

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 to the west.

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. 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.

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

IX.2. Objectives

- (1) The Pilkington Park Precinct is comprehensively developed as a high-quality, mixed-use centre which is well-designed and integrated 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.
- (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 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.

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.
- (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 activities sensitive to noise adjacent to the North Island Main Trunk Line 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.

IX.4. Activity table

All relevant overlay, Auckland-wide and zone activities tables apply unless otherwise stated below.

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

Activity Table IX.4.1 specifies the activity status 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	
(A2)	New buildings which do not comply with standards IX.6.1 to IX.6.3	RD

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 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.
- (1) Buildings in the Business – Mixed Use zone must not exceed the height in metres shown in the Height Variation Control on the planning maps.

IX.6.2. Standard for activities sensitive to noise

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.

- (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 spaces.

Note:

- a. The source level for railway noise is 70 $L_{Aeq(1h)}$ at a distance of 12 metres from the nearest track;
 - 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.
- (2) 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) and (d) to (f).
- (3) 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.

- (4) 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

- (5) 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 play areas within 60m of the rail corridor

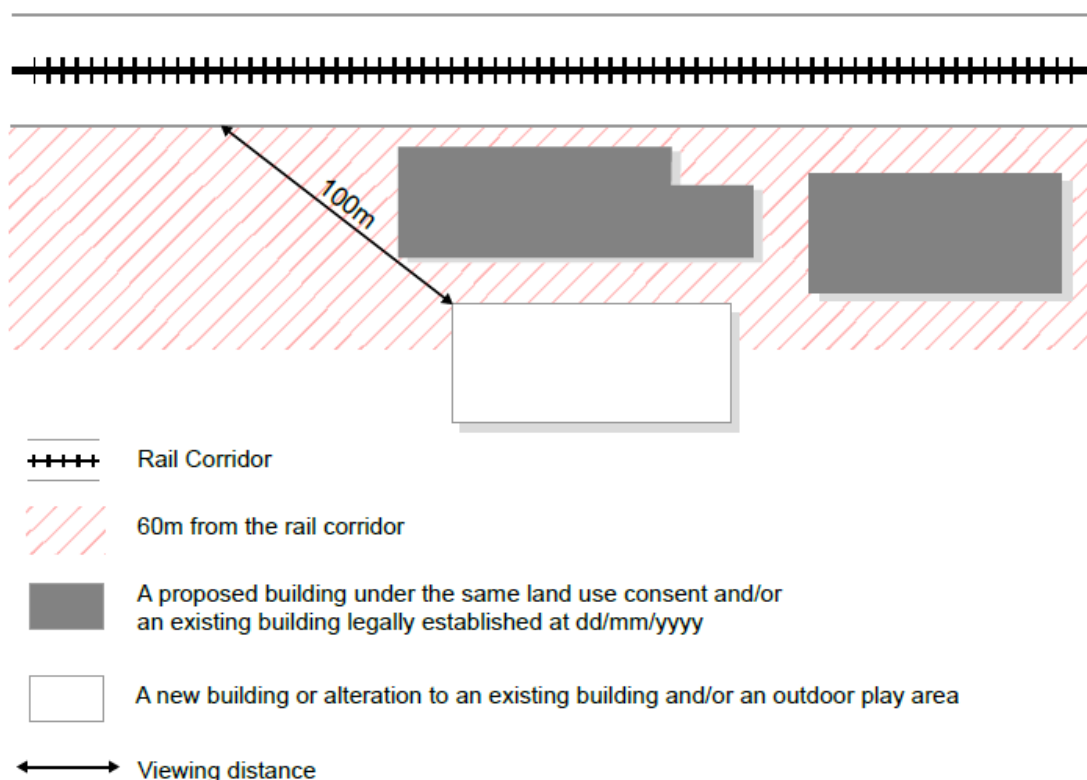
Purpose: To ensure that outdoor play areas adjacent to the railway corridor are designed and located to protect people's health and amenity and that such activities do not unduly constrain the operation of the rail corridor.

- (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) 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: 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.

- (3) 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).

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



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 standard IX.6.1 Building height:

- (a) Matters of discretion H13.8.1(7) apply.
- (3) Infringement of standard IX.6.2 Standard for activities sensitive to noise and IX.6.3 Standard for outdoor play areas within 60m of the rail corridor:
 - (a) Effects on human health and amenity values.
 - (b) The location and design of buildings.
 - (c) Topographical, building design features or other alternative mitigation that will mitigate potential adverse health effects relevant to noise.
 - (d) Whether the activity or infringement proposed will unduly constrain the operation of the rail corridor.

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 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 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).
- (2) Infringement of standard IX.6.1 Building height:
 - (a) Refer to 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).
- (3) Infringement of standard IX.6.2 Activities sensitive to noise and IX.6.3 Standard for outdoor play areas within 60m of the rail corridor:
 - (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 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.

IX.9 Special information requirements

There are no special information requirements in this precinct.