

PART 14.13 - QUAY PARK PRECINCT

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Plan modification annotations - key



Indicates where content is affected by proposed plan modification x.
Refer to plan modification folder or website for details.

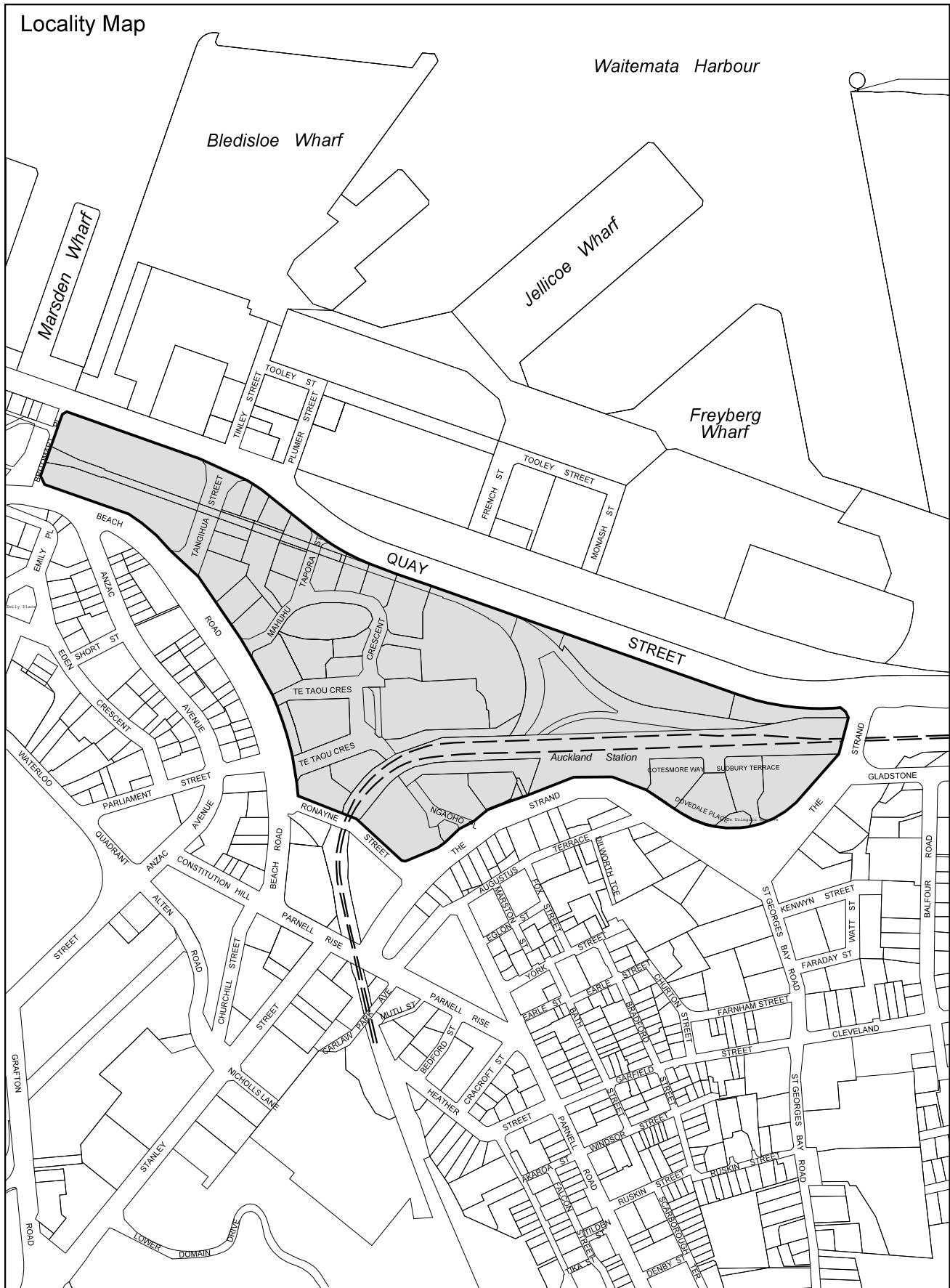


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QUAY PARK PRECINCT

14.13.1 DESCRIPTION

Quay Park Precinct is bounded to the north by Quay Street, to the south west by Ronayne Street and Beach Road, to the west by Tangihua Street (formerly Tinley Street) and to the east by The Strand. Much of the land was formerly owned by the New Zealand Railways Corporation and subsequently administered by the Department of Survey and Land Information. The Ngati Whatua O Orakei Maori Trust Board was successful in a claim for the purchase of this land from the Crown and has granted a 150-year lease to a private company to facilitate future development.

The entire Precinct is located on former reclaimed land and was the site of Auckland's former central Rail Station, shunting yards, and associated warehouse and industrial uses. Most of these land uses and structures have been removed or relocated but the Auckland Railway Station building has been retained and is a prominent feature within the Precinct.

The natural setting is characterised by the contrast between the flat, reclaimed lands of the original bay and the flanking headlands. The original coastal escarpment is still visible below Augustus Terrace and between Anzac Avenue and The Strand. Most existing development below the escarpment fronting Beach Road and The Strand has taken the form of contiguous buildings of a similar height to the escarpment behind and this provides a relatively unobstructed outlook from the top of the escarpment to the Port.

The Precinct is dissected to the east and south-east by the existing designated rail corridor. This has the effect of fragmenting land uses and activities within the Precinct. The Precinct is also separated from surrounding areas by high volume arterial routes such as Quay Street, The Strand and Beach Road. Quay Street connects to Tamaki Drive and forms the major eastern traffic route to the city centre. The Strand is a designated state highway, and forms part of the heavy truck/traffic connector between the port and the motorway.

The former Auckland Railway Station building is recognised as an important heritage building within the Precinct. The distinctive architectural style and the concourse and garden area at the front are significant features that provide special character and add to the visual amenity of the Beach Road frontage. In addition there are many mature native and exotic trees located within the Precinct, a number of which are scheduled for protection.

14.13.2 RESOURCE MANAGEMENT ISSUES

- a The opportunity for on-going development of the large areas of vacant land with established roading and open space areas in a strategic location on the eastern fringe of the City core.
- b Constraints on public access to the Precinct due to the major transport routes which surround the site and of the land ownership pattern.
- c The proximity to the port and associated generated effects such as noise and heavy traffic movements.
- d The need to address the functional requirements of a large scale entertainment facility and the relationship of the facility to the surrounding built and open space elements.
- e The significance of the scale and historic character of the Railway Station building and the important visual amenity of the concourse and established open space area to the front of the building.
- f The opportunity to integrate the Precinct with the surrounding city and reinforce the role as a visual gateway to the city centre.
- g The opportunity to create a strong, co-ordinated architectural and landscape character, building on the existing character of the area.

14.13.3 RESOURCE MANAGEMENT OBJECTIVES AND POLICIES

14.13.3.1 OBJECTIVE

To provide for a mix of activities, including an indoor entertainment centre, commensurate with the location of the Precinct on the fringe of the Central Area and adjacent to the Port.



Policies

- a) By enabling the establishment of a wide range of activities that will support and complement the intensive activities located in the Core SMA.
- b) By ensuring that environmental qualities and amenities are maintained and, where practicable, enhanced.
- c) By enabling the establishment of an indoor arena which can host a variety of indoor sports, cultural events, concerts and entertainment.

Methods

- i) Through providing for a range of commercial, industrial, residential, entertainment and recreational activities in order to facilitate development in the Precinct.
- ii) Through limiting retail floor space within the Precinct in the same manner as it is limited in other less pedestrian orientated areas in the Central Area.
- iii) Through applying controls on residential activity to ensure buildings are appropriately designed to protect residents from the effects of noise.
- iv) Through implementing rules to avoid or mitigate the adverse effects of activities on the amenities of the area.
- v) Through providing adequate controls for the establishment of an indoor arena.

14.13.3.2 OBJECTIVE

To protect the open space areas, including the streets within the Precinct from the adverse effects of activities and development, both within and adjacent to these spaces.

Policies

- a) By ensuring that the development of the open space areas is appropriate to the context and will be maintained and conserved for public benefit.
- b) By identifying and protecting the significant trees located within the Precinct.
- c) By ensuring buildings do not dominate and shade Mahuhu Ki Te Rangi Reserve.

Methods

- i) Through including the public open space areas in the Open Space 2 Precinct and the streets in the Open Space 3 Precinct.
- ii) Through scheduling significant trees for protection.
- iii) Through imposing a frontage height control on sites adjacent to Mahuhu Ki Te Rangi Reserve.

14.13.3.3 OBJECTIVE

To provide for a scale and form of development that acknowledges the importance of the Precinct as a gateway to the Central Area, that is sensitive to the public open spaces and the former Railway Station building, and that ensures a transition in scale between the core of the Central Area and its periphery.

Policies

- a) By encouraging a quality of urban design that acknowledges the importance of the Precinct as a gateway to the Central Area.
- b) By encouraging a quality of urban design on sites adjoining Te Taou Crescent and the Railway Station scale and architecture of the existing Railway Station building.
- c) By ensuring building scale and location on sites adjoining Te Taou Crescent and the Railway Station building complements both the former Railway Station building and the extensive parks, gardens and open spaces.
- d) By encouraging a scale of development that maintains a transition in height and bulk from the intensive core to the less intensive fringe.
- e) By identifying and protecting significant views to the former Railway Station building.

Methods

- i) Through requiring resource consent applications for new buildings and building alterations and additions to be assessed against design criteria.
- ii) Through scheduling the former Railway Station building and its associated garden and site surrounds as shown in Diagram 1 Appendix 1, to recognise the significant contribution it makes to the uniqueness and character of the area.
- iii) Through applying building height and floor area ratio restrictions to complement the scale and character established by the Railway Station building and adjacent open space areas and sites adjoining the Railway Station.
- iv) Through applying a view protection plane to protect the view of the Railway Station building from obstruction by other buildings.



14.13.4 RESOURCE MANAGEMENT STRATEGY

The character of the Quay Park Precinct is determined by its location, urban context, natural setting and historical development pattern. The Precinct is characterised by large development parcels and thus forms a transition from the Ports of Auckland extensive storage yards and wharf areas in the north to the small sites of Parnell to the southeast, and the city centre to the southwest.

The Precinct is located at the eastern entrance to the City centre and at the crossroads to the Port. The strong visual axis along Quay Street and terminating at the intersection with Tangihua Street establishes a gateway to the Central Business District. The building form and scale along both sides of Quay Street form an important transition from the 'natural' character of Tamaki Drive to the highly 'urban' city centre at this gateway location.

The existing railway station is located in the Precinct and the former station building provides a link with the historical use of the area and, together with the Concourse gardens, remains a primary landmark. The architecture and brick/masonry construction of this building is mirrored by a number of older buildings adjacent to the southern edge of the Precinct.

The open space areas are a key spatial element and have been developed to a high design standard with a strong cultural/pacific theme. The combination of the open space areas and more formal gardens at the front of the Station building, together with the street network through the Precinct, define a strong public realm for future development in the Precinct.

The overall planning strategy for the Precinct recognises and builds upon these special features. The strategy encourages the development of the Precinct in a manner that promotes a high level of visual amenity, provides a transition in scale of built form and complements the intensive activities located in the Core Area. The controls are intended to form a suitable transition area between the boundary of the Central Area and the Isthmus.

A further element influencing the Precinct provisions is the development of the open spaces to provide an interesting pedestrian environment. Pedestrian linkages with the city core will become more important as the mix of activities and entertainment facilities develop within the Precinct.

One of the main features of the Precinct is its location adjacent to the main container operations area of the Port and to the rail transfer yard serving it. The proximity to the port facilities may result in a reduced environmental or amenity standard within the Precinct area. The Plan

recognises those characteristics of port operations such as the extended operating hours, noise and vibration, and glare and light spill associated with the port activity. Provisions relating to the mitigation of the adverse effects of the port activities have been included in the Port Precinct, Part 14.8. However, to mitigate the adverse effects on residential activities within the Quay Park Precinct, a resource consent will be required to establish accommodation/non permanent accommodation, and the design and construction of the building will normally be required to incorporate special acoustic measures to protect residential activities from the generated effects of the Port.

The opportunity to establish a mix of activities within the Precinct is provided to recognise the unique features of the land area and its particular location on the fringe of the Central Area and adjacent to the Business Activity 5 Zone in the Isthmus Section of the Plan. Particular provision is made for an indoor arena or similar facility that can host a variety of sports, cultural events, concerts and entertainment. With the construction of the rail tunnel through the Precinct, the opportunity exists to integrate public transport with a large scale entertainment facility such as an arena at the northern edge of the Precinct and provide additional transport options for the wide range of other activities that can be established. In addition, Beach Road provides a critical pedestrian connection to the city centre and proposed transport interchange.

To promote the Precinct as a vital and interesting place for redevelopment, a mix of commercial, recreational, retail, and entertainment activities are provided for. However retail activity exceeding 1000m² gross floor area requires resource consent to determine its potential impact on the environment and on the amenity of the surrounding area. In particular traffic and the cumulative effects of a proposed retail development will be assessed to ensure that the development will not have more than a minor effect on the capacity of the adjacent road network and to safeguard against significant adverse effects on the intensive retailing role of the city core.

Maximum building heights over the Precinct reflect the strategy in the Plan of maintaining a transition of building height from the city core to the Central Area fringe. At the western end of the Precinct adjacent to the city centre a maximum building height of 50 metres has been retained, reducing to 30 metres east of Tangihua Street along the Quay Street frontage and to 20 metres along The Strand to accord with the maximum height in the adjacent Business Activity 5 Zone in the Isthmus.

Around the Former Railway Station the development controls are aimed at encouraging the establishment of lower scale buildings to complement the design and significance of the station building. To ensure that the visual dominance and special heritage character of the station building and surrounds are protected, particular emphasis is placed on limiting the maximum height to 18



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metres and protecting the view shaft of the building from the Beach Road frontage.

The provisions encourage car parking to be included within buildings through an exemption from assessment as gross floor area. This will reduce the amount of impermeable surface around buildings and is an incentive to enhance the spaciousness of sites through additional planting or landscape design.

A special building frontage control that applies to buildings adjacent to Mahuhu Ki Rangi Reserve in Precinct Area 2 is also included. The control is designed to provide defined edges and a sense of enclosure around the public space, thus creating a sheltered and internally focused public area. Overall, the open space network in the Precinct incorporates a range of spaces where people can gather for events or casual meetings. A special feature is the design and development of open spaces which acknowledges their particular cultural significance. The Plan provisions protect these areas from inappropriate use or development.

The significant trees located within the Precinct are afforded special protection. A number of the trees and the Station Building are included in the Heritage Schedules in acknowledgement of the importance of retaining these features. Particular consideration will also be given to the design of any development adjacent to the Station building to ensure its heritage character is not compromised.

14.13.5 ANTICIPATED ENVIRONMENTAL RESULTS

The provisions adopted in this Plan are expected to facilitate the development of the Precinct in a manner which supports the function and role of the city centre and forms a suitable transition area on the boundary of the Central Area and the Isthmus.

In addition the Quay Park Precinct will be designed to be an attractive and vibrant area, exhibiting good urban design that complements the significant heritage features and character of the former Railway Station building.

It is expected that the combination of controls will facilitate the integration of buildings within a relatively spacious environment. The desired outcome is to achieve a high level of visual amenity at the eastern gateway to the City.

14.13.6 RULES – ACTIVITIES

a) In Precinct Area 1 as identified on Precinct Plan A, activities allowed are those listed for less pedestrian-

oriented areas under Part 5.5.1, except that accommodation is a restricted discretionary activity.

- b) In Precinct Area 2 as identified on Precinct Plan A, activities allowed are those listed in Clause 14.2B.2 – Public Open Space 2.
- c) In addition to the activities under a) and b) above, the erection of any new building or external alteration or addition to any existing building, except cosmetic repairs which do not change the design and appearance, on a site in Precinct Areas 1 and 2 is a restricted discretionary activity.

14.13.7 ASSESSMENT CRITERIA

- a) In Precinct Area 2, the criteria set out in 14.2B.3 apply for the assessment of controlled and discretionary activities.
- b) Restricted discretionary activities for the erection of any new building or external alteration or addition to any existing building on a site will be assessed in terms of the following:
 - i) Building design and scale of building frontage should be sensitive to the design and scale of adjoining public streets, places and pathways. The design and character of the buildings should present a varied but harmonious and sympathetic frontage to public spaces and streets. Large expanses of blank wall at ground level should be avoided.
 - ii) Building facades should align parallel with and close to street frontages and, where possible, should align with the frontages of existing neighbouring buildings.
 - iii) The design of buildings on those sites fronting Quay Street between Tapora Street and Tangihua Street should take into account their importance in terminating vistas looking westward along Quay Street toward the City. Building design and landscape treatment on sites fronting Quay Street should acknowledge and respond to the scale and function of this street as an important entry point to the Central City. Strong, bold building forms and landscaping should complement the street environment.
 - iv) Parking areas should generally be within buildings. Where it can be demonstrated that parking within buildings is not practical or feasible, then parking and manoeuvring areas and loading bays should be landscaped in a manner consistent with the overall landscape theme referred to in (v) below. Where surface parking is provided, it should not dominate



street frontages and should be located at the rear of the site.

- v) Landscaping around buildings should be consistent with existing public places within the Precinct and particular regard should be paid to the landscaping around the former Railway Station building.
- vi) In addition to the above criteria, any proposal shall be assessed against the criterion specified in clause 5.6.3.1(d).

In addition to the above criteria, for sites fronting Te Taou Crescent and surrounding the Railway Station the following assessment criteria shall apply:

- i) The building should respect and acknowledge the scale, massing, proportions, articulation and materials of the former Railway Station building.
- ii) Buildings should incorporate masonry and brick materials and reflect the building forms used in the former Railway Station building. New and contemporary interpretations in form and detail are considered appropriate. Building forms and exterior building materials should provide a varied but harmonious urban character.
- iii) Buildings should be designed to create a street frontage with a height consistent with that of the former Railway Station. The top of the buildings along the street edge should be emphasised with parapets, eaves, roof overhangs or similar.

14.13.7.1 CONDITIONS

The Council in determining an application for a restricted discretionary activity may refuse consent or may grant the consent subject to certain conditions as set out in clauses 15.3.1.2 and 15.3.1.5.

In addition to the conditions set out in clauses 15.3.1.2 and 15.3.1.5 relating to restricted discretionary activities, a condition will normally be applied on applications for accommodation/non permanent accommodation or developments that incorporate accommodation, requiring compliance with the Acoustic Control Condition contained in Annex 10, Volume 2 of the Plan.

Explanation

The assessment criteria are designed to ensure that new buildings and building additions to buildings acknowledge the importance of the Precinct as a gateway into the central City and acknowledge the existing landscaping themes and former railway station building.

Proposals to develop accommodation within the Precinct may be required to incorporate the Acoustic Control Condition in the design of buildings as contained in the sealed judgement of the High Court dated 29 September

1999 recording the terms of settlement between Ports of Auckland Limited, the Council and others. The full judgement including the Acoustic Condition is set out in Annex 10 of the Non Statutory Guidelines.

14.13.8 RULES - DEVELOPMENT CONTROLS

- a) All development within Precinct Area 1 on Precinct Plan A is subject to the development controls contained in Part 6, except where otherwise specified below.
- b) Development controls for the areas shown as Precinct Area 2 on Precinct Plan A are those listed in Rule 14.2B.4 – Public Open Space.

Notes: An application to modify the maximum height and frontage height control rules may be considered under clause 15.3.1.2(b) as a restricted discretionary activity. An application for a non-complying activity will be required to modify:

- a) the site intensity control under clause 14.13.8.3
- b) the view protection planes under clause 14.13.8.4.

14.13.8.1 MAXIMUM HEIGHT

The height of any building shall not exceed the specified maximums shown on Precinct Plan B.

Explanation

The height limits imposed on buildings in the Quay Park Precinct reflect the policy of creating a transition in height of the built form between the Central Area fringe and the city core. The height limits around the former Railway Station Building and formal gardens seek to protect the predominance of this building as viewed from Beach Road and to ensure it and the formal gardens are not dominated by tall buildings.

14.13.8.2 FRONTAGE HEIGHT

For those sites identified on Precinct Plan C, no part of any building shall project through a plane rising at 45 degrees to its base line, parallel with the road boundary and 18m above mean street level. The set back of the building beneath the plane shall be an emphatic or stepped profile of not less than two storeys and shall not be a literal regression on the 45-degree angle.



Explanation

The frontage height control has been applied to sites generally to the north of Mahuhu Ki Te Rangi Reserve where buildings up to 30 metres are allowed. The purpose of the control is to ensure adequate sunlight in to the reserve, particularly during the period between 12.00 and 2.00 pm throughout the year and to ensure that tall buildings do not dominate the reserve.

14.13.8.3 SITE INTENSITY

- (i) The basic and the maximum floor area ratio permitted within Precinct Area 1 is 3:1, except for that part of Precinct Area 1 bounded by Quay Street, Tangihua Street, Beach Road and Britomart Place where:
 - (a) the basic floor area ratio is 4:1 and the maximum total floor area ratio is 8:1: and
 - (b) the maximum total floor area achievable is limited by the ratio of average floor area to site area, to the extent shown in Figure 14.13.1 below.

Figure 14.13.1

Where:	MTFAR equals
(a) $AFA < 0.6$ SA	8 : 1
(b) $0.6 < AFA < 0.75$ SA	$12.8 - (8 \times AFA) : 1$ SA
(c) $AFA > 0.75$ SA	6.5 : 1

- (ii) The bonus floor area provisions under clause 6.7.2 and the bonus features for Bonus Area 2 as shown in figure 6.3 apply to that part of Precinct Area 1 bounded by Quay Street, Tangihua Street, Beach Road and Britomart Place.
- (iii) The gross floor area of a building for sites within the Quay Park Precinct shall not include parking areas (including manoeuvring areas, access aisles and access ramps provided in accordance with clause 9.7.1) incorporated within the building, to an equivalent F.A.R of 1:1.

Explanation

This site intensity control limits gross total floor area achievable on a site. This controls the bulk of buildings in conjunction with the height control. The development potential allowed under the maximum floor area ratio specified reflects an intensity and scale of development that maintains an appropriate transition from the city centre at the maximum site intensity of 13:1 to the area of the Precinct west of Tangihua Street at 8:1 and reducing to 3:1

at the eastern periphery on The Strand. The combination of the site intensity and height controls in those parts of the Precinct east of Tangihua Street provide for a relatively spacious form of development consistent with existing peripheral development around the Central Area. An exemption from the calculation of gross floor area to an equivalent floor area ratio of 1:1 is offered to encourage parking areas to be located inside buildings.

14.13.8.4 VIEWS

- a) No buildings shall be erected within the area of view protection plane A shown on Precinct Plan C, except that in Precinct Area 2 this rule does not apply to temporary buildings which are permitted activities or for which resource consent has been granted (refer clause 10.14.6.4).
- b) All buildings within the area of view protection plane B shown on Precinct Plan C are subject to clause 10.14.6.2.

Explanation

The purpose of this rule is to preserve the views to the former Railway Station building from Beach Road and views to the Dilworth Terrace Houses from Quay Street.

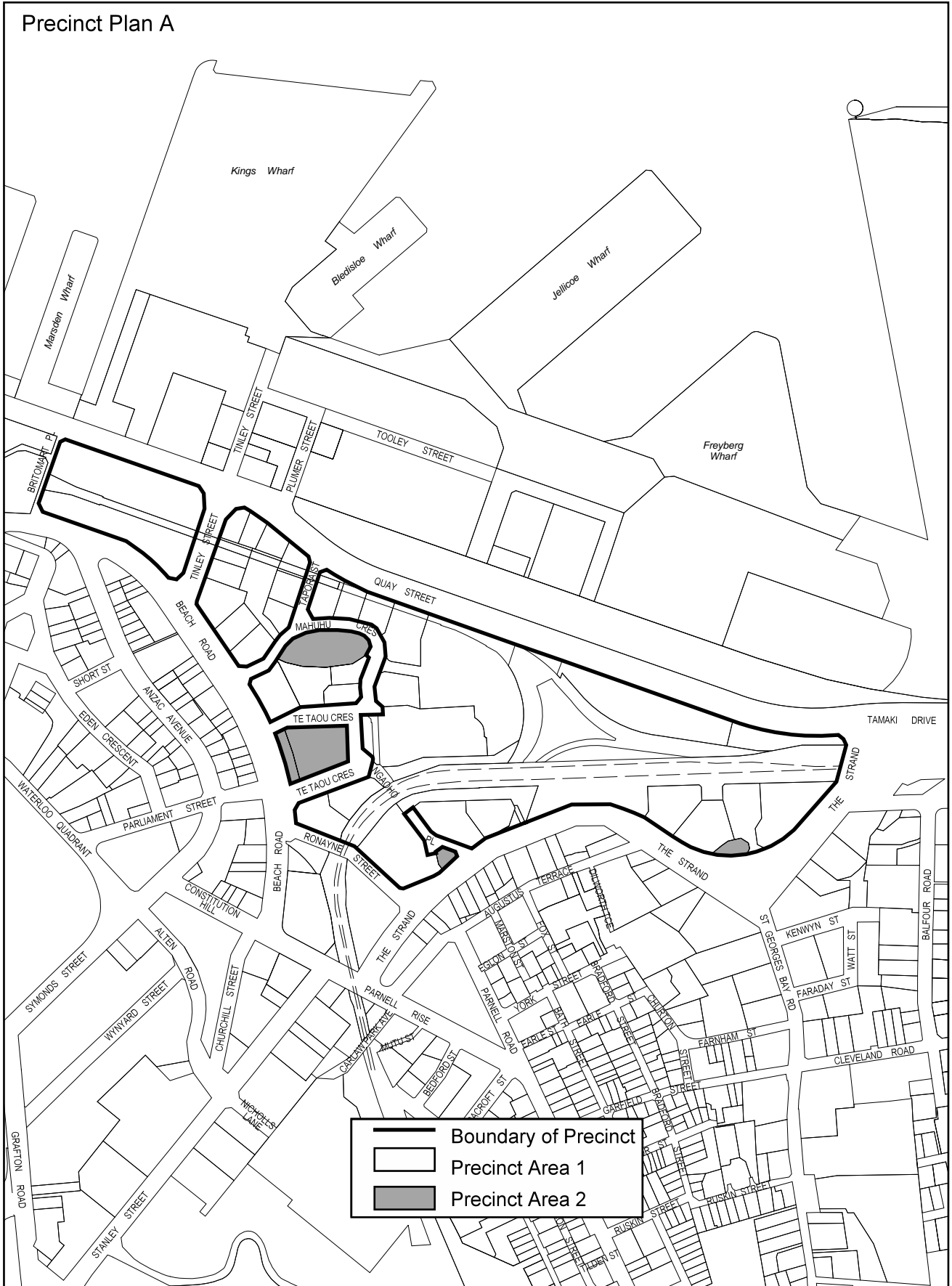
14.13.9 REFERENCES

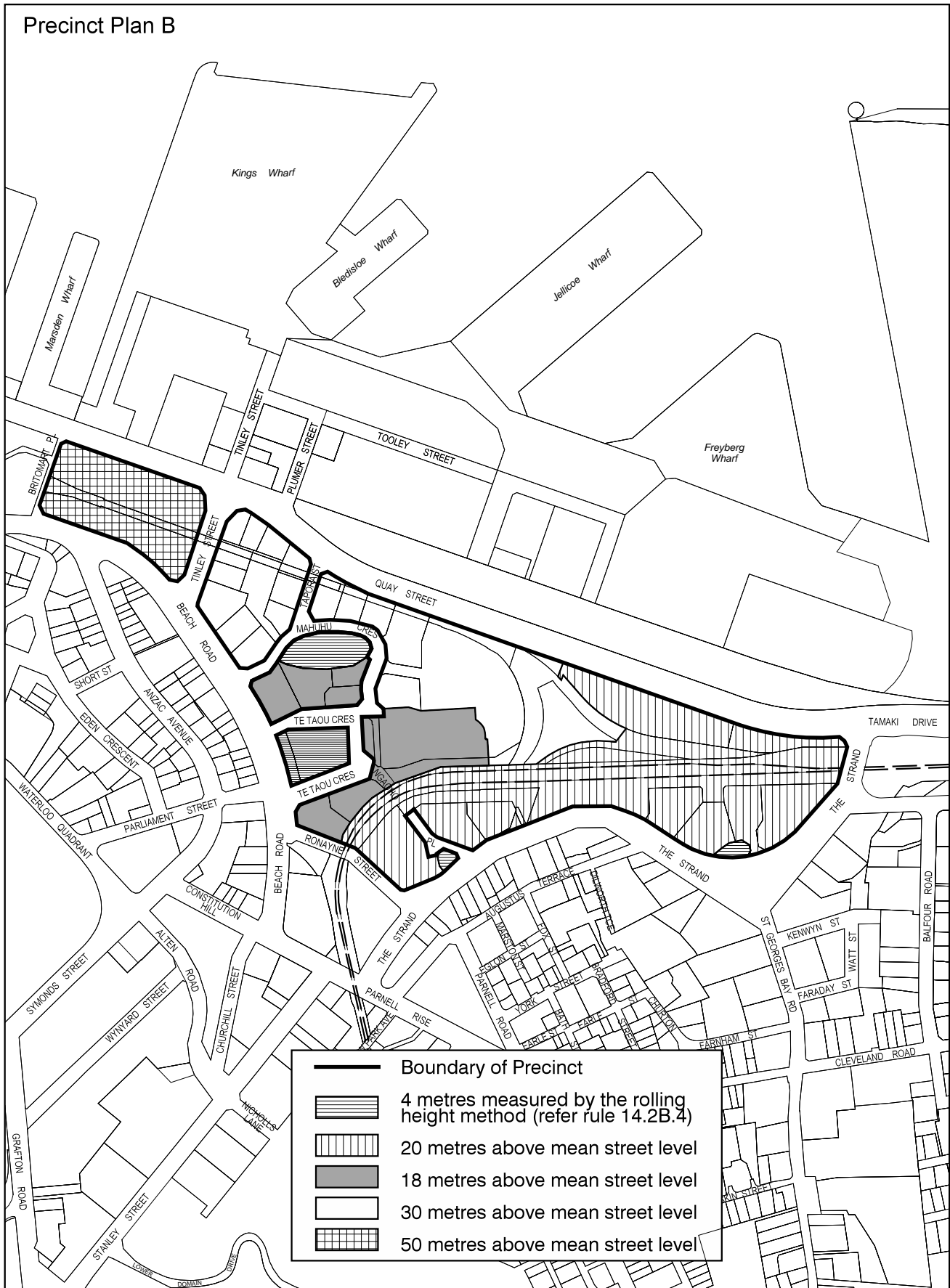
Reference should also be made to the following parts of the Plan:

- Part 4 ... Strategic Management Areas
- Part 5 ... Activities
- Part 6 ... Development Controls
- Part 7 ... Noise, Signs and Lighting
- Part 8 ... Financial Contributions
- Part 9 ... Transportation
- Part 10 ... Heritage
- Part 11 ... Hazardous Facilities and Contaminated sites
- Part 12 ... Network Utility Services
- Part 13 ... Subdivision
- Part 15 ... General Rules/Designations
- Part 16 ... Definitions and Interpretations



Precinct Plan A





Precinct Plan C

