Apirana Avenue crossing meets the council’s open space provision policy which requires a safe 400m walking distance to a neighbourhood park with a playground. There are environmental benefits when people use public transport or walk or cycle to their destinations.
<i>Costs</i>	<ul style="list-style-type: none"> There are significant health and safety risks associated with not facilitating safe and convenient active mode connections from the proposed precinct to public transport, the town centre and local amenities including neighbourhood parks. The busy Merton Road/ Apirana Avenue pedestrian crossing is 	<ul style="list-style-type: none"> The two alternative options on Apirana Avenue Road have significant health and safety costs. Neither provides a safe pedestrian crossing at the Merton Road/Apirana Avenue/Line Road and Pt England Road intersection. Merton Road provides the most direct route to the Glen Innes Train Station and Town Centre. This multi-lane intersection has complex vehicle turning movements and currently only has a courtesy crossing. Option 1 also does not address additional safety issues for people having to cross Line Road and Point England Road. Nor does it 	<p>There are financial costs in providing for two road crossings should the Links to Glen Innes project not be completed by Auckland Transport. Although there may be some cost sharing for Option 1 with Auckland Transport under the Links to Glen Innes project.</p> <p>Costs are reduced should the Links to Glen Innes project be completed.</p>

	<p>currently only a courtesy crossing.</p> <ul style="list-style-type: none"> • There is no crossing over Apirana Avenue, • There are environmental costs when people are deterred from using public transport or from walking or cycling when there are perceived safety risks in using the local street network 	<p>provide for a shared pedestrian/cyclist crossing in recognition of the cycleway on the western side of Apirana Avenue.</p> <ul style="list-style-type: none"> • There are financial costs associated with constructing a new crossing. • There are environmental costs when people are deterred from using public transport, or from walking or cycling when there are perceived safety risks in using the local street network. 	
<i>Efficiency and effectiveness</i>	<p>Option 3 is considered to be the most efficient and effective option to achieve RPS Objectives B2.3.1(1), B3.2.1(5), B3.3.1(1) and Precinct Objective IX.2(1) for the following reasons:</p> <p>This option responds to climate change and promotes the health and safety of people and communities in accordance with Objective B2.3.1(1)</p> <ul style="list-style-type: none"> • In accordance with Objective B3.2.1(5), it will ensure development is integrated with necessary transport infrastructure for future residents. • By identifying and requiring the transport infrastructure needed to support future residential development, this option will facilitate an effective, efficient, and safe transport network that supports greater transport choice in accordance with Objective B3.3.1(1); • In accordance with Objective IX.2(1), as amended, the provision of two new pedestrian crossings in the locations identified in Precinct Plan 1 (IX.10.1) will contribute to future development being integrated with the surrounding area with improved pedestrian connections. 		
<i>Risk of acting or not acting</i>	<p>There is sufficient information to determine the range and nature of environmental effects of the options set out above. An assessment of the risk of acting or not acting is not required.</p>		

2: Transport – Vehicle access restrictions	Option 1: PPC101 as notified/ Requestor’s recommended revised provisions as outlined in Appendix A	Option 2: Council’s Addendum Report recommended provisions as outlined in Appendix 1
<i>Description of the options</i>	<ul style="list-style-type: none"> • There are no standards that restrict vehicle access in the Pilkington Apirana Road Reserve (PARR) land. • Relies on the provisions of Chapter E27 Transport under the AUP to manage access to and from the Precinct in accordance with the provisions for Vehicle Access Restrictions and obtaining landowner approval from Auckland Council. 	<ul style="list-style-type: none"> • Add a new policy to avoid vehicle access from the precinct across the southern part of the Pilkington Apirana Road Reserve (PARR). • Provide for infringements to IX.6.6 as a non-complying activity in Table IX.4.1 (A3) • Insert new standard IX.6.6 Vehicle site restrictions, which will restrict new or widened vehicle crossings from the southern part of the PARR.
<i>Benefits</i>	<p>Neutral – no change.</p>	<ul style="list-style-type: none"> • Will ensure greater safety of users of this open space land • Will maintain its landscape and visual amenity, including recreational, values • Protects the land for future recreational development, recognising that open space will be an increasingly scarce resource as Glen Innes intensifies. • Avoids additional crossings on Pilkington Road and Apirana Ave
<i>Costs</i>	<ul style="list-style-type: none"> • Some safety impacts on users of the PARR land • Adverse effects on landscape and visual amenity values from the development of crossing to service the precinct. • Opportunity cost of forgoing PARR’s future development potential • Potentially more crossing into the arterial road network. 	<ul style="list-style-type: none"> • May restrict future access points, but this is offset by the seven existing crossings to the precinct and the limited area affected by vehicle access control – the northern PARR has a road frontage of 365m.
<i>Efficiency and effectiveness</i>	<p>Option 2 is considered to be the most efficient and effective option to achieve RPS Objectives B2.2.1(1), B.2.3.1(1) and B2.3.1(3) and proposed Pilkington Park Precinct Objective IX.2(2) for the following reasons:</p> <ul style="list-style-type: none"> • In accordance with B2.3.1(1) Option 2: 	

	<ul style="list-style-type: none"> ○ responds to the intrinsic qualities and physical characteristics of the site and area, including its setting, ○ can adapt to changing needs in accordance with B2.3.1(1). ● In accordance with B2.3.1(3) Option 2 promotes the health and safety of people and communities. ● Option 3 avoids adverse effect on the quality of the environment and amenity values and the health and safety of people and communities in accordance with B.3.3.1(1). ● In accordance with Objective IX.2(2) will facilitate the development's responsiveness to the amenity values of the public spaced network, including open spaces and streets.
<i>Risk of acting or not acting</i>	There is sufficient information to determine the range and nature of environmental effects of the options set out above. An assessment of the risk of acting or not acting is not required.

