

E09-52 PROPOSED OPEN SPACE RESERVE, RECREATION PURPOSES, WILDING AVE

Development shall be in accordance with the following:

1. All activities, works, and buildings in the notice of requirement and not provided for as a permitted activity in the underlying zoning shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A of the Resource Management Act; or
 - (b) a notice to alter the designation, pursuant to Section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree in accordance with the provision of Section 181(3) of the Act.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

E09-53 CONCEPT PLAN - MANUKAU ROAD / CAMPBELL CRESCENT

ACTIVITIES

DISCRETIONARY ACTIVITIES

- Community welfare facility
- Drive-through facility
- Educational facility#
- *Entertainment facility#
- Funeral parlour#
- Garden centres
- Healthcare services
- Laboratories
- Offices
- Outdoor eating areas
- Place of assembly#
- Premises for cultural activity and/or natural display#
- Restaurants, cafes, and other eating places#
- *Service stations
- Subdivisions
- *Tavern#

- Tourist complex

Note: Those activities identified above with an asterisk (*) are not permitted on that part of the zone within 36m of any point along the Campbell Crescent boundary.

For those activities identified with a #, refer item (3) under Criteria for Assessing Applications for Resource Consent.

DEVELOPMENT CONTROLS

The provisions of Clause 8.8.3 **DEVELOPMENT CONTROLS FOR THE BUSINESS 8 ZONE** apply except as specified hereunder.

1. Building in Relation to Boundary

Campbell Crescent boundary: 2m plus (0.7 times distance from the boundary)

2. Yards

Front Yard: Campbell Crescent - 6m which shall be landscaped across its full width in accordance with (3) below.

Manukau Road - 10.74m (inclusive of 2.74m road widening) which shall be landscaped across its full width in accordance with (3) below.

Yard adjoining

Open Space 5

zone: No yard required

3. Landscaping in the Front Yards

The landscaping required under (2) above shall be designed and provided to the Council's satisfaction in order to establish a continuous and even distribution of mature specimen trees along the Manukau Road and Campbell Crescent frontages, with the Manukau Road frontage having a double row of trees in staggered formation. A greater concentration of trees shall be provided on the Manukau Road / Campbell Crescent corner. Landscaping on the Campbell Crescent frontage shall incorporate:

- Low level shrubs or hedges and earth mounding which in combination give an early effective screen height of 2m; and
- Specimen trees of 1.5m minimum height at the time of planting and 8m at maturity.

4. Maximum Height

9m

5. GFA for Zone

6,000m²



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6. Parking

All activities must provide parking to all standards required in **PART 12 - TRANSPORTATION** of the Plan. There shall be no parking in the front yard. Where a proposed activity cannot accommodate the required parking within the site, but can provide parking on adjoining land, a discretionary activity consent shall be required. This consent shall be assessed against the criteria of Clause **12.9.1.2 CRITERIA FOR ASSESSING DISCRETIONARY ACTIVITIES** of the Plan and the criteria for resource consents set out below.

7. Access

There shall be only one vehicle crossing on Campbell Crescent which may be to a maximum of 6m in width. The western boundary of the vehicle crossing shall be located at a distance between 35 and 40m from the line of the Manukau Road frontage of the property that existed at July 1997 (before any land has been taken for road widening purposes).

Vehicle crossings on the Manukau Road frontage shall be assessed in accordance with the provisions of this Concept Plan and District Plan provisions.

Refer also to the provisions of **12.8 RULES : DEVELOPMENT CONTROLS** with particular reference to the possible application of the defined road boundary in Clause **12.8.2.6 DEFINED ROAD BOUNDARY**.

8. Signs

(a) No signs associated with development located within 36m of any point along the Campbell Crescent boundary shall be visible from any point to the east of a line extending northwards from the inside edge of the landscape strip along the Manukau Road frontage and running parallel with Manukau Road as shown on the Concept Plan. For the avoidance of doubt, this rule shall be satisfied notwithstanding that a small portion of the sign's structure may be visible from the defined area if the face of the sign is positioned so that it cannot be seen from the defined area.

(b) The restrictions on signs in (a) above shall not apply to one small traffic direction sign at the vehicle entry on Campbell Crescent and traffic direction signs on Manukau Road.

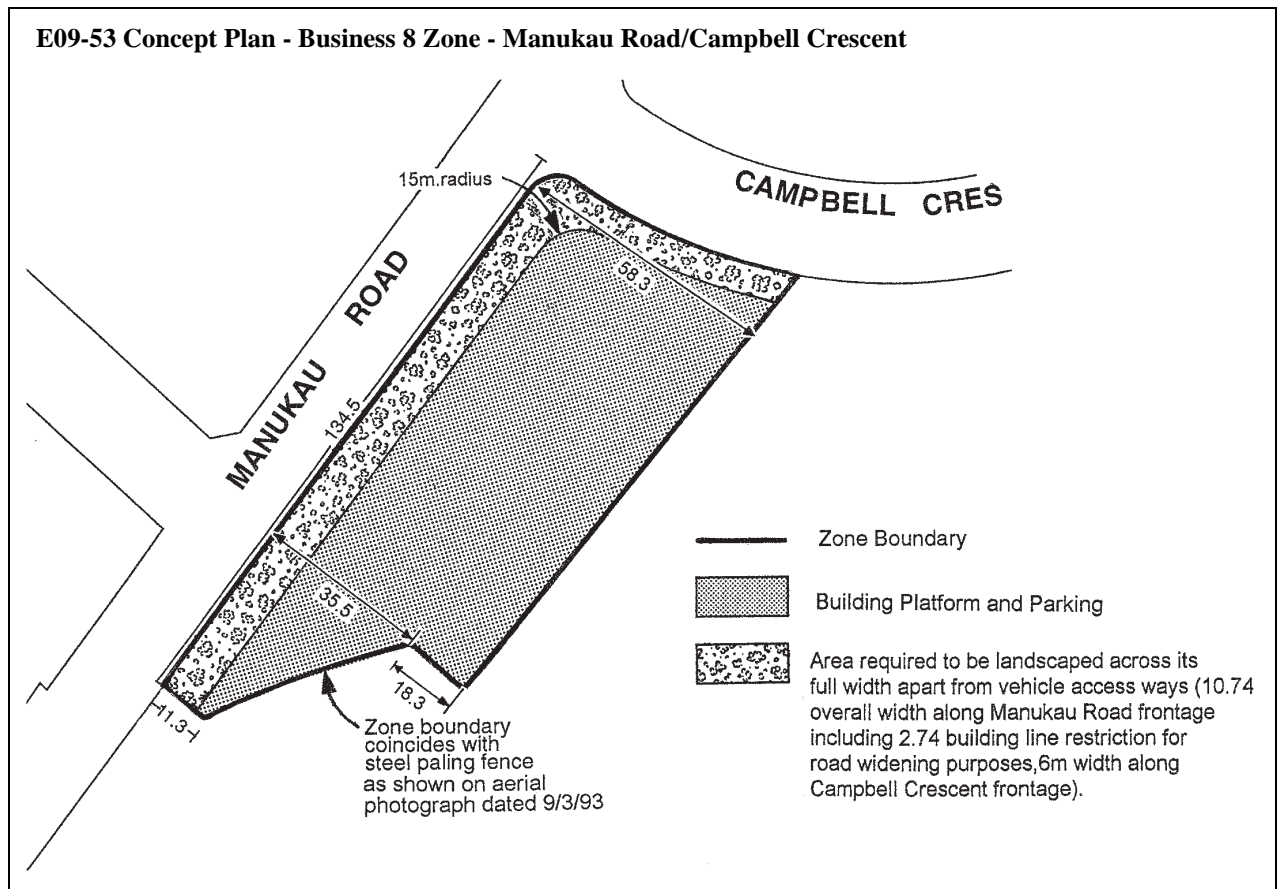
Criteria for Assessing Applications for Resource Consent

1. The general criteria to be addressed in assessing any application for a discretionary activity on the land shall be the same as those contained in Clause **8.7.3.2 GENERAL CRITERIA FOR ASSESSING**

DISCRETIONARY ACTIVITIES items (a) traffic generation; (b) parking; (c) access; (d) buildings; (e) noise; (f) development controls; (g) residential zone interface; (i) infrastructural constraints; (l) pedestrian safety and convenience; and (o) site amenity. The Council will assess the visual impact of vehicle access points to ensure that the landscaped strips are substantially maintained. Particular attention will be given to matters relating to traffic access and the visual treatment of the Campbell Crescent frontage, including landscaping. The landscaping so provided shall be required to be maintained to the satisfaction of the Council at all times.

2. Appearance of buildings shall be compatible with the local environment and of a similar or complementary scale and appearance to that of other buildings within the surrounding area. In particular, special consideration should be given to the selection of materials and colour of any proposed building on that part of the site within 36m of any point along the Campbell Crescent boundary to achieve a form of development that is compatible with the formal entrance to Cornwall Park and the nearby residential environment.
3. Activities marked # which have a gross floor area which exceeds 2000m² must demonstrate to the satisfaction of the Council that any significant adverse effects on existing centres zoned Business 2, 3 or 8 can be avoided by mitigation measures and/or by positive effects arising from the proposed development. The matters to be taken into account in assessing the effects on existing commercial centres are set out in Clauses **8.4.4 EXISTING CENTRES** and **8.7.3.3(1)** of the Plan.
4. There is concern about the spillover of parking onto adjoining roads, including the private roads and associated grass berms in Cornwall Park. Any application for a discretionary resource consent must demonstrate to the satisfaction of the Council that to avoid the spillover of parking on to adjoining roads or within Cornwall Park, sufficient parking will be provided within the Business 8 zone - Manukau Road/Campbell Crescent or other acceptable off-street parking arrangements have been made to provide for such carparking.
5. In order to retain a high quality landscape frontage, it may be appropriate that parking be located at the rear, sides or under any buildings or be hidden by mounding and planting on the Manukau Road frontage, and hidden by mounding and dense planting on the Campbell Crescent frontage of the property.





6. Any application for subdivision will be assessed against the objectives and policies of the Business 8 zone, the above criteria and the other provisions of this Concept Plan to ensure consistency with it, and the need to minimise the number of vehicle crossings through the landscaped area which is a matter of particular concern. In addition, there shall be only one vehicle access of up to 6m maximum width onto Campbell Crescent, irrespective of the number of lots having frontage to that road.

Explanation

The land on the south eastern corner of Manukau Road and Campbell Crescent is owned by the Auckland Trotting Club. Major changes have occurred in the horse racing industry since early 1980's that have affected the financial security of many clubs.

In the case of the Auckland Trotting Club, the reductions in patronage have led to several areas of the Club's land, which were previously used for carparking purposes, becoming surplus to requirements. The Club wishes to lease one such area on the Manukau Road frontage for a small number of business activities.

The Business 8 zone is intended to provide an appropriate planning framework to enable a limited range of ancillary commercial and community type

activities to establish on the property in a carefully controlled manner.

Retailing as a separate activity has been specifically excluded from the zone to discourage pedestrian movements across the Manukau Road and retain the existing predominantly non-retail character of the nearby area. Similarly manufacturing and other industrial type activities have been excluded as being inappropriate within the locality. The land affected by the Concept Plan is currently owned by the Club and the rules relating to subdivision are intended to apply solely for the purpose of leaseholding, so as to assist in supporting the continuation of the primary activity in the adjoining open space zone.

Particular emphasis is placed on landscaping the yards along the Manukau Road and Campbell Crescent. A high quality landscape frontage will be required to enable mature specimen trees to be established compatible with surrounding vegetation. The planting along Campbell Crescent shall link with the trees in Cornwall Park, and specimens along Manukau Road shall link in with existing trees.



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Access onto the Manukau Road is a particular concern because of the impact of traffic manoeuvring on a key arterial route. The Council will need to be satisfied that the free flow of traffic and traffic safety will be maintained.

E09-55 CONCEPT PLAN - GREENLANE WEST

This concept plan is to be read in conjunction with E09-32 Concept Plan - Alexandra Park

PART 1: ACTIVITIES

1.1 Dominant Activity

- Commercial

1.2 Permitted Activities

- The relocation of existing telecommunication facilities that comply with the development controls

1.3 Controlled Activities

- Ancillary activities not otherwise provided for as restricted discretionary or discretionary activities

1.4 Restricted Discretionary

- Commercial carparking (not including the construction of carpark buildings)
- Offices
- Restaurants, cafés and eating places
- Taverns
- Convention and conference facilities
- Healthcare services
- Entertainment facilities
- Visitor accommodation
- Construction of new buildings or external alterations and additions to existing buildings
- New internal vehicle, pedestrian and cycle access ways
- Use of underpass accessing Campbell Crescent

1.5 Discretionary Activities

- Retail premises
- Carparking buildings
- Subdivision

1.6 Explanation

The purpose of applying Business 8 zoning is to provide for a range of activities which complement the surrounding environment. The development

controls and assessment criteria are designed to ensure that the future built environment achieves the following environmental results:

- The enhancement of the overall amenity of the E09-32 and E09-55 concept plan areas and the Greenlane West corridor through the design of new buildings, structures and open space.
- The enhancement of the streetscape character of Greenlane West in the concept plan area by improving amenity and pedestrian access.
- The integration of all relevant urban design elements to create a safe and vibrant urban environment that complements and enhances the surrounding community.
- The development of an integrated vehicle, pedestrian and cycle access way system offering safe, attractive, convenient and clearly defined routes that align seamlessly with the existing internal and external roading network.
- The avoidance of conflicts between the users of the underpass accessing Campbell Crescent and other users of Campbell Crescent.
- Delineation of public and private areas through appropriate design measures and the mitigation of potential adverse effects within all interface areas.
- The creation of a landscape strategy which integrates existing and proposed landscaping and enhances the public and private open space structure, assists with the visual legibility of the area and complements new and existing buildings and structures.
- The protection of all heritage features identified in the concept plan by ensuring they are not adversely affected by future development.
- Mitigating potential adverse visual effects of the proposed inner track carparking facility on adjacent public areas.
- Minimising potential adverse effects on the spectator experience at race meetings on the E09-32 concept plan area.

PART 2: DEVELOPMENT CONTROLS

The following development controls have been formulated to promote a comprehensive and integrated development approach for the E09-32 and E09-55 concept plan areas. The controls also seek to ensure that the anticipated environmental outcomes identified in clause 1.6 above can be fully achieved.



2.1 Roading and Access Enhancement

The works listed below are required to be completed and funded by the landowner or nominee prior to the commencement of any on-site activity under this concept plan.

Note:

This does not prevent the construction of buildings, but will affect the subsequent use or commissioning of such buildings.

The nature of the works required to be carried out is:

- a) The construction of a 30m left-turn slip lane from Manukau Road northbound to Greenlane West as per E09-55(3);
- b) The construction of a new left-in/left-out vehicle crossing onto Manukau Road any associated internal access ways in accordance with E09-55(4);
- c) The construction of a left-turn slip lane on Greenlane West at Gate B as shown on E09-55(5);
- d) The construction of two vehicle and pedestrian racetrack underpasses and one pedestrian racetrack underpass as shown on E09-55(6) and E09-55(7); and
- e) The construction of internal vehicle, pedestrian and cycle access ways as per E09-55(6) and E09-55(2).

Prior to the commencement of the works described above, a comprehensive master plan of the internal vehicle, pedestrian and cycle access ways for the E09-32 and E09-55 concept plan areas shall be prepared and submitted with the first application for resource consent.

2.2 Building Platform

Building development is limited to the building platforms shown in E09-55(1). Within these areas building coverage can occupy a maximum of 50% of the building platform area. The building platform areas total 11,275m².

2.3 Maximum Height

The maximum height of all buildings shall be 21m.

2.4 Building Setbacks, Frontages and Modulation

- a) No building shall exceed 60m in length (excluding basements).
- b) Physical separation shall be established between buildings to create a 1:1 ratio between the height of the buildings and the width of the separation between them.

- c) Buildings shall generally abut a minimum of 70% of the building platform area's Greenlane West frontage, although minor modulation and variation along this frontage will be permitted.
- d) No buildings shall be located in the 8m setback noted as the Greenlane West road frontage on E09-55(1).

Note:

This rule does not exclude the erection of a bus stop shelter within the setback as a permitted activity in accordance with E09-55(8).

- e) The following minimum landscaped permeable surface areas, as illustrated in E09-55(1) are required:

i) Greenlane West Road Frontage	50%
ii) Interior Site	15%
iii) Exterior Perimeter excluding Green Lane West	20%

2.5 Pedestrian Linkages

The vehicle access routes linking Greenlane West to the concept plan area and track underpass shall include pedestrian footpaths with a minimum width of 2m.

Pedestrian connections must be provided with Greenlane West via the main entrance to the concept plan area (Gate E) and a secondary entrance (Gate D). These connections shall be constructed so as to accommodate projected pedestrian flows.

In addition to pedestrian connections at Gates E and D, there shall be at least one other direct pedestrian connection between Greenlane West and each of the building platform areas. These pedestrian connections must be co-ordinated and integrated with the design of building entrances, plantings, building gaps and building setback features as per E09-55(1) and E09-55(2).

Indicative Pedestrian linkages are shown on E09-55(2).

2.6 Vehicle Access

Vehicle access shall be located in the positions shown on E09-55(1) and E09-55(2), and shall be designed in accordance with Rule 12.8.2 ACCESS of the Plan.

2.7 Parking

All activities must provide parking to the standard set out in Part 12 TRANSPORT of the Plan. There may be opportunities to share parking spaces with the E09-32 concept plan area. Any proposal seeking a reduction in the number of required parking spaces, due to carpark sharing arrangements with the E09-32



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concept plan area will require resource consent as a restricted discretionary activity. Any application will be assessed against Rule 12.9.1.2(c) CRITERIA FOR ASSESSING DISCRETIONARY ACTIVITIES of the Plan.

2.8 Signs

Refer to Clause 4.5 SIGNS of the Plan and Part 27 of the Auckland City Council Consolidated Bylaw.

2.9 Noise

a) External Noise Levels

Any external noise measurement shall not exceed the limits specified in the following table, measured at the boundaries of the concept plan area with the Open Space 5 zone;

Days	Hours	Noise Limit
Monday to Saturday	7.00am-10.00pm	L ₁₀ 50dBA
Sunday and Public Holidays	9.00am-6.00pm	L ₁₀ 50dBA
At all other times	At all other times	L ₁₀ 40 dBA or L _{max} 75 dBA or background L ₉₅ plus 30 dBA whichever is lower

Any noise measurement taken within the boundaries of the site shall not exceed the limits specified in the following table. These limited are in addition to those stated in the table immediately above:

Times	Noise Limit
7.00am-10.00pm	L ₁₀ 60dBA
10.00pm-7.00am	L ₁₀ 55dBA L _{max} 75 dBA

The noise levels in the above tables shall be assessed in accordance with the requirements of the NZS 6801:1991 "Measurement of Sound" and NZS 6802:1991 "Assessment of Environmental Sound". The noise shall be measured with a sound meter complying at least with the International Standard IEC 651 (1979): Sound Level Meters, Type 1.

2.10 Artificial Lighting

Refer to Clause 4.6 ARTIFICIAL LIGHTING of the Plan and Part 13 of the Auckland City Council Consolidated Bylaw.

2.11 Subdivision

Subdivision is a discretionary activity. Any application for subdivision will need to take into account Rules 11.5.2 to 11.5.6 RULES: SUBDIVISION of the Plan and the specific criteria of rule 3.10 of this concept plan. It is intended that any development and/or subdivision of the E09-55 concept plan area be undertaken in a manner that is integrated with the E09-32 concept plan area.

2.12 Relocation of Existing Telecommunication Facilities

Any existing telecommunication facility within the E09-55 concept plan area may be relocated within the E09-55 concept plan area provided it complies with the development controls and Rule 4A.4.6.B(iv) RULES: NETWORK UTILITY SERVICES of the Plan.

2.13 Explanation

The building platform areas illustrated in E09-55(1) have been configured to promote the following:

- The protection of existing viewing of the track area from the Epsom Stand on the E09-32 concept plan area.
- The establishment of a well-defined building edge to the Greenlane West frontage, the major focus and critical public interface.
- The provision of sufficient depth within the building platforms to enable buildings and open space to form comfortable, safe and attractive north facing spaces offering enhanced on-site amenity.
- The recognition of an important existing vehicle/pedestrian access point at the main entrance (Gate E) through the location of building platform areas.
- Internal vehicle, pedestrian and cycle circulation to other parts of the E09-32 and E09-55 concept plan areas.
- The provision of a buffer area between the building platforms and the race track that protects track viewing and provides an opportunity for planting.
- The establishment of adequate space between future and existing buildings and structures.



The maximum height has been established with reference to existing building heights in the area, notably the Epsom Stand on the E09-32 concept plan area (21m). Buildings of this height and scale are seen as necessary to achieve an attractive vertical (building height) to horizontal (street width) ratio of 1:1.5. This ratio is seen to provide an ideal level of spatial containment to the Greenlane West road corridor while also enhancing the overall streetscape amenity.

A building setback and frontage control has been imposed to establish a strong street edge to the main entrance to the concept plan area on Greenlane West, and on internal access ways. Notwithstanding this requirement, it is crucial that buildings are appropriately modulated to provide visual interest, establish legible scale and reduce overall bulk. It is equally important that building placements allow for attractive and sunny open space areas.

Given the scale and character of Greenlane West, the controls are not intended to encourage multiple small buildings along Greenlane West.

The development controls limit direct overlooking of habitable rooms or private open space areas of existing residential units. This should have the effect of creating and maintaining visual privacy for occupants of existing residential units.

The landscape area requirement for the Greenlane West frontage is intended to ensure that the public focus of the concept plan area results in enhanced amenity, improved accessibility for pedestrians and cyclists, enhanced visual permeability at street level, sufficient width to accommodate mature trees, and a scale that provides an appropriate transition zone between the road edge and buildings. The lower coverage requirements for the interior site and exterior perimeter areas anticipate underground parking and the need to establish transitional space between buildings and the outer boundaries of the concept plan area.

With a prominent public interface with Greenlane West, and the need to integrate vehicle and pedestrian circulation throughout the E09-32 and E09-55 concept plan areas, creating safe, physically integrated, visually prominent, convenient and attractive pedestrian and cyclist linkages is a fundamental component of the anticipated environmental results as per E09-55(2).

Establishing a safe and convenient vehicle access and circulation system that aligns with the pedestrian and cycle network, supports the needs of the concept plan area, and provides a high degree of linkage with existing development on the E09-32 concept plan area and the surrounding area, is highly desirable.

Retaining the existing vehicle access point to the site off Greenlane West is necessary to align with current traffic circulation in the wider area. Establishing safe and visually prominent pedestrian and cyclist crossings, along with the need to minimise the potential adverse visual effects of roading on the overall amenity of the area, are also key considerations as per E09-55(2).

The roading and access enhancement works required and described in rule 2.1 are intended to align the level of development provided for with the capacity of the surrounding road network, subject to those works being carried out. As required by rule 2.1, those works must be carried out prior to the commencement of any on-site activity under this concept plan. This does not, however, prevent the construction of buildings, but will affect the subsequent use or commissioning of such buildings.

PART 3: ASSESSMENT CRITERIA

The following assessment criteria have been developed to assist with the assessment of future development proposals for the concept plan area. The Council's discretion or control will be limited to these criteria when considering any application for a controlled or restricted discretionary activity within the concept plan area. The Council can impose conditions in respect of any of these criteria.

The Council may also consider these criteria when assessing an application for a discretionary activity.

3.1 Land Uses

- a) The extent to which any adverse effect on other land uses/activities within the E09-32 and E09-55 concept plan areas are avoided, remedied or mitigated; and
- b) The extent to which any adverse effects on adjoining areas are avoided, remedied or mitigated, with particular regard to measures that will avoid, remedy or mitigate adverse reverse sensitivity effects on the established activities of the Auckland Showgrounds.

3.2 Pedestrian and Cyclist Access and Circulation

- a) The extent to which the pedestrian and cyclist access and circulatory system connects with the surrounding network in a safe, clear and attractive manner. This is particularly important along the Greenlane West frontage, where the public nature of the street demands a visually interactive interface. The design of building frontages should promote this relationship. There must be visually prominent pedestrian and cyclist connections between the concept plan area and Greenlane West, and with the existing network in the E09-32



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concept plan area, as indicated on E09-55(2) and in the development controls;

- b) The extent to which the pedestrian and cyclist network offers:
- Clear signage.
 - A hierarchy of access ways.
 - Attractive co-ordinated surfaces and plantings.
 - A minimum footpath width of 1.6m.
 - Measures to ensure pedestrian and cyclist gates at the perimeter of the concept plan area are kept open at all times.
- c) The extent to which the proposal establishes safe, clear and attractive pedestrian and cycle linkages into the E09-32 concept plan area including the inner track area and the main track and stand complex. The desirable outcome is a safe, clearly understood and attractive pedestrian and cycle way system which is compatible with the vehicle network, fully integrated with the neighbouring pedestrian and cyclist network, while offering a co-ordinated design vocabulary (surfaces, landscaping, signage and street furniture). Pedestrian and cycle access points along street frontages should explore visual linkages with spaces and key visual features beyond the street environment as per E09-55(2).
- d) The extent to which measures are employed to discourage unauthorised through site traffic ("rat running").

3.3 Traffic, Vehicle Access, Circulation and Parking

- a) The actual or potential traffic effects of the activity having regard to the roading mitigation works required under rule 2.1 and peak hour vehicle trip generation threshold of 600 vehicle movements per peak hour assessed using the trip rate and development potential in the table set out below:

Activity	Trip Rate	Development Potential
Offices	2/100m ²	30,000m ²
Commercial Carparking	1/carpark	600 carparks
Restaurant, Café & Other Food/ Beverage excluding Taverns	5/100m ²	12,000m ²

Activity	Trip Rate	Development Potential
Taverns	5/100m ²	12,000m ²
Entertainment Facilities	10/100m ²	6,000m ²
Convention/ Conference Facilities	1/3 people	1,800 people
Visitor Accommodation	0.5/room	1,200 rooms
Healthcare Services	12/100m ²	5,000m ²
Retail Premises	12/100m ²	5,000m ²

Explanation:

The peak hour vehicle trip generation rates set out above were assessed as being appropriate in August 2005 to provide for the existing on-site activities, the development of the concept plan area and to provide for the continuing function of the Greenlane West/Manukau Road intersection. Every application for resource consent should demonstrate that it will not adversely affect the operation of the Greenlane West/Manukau Road intersection having regard to the actual and potential peak hour traffic flows across the E09-32 and E09-55 concept plan areas. Without restricting any of the above, the Council may, therefore, impose conditions in respect of the peak hour trip generation of an activity and/or peak hour trip generation monitoring and reporting across the E09-32 and E09-55 concept plan areas, or any individual activity on an annual basis.

- b) The extent to which the proposed internal vehicle, pedestrian and cycle access ways and associated traffic management plan remedy or mitigate any adverse effect on the roading network in the immediate neighbourhood. In particular whether the mitigation work in rule 2.1 has been or will be carried out;
- c) Whether it is necessary to signalise the intersection of Manukau Road and Campbell Crescent (south);
- d) The extent to which carparking areas are designed and located:
- To be lit at night whilst avoiding adverse effects related to light spill and glare.
 - To be well ventilated if enclosed.
 - To be away from the road frontage.



- To be landscaped appropriately.
- e) Whether off street loading spaces are provided for the efficient loading and unloading of services and delivery vehicles;
- f) The extent to which the roading plan complements and supports other urban design considerations such as pedestrian and cycle circulation, landscaping, open space and visual connectivity, rather than dominate them. To this end, vehicle access and circulation should be safe and efficient, easy to negotiate and not detract from the amenity values of the concept plan or adjoining areas. Likewise, parking and service areas should be sensitively located and designed so as not to detract from the overall amenity of the concept plan or adjoining areas. In this regard, the adverse visual effects of large areas of parking should be mitigated as per E09-55(1) and E09-55(2); and
- g) The extent to which the travel plan submitted with a proposal uses tools and targets to encourage people to travel by alternative modes of transport other than by private car, including public transport, walking and cycling and ride sharing. The travel plan shall include the following:
 - Information on existing vehicle, public transport, cycle and pedestrian infrastructure.
 - Details on the initial implementation and continued development of the travel plan.
 - Methods to achieve and monitor the objectives of the travel plan.
 - A description of facilities to encourage alternative means of transport such as staff showers and bicycle racks.

3.4 Streetscape Character

The Greenlane West frontage, which provides the concept plan area's major interface with the public realm, is the primary reference for future development. Therefore:

- a) Development proposals will be assessed against the extent to which proposed streetscape features, including building facades, complement and enhance the existing streetscape character and amenity values of Greenlane West through:
 - i) Complementary plantings that strengthen existing themes while enhancing both streetscape character and pedestrian amenity. The streetscape should maintain existing landscape features associated with tree plantings (large pohutukawa trees grouped at

intersections, with karaka and taraire as sub-dominant species);

- ii) Appropriate building heights and setbacks which complement existing development on the south side of Greenlane West to produce a visually balanced streetscape character;
 - iii) Prominent pedestrian and cyclist entry treatments which are easily recognised from the street and which enhance streetscape amenity;
 - iv) A high level of visual connectivity between the street and the concept plan area; and
 - v) The avoidance of solid blank walls, long continuous buildings, or highly fragmented building forms (numerous small buildings) along Greenlane West.
- b) Development proposals will be assessed against the extent to which internal streetscape features complement and enhance the existing internal streetscape character and amenity values of the E09-32 and E09-55 concept plan areas through:
 - i) Complementary planting that strengthens the existing character to enhance both streetscape character and pedestrian and cyclist amenity;
 - ii) Pedestrian and cyclist entry treatments which are easily recognised from the street and which enhance streetscape amenity;
 - iii) Protection of race track viewing from the Epsom Stand on the E09-32 concept plan area;
 - iv) Appropriate building heights, frontage widths and setbacks which produce a visually balanced streetscape character;
 - v) A high level of visual connectivity between the street and site development; and
 - vi) A more appropriate scale to pedestrians and cyclists than the streetscape features of other parts of Greenlane West.

3.5 Site Layout and Building Design

- a) The extent to which buildings front the street and open spaces in a positive manner, activating those spaces and facilitating passive surveillance. Pedestrian and cyclist entrances should be provided directly off the street.
- b) The extent to which new developments are visually compatible in scale with the immediate streetscape and surrounding buildings.

Visual compatibility can be achieved through a variety of means whilst still allowing buildings to achieve permitted heights and coverage. Methods



to moderate the apparent bulk and scale of a building include consideration of the articulation of a building's form and surface treatment. Methods to achieve this include, but are not limited to:

- Roof forms.
 - Inclusion of verandas and balconies.
 - Window placement.
 - Façade modulation.
 - Building setbacks, gaps and protrusions.
 - Variations in materials and colours.
- c) The extent to which buildings focus on establishing a high level of connectivity with the Greenlane West corridor. The scale, function and overall width of Greenlane West requires a bold architectural approach. It is, therefore, important to ensure that resulting building heights, massing and frontage widths provide a balanced effect with the south side of Greenlane West to achieve an integrated streetscape character;
- d) The extent to which building forms and façade treatments reduce the overall bulk of a building and provide visual interest through façade modulation, setbacks, contrasting materials and colours, roof forms and building openings;
- e) The extent to which the site layout and building design promotes crime prevention and personal safety;
- f) Whether solid waste storage facilities are located or screened from public view. A designated area should be set aside to provide for solid waste storage facilities and should include adequate space for both recycling and general waste bins; and
- g) The extent to which interior uses of buildings are reflected in their exterior treatments. For example, residential buildings should display a more domestic scale and character than non-residential buildings.

3.6 Open Space Structure and Features

- a) The extent to which the proposed open space and associated features are integrated with the internal and external context of the concept plan area. In this regard open space should be used to complement and enhance the vehicle, pedestrian and cycle access ways, building design, visual connectivity, personal safety, way finding in general, streetscape character and general amenity. Communal open space that encourages social interaction and promotes safety is seen as highly desirable;

- b) The extent to which visual and physical connections are provided between open space and the surrounding pedestrian and cyclist circulation network;
- c) The extent to which at least one visually prominent open space connection is established between Greenlane West and each of the identified building platform areas. These open space connections should be integrated with building gaps, setbacks and other building entry features in those buildings with direct frontage onto Greenlane West; and
- d) The extent to which open space offers a sunny aspect and comfortable scale and proportion relative to the built environment that contains it. There should be a high level of visual connectivity with adjoining spaces within the open space network, and plantings and surfaces should be designed to assist in way finding as well as providing an attractive setting.

3.7 Interface Areas

3.7.1 Race Track Area

The extent to which the following potential adverse effects from incompatible uses and activities are successfully mitigated and managed:

- a) Pedestrian or cyclist and vehicle conflicts;
- b) Pedestrians or cyclist or vehicle conflicts with horses;
- c) Visual impact of parking areas on the amenity of track environment; and
- d) The extent to which future uses/activities proposed do not adversely affect views of the track from the Epsom Stand. All new plantings, fences, signs and other features should be no higher than 1m.

3.7.2 Heritage Features

The extent to which any existing heritage values are protected and integrated with new development.

The existing brick wall and associated iron gates and ticket booth building at Gate D on Greenlane West on the E09-32 concept plan area have been identified as having heritage value and are scheduled under Part 5C HERITAGE of the Plan. As such, it is important that any proposed development maintains or enhances the value of these features rather than reduce their visibility and overall contribution to the history of the City's urban fabric. This outcome could be achieved through contrast or complementarity and may be as subtle as a re-expression of materials and/or proportions and forms of one or more of the identified features.



3.8 Safety

The extent to which the following safety provisions are addressed:

- a) Provision and continued provision for informal surveillance of public and semi-public areas including streets, parks, plazas and through-site links where practical by:
 - i) The location of doors, windows and other openings associated with working areas, so that they overlook and interact with the public and semi-public areas;
 - ii) Ensuring that walls and fences at the street edge have sufficient transparency or are of a low enough height to allow informal surveillance to occur;
 - iii) The avoidance of blank, windowless street level facades of buildings through the placement of doors and windows and by encouraging a mix of activities; and
 - iv) Ensuring new development does not compromise good informal surveillance of public and semi-public areas provided by existing developments.
- b) Provision for clear visibility and clear lines of sight:
 - i) Of building entrances and exits from the street; and
 - ii) From public areas into and through public and semi-public areas, such as plazas, landscaped areas, through-site links and lobbies.
- c) Provision of appropriate lighting of public and semi-public areas, including paths, parking areas, plazas, building entrances and exits. Details of a lighting plan showing lighting type and location may need to be provided as part of any resource consent application;
- d) Provision of clear definition between the boundaries of public, semi-public and private places through their design, layout and use of features such as lighting, landscaping, paving and signage;
- e) Avoiding the creation of potential entrapment spots (small, defined areas generally shielded on three sides by a barrier of some sort such as a recessed entrance or a gap in tall vegetation) and areas that may isolate users of public areas from public view. Potential entrapment spots are recesses in external walls next to pedestrian or cyclist routes/walkways/footpaths; and

- f) Controlling public access to private areas such as lobbies and car parks through design and management so as to reduce opportunities for crime against people and property.

3.9 Stormwater

- a) Whether any increase in the area of impervious surface increases stormwater discharges which result in additional adverse downstream effects and the measures proposed to mitigate such additional adverse effects in the short and long term; and
- b) Whether the proposal incorporates elements of "low impact design" such as rain gardens, on-site retention and re-cycling.

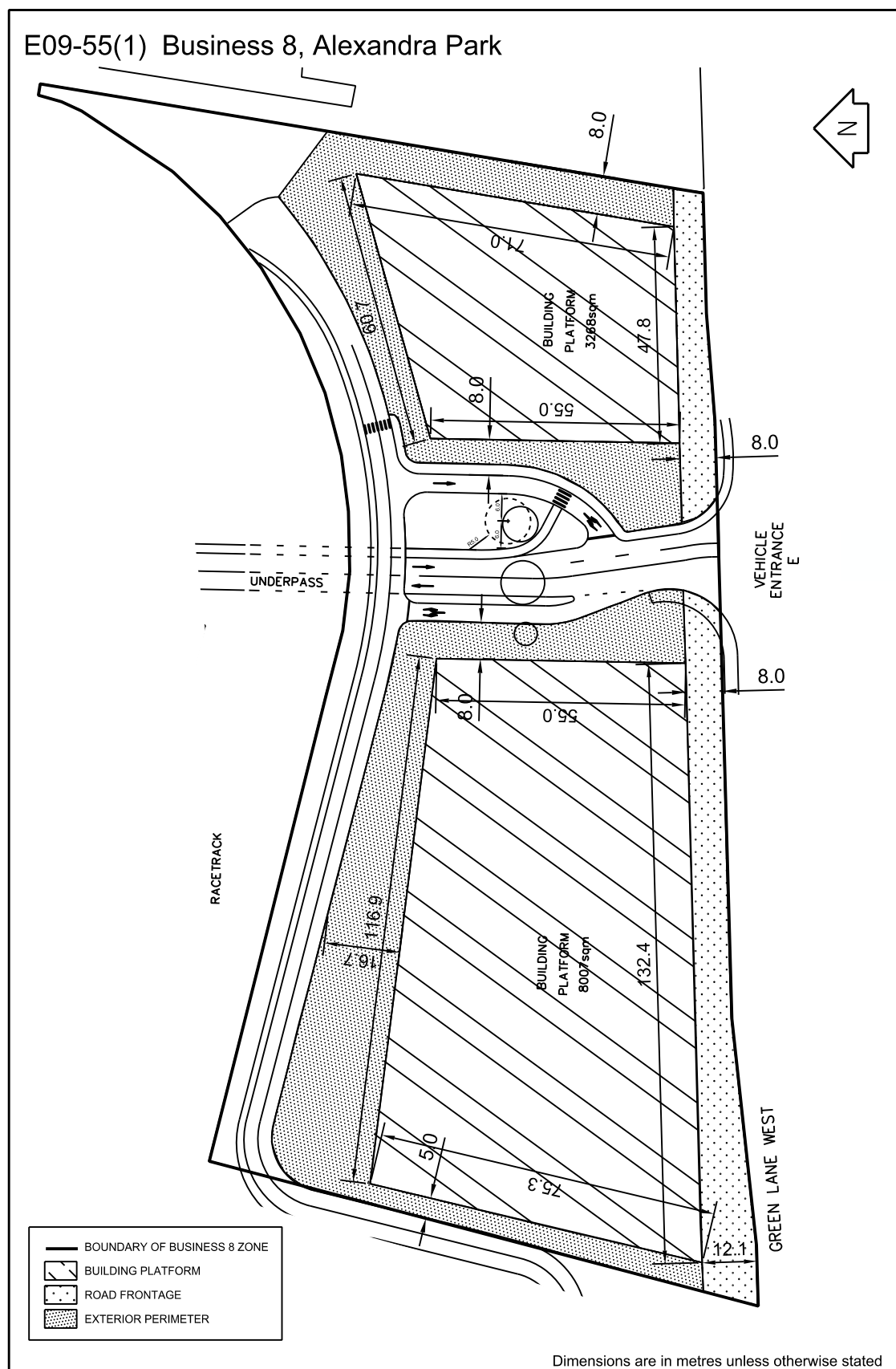
3.10 Site Management

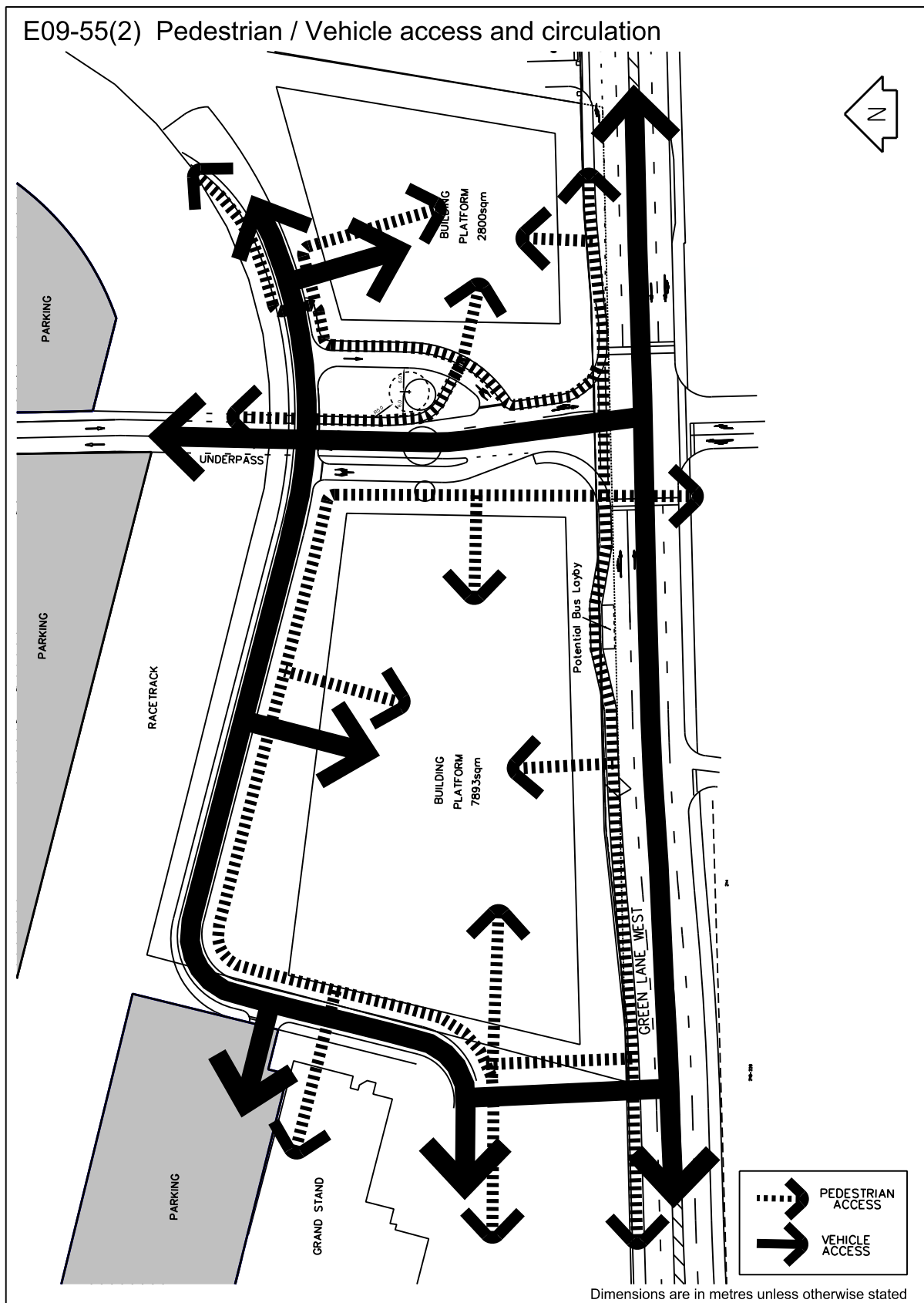
Whether the Council is satisfied that the arrangements necessary to ensure the continuing and integrated management of activities on the E09-32 and E09-55 concept plan areas by the landowner or nominee are implemented. These include:

- a) Carparking (including off-site carparking) to be tied to the particular activity it serves so that it cannot be used by other activities;
- b) Overall monitoring, reporting to the Council and methods for ensuring compliance with peak hour trip generation requirements (if any) across the E09-32 and E09-55 concept plan areas;
- c) Management of internal vehicle, pedestrian and cycle access ways to avoid unauthorised through site traffic ("rat running") and maintain pedestrian, cyclist and vehicular safety; and
- d) Easements over internal vehicle, pedestrian and cycle access ways to ensure access to each activity to the Council's satisfaction.

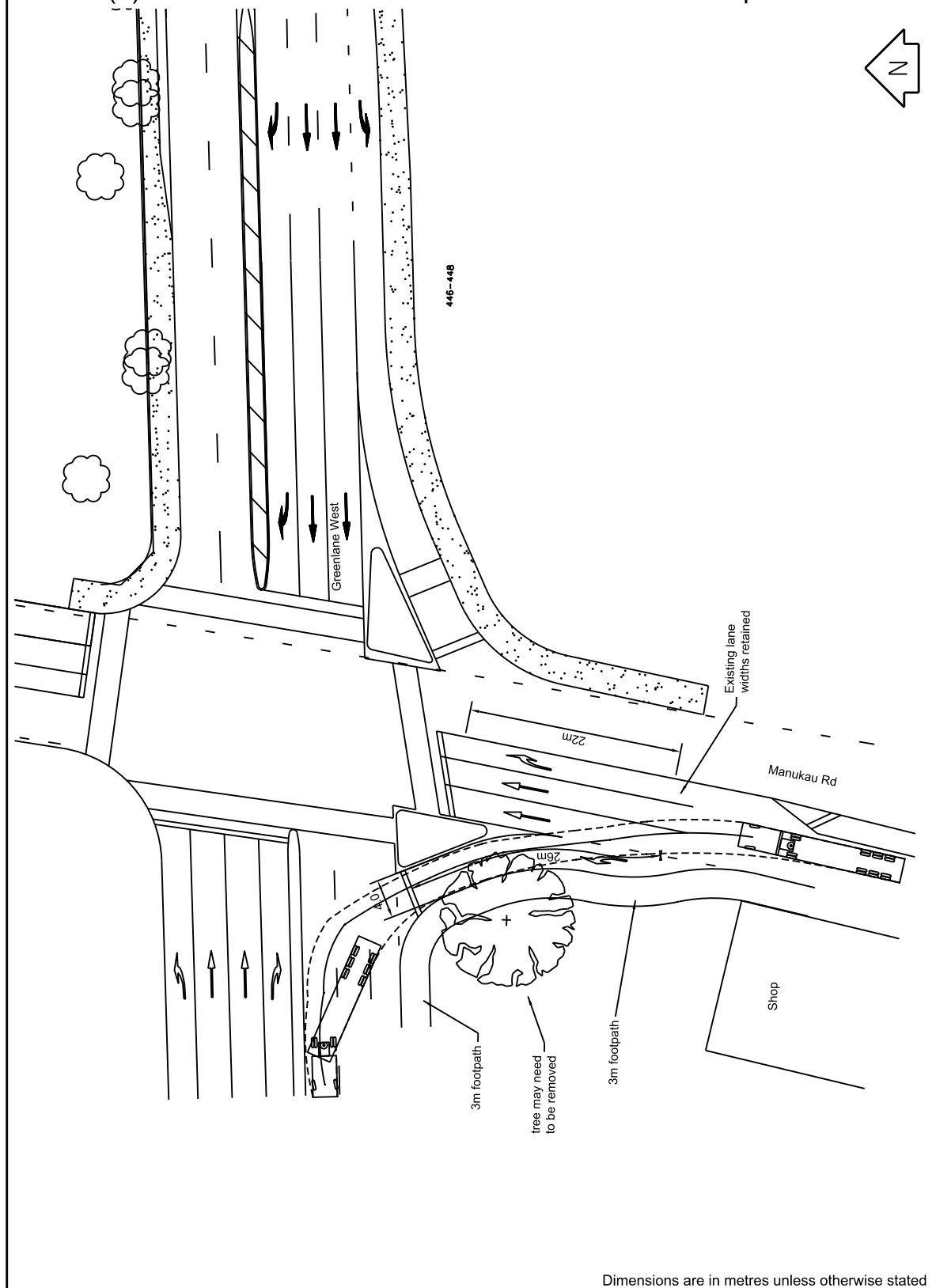


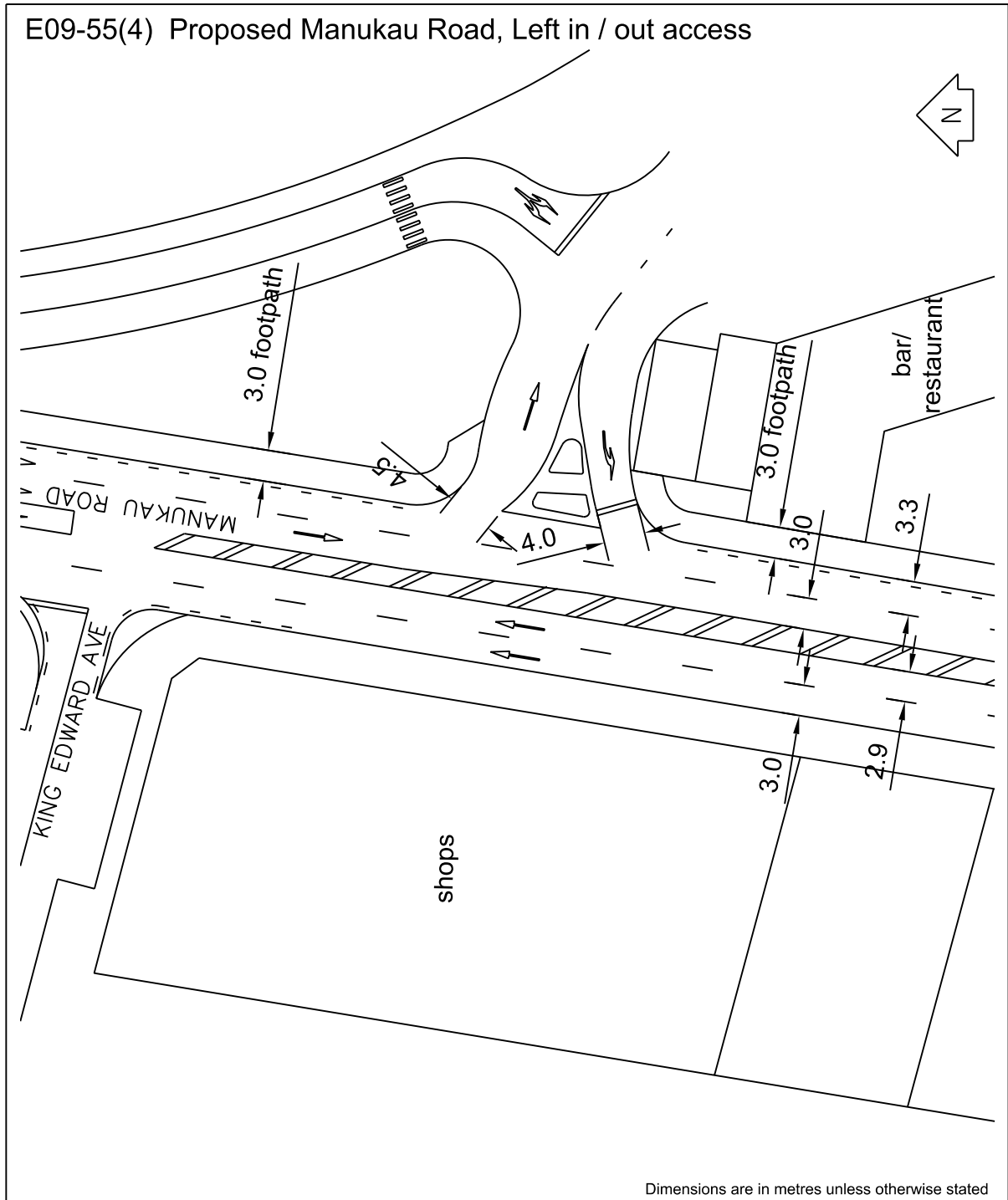
E09-55(1) Business 8, Alexandra Park

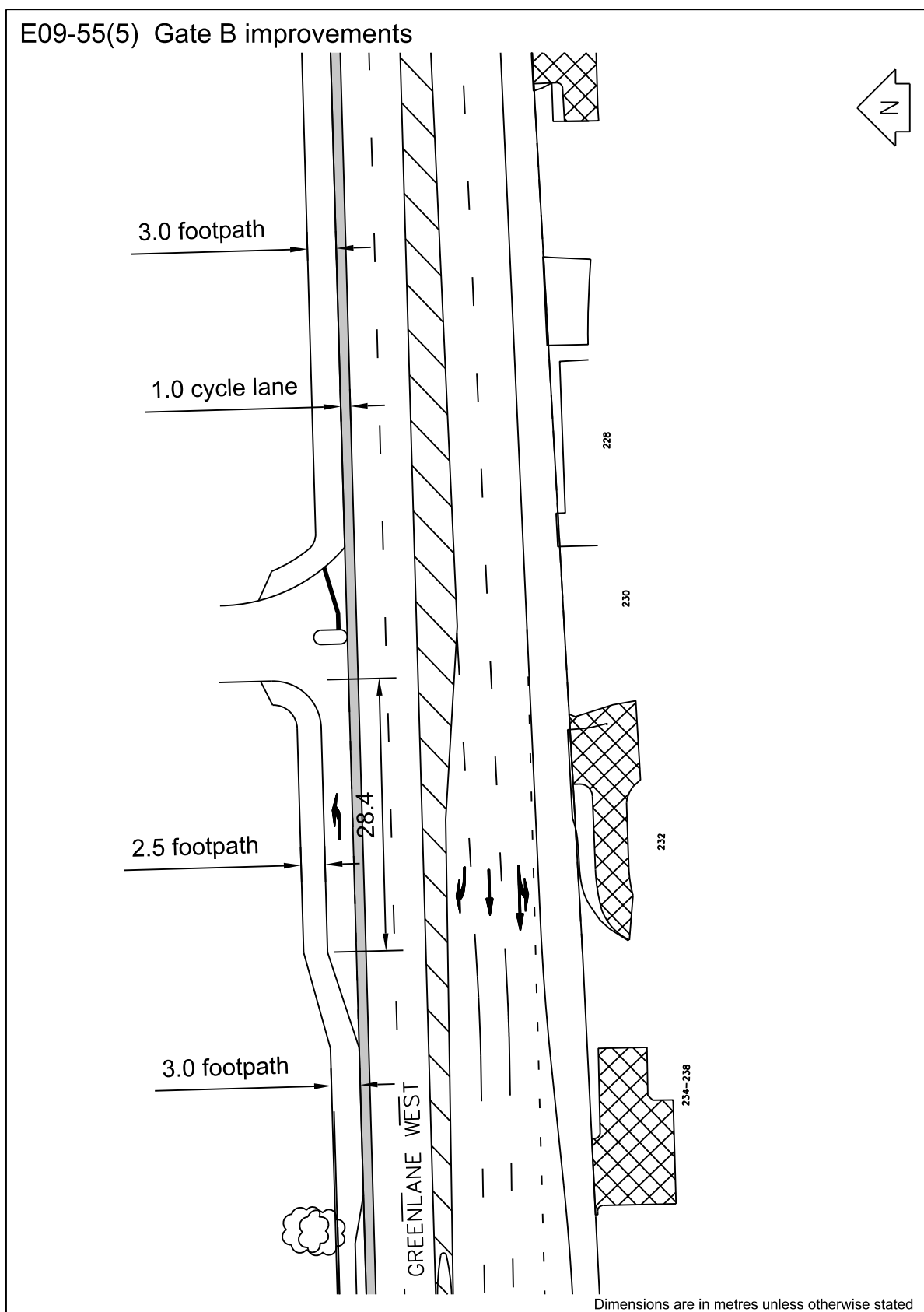


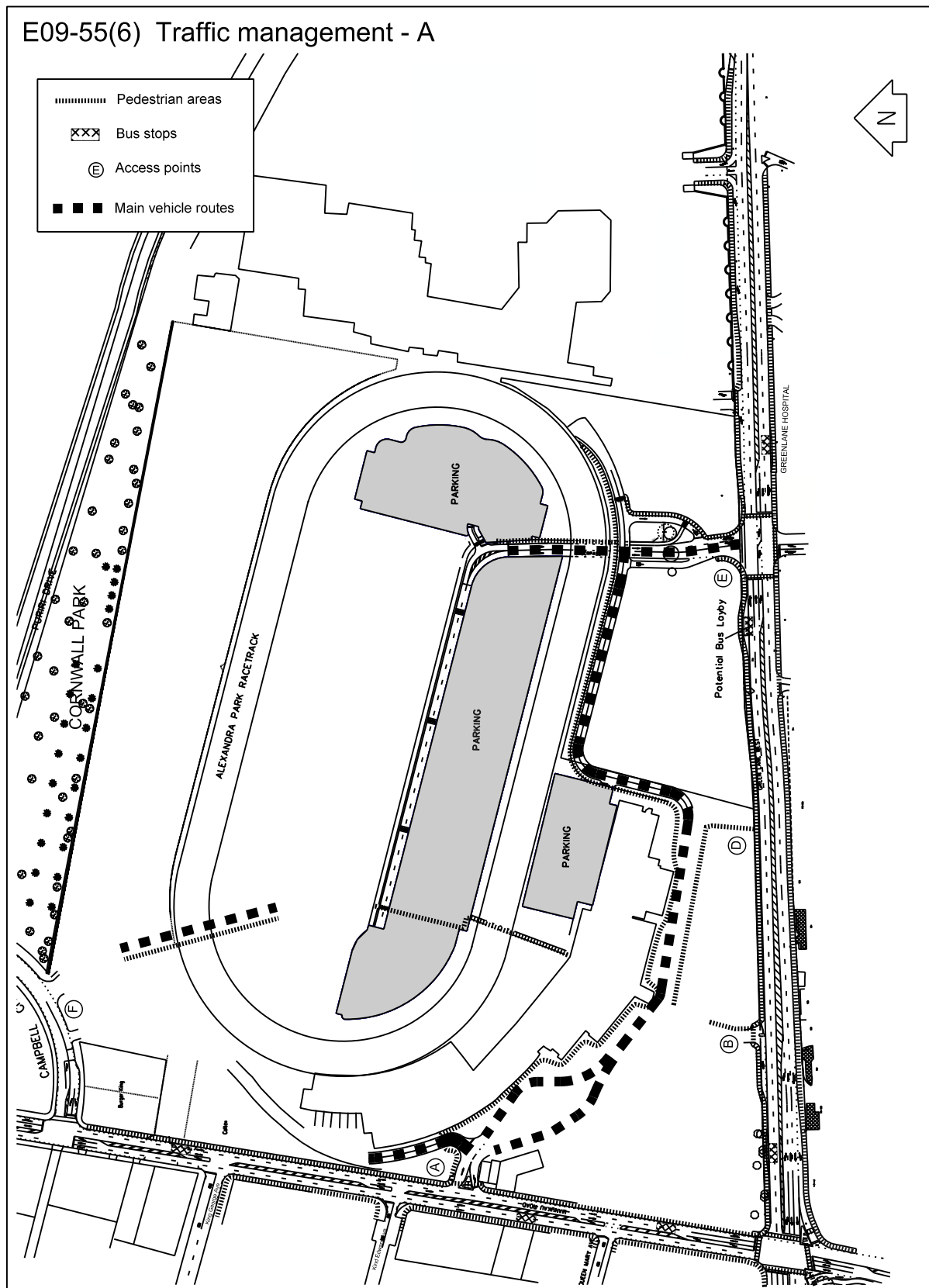


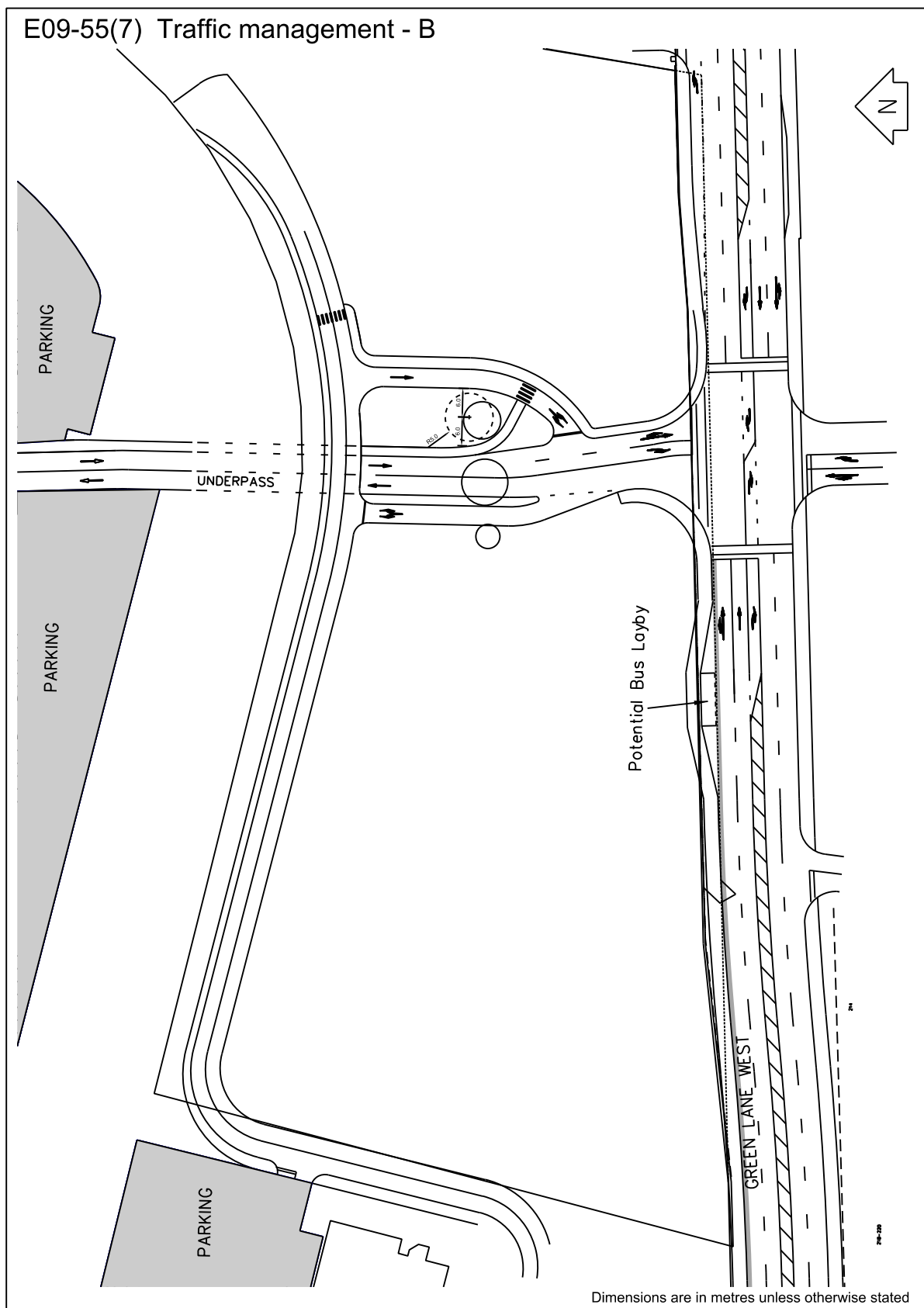
E09-55(3) Greenlane West / Manukau Road intersection improvements

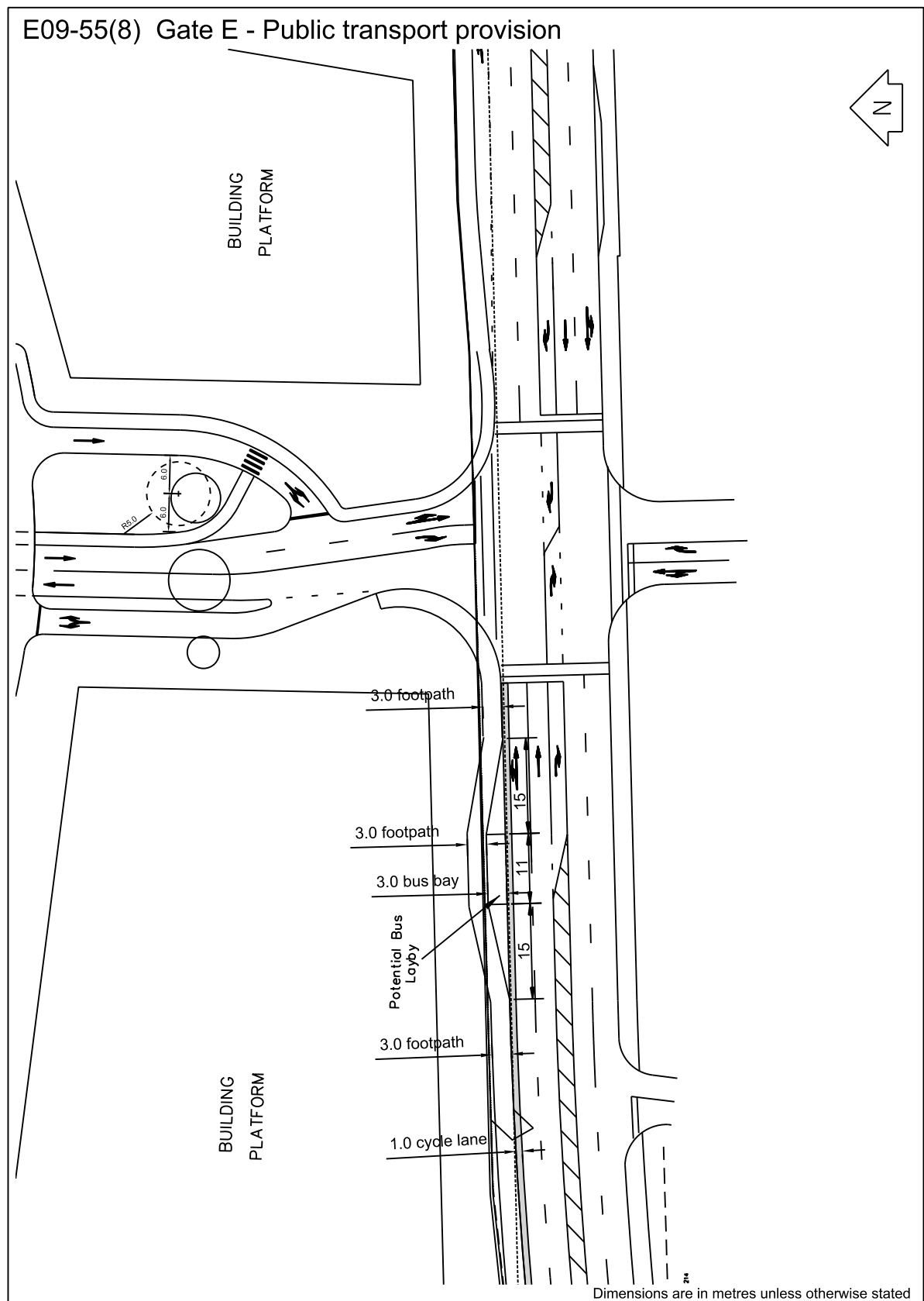




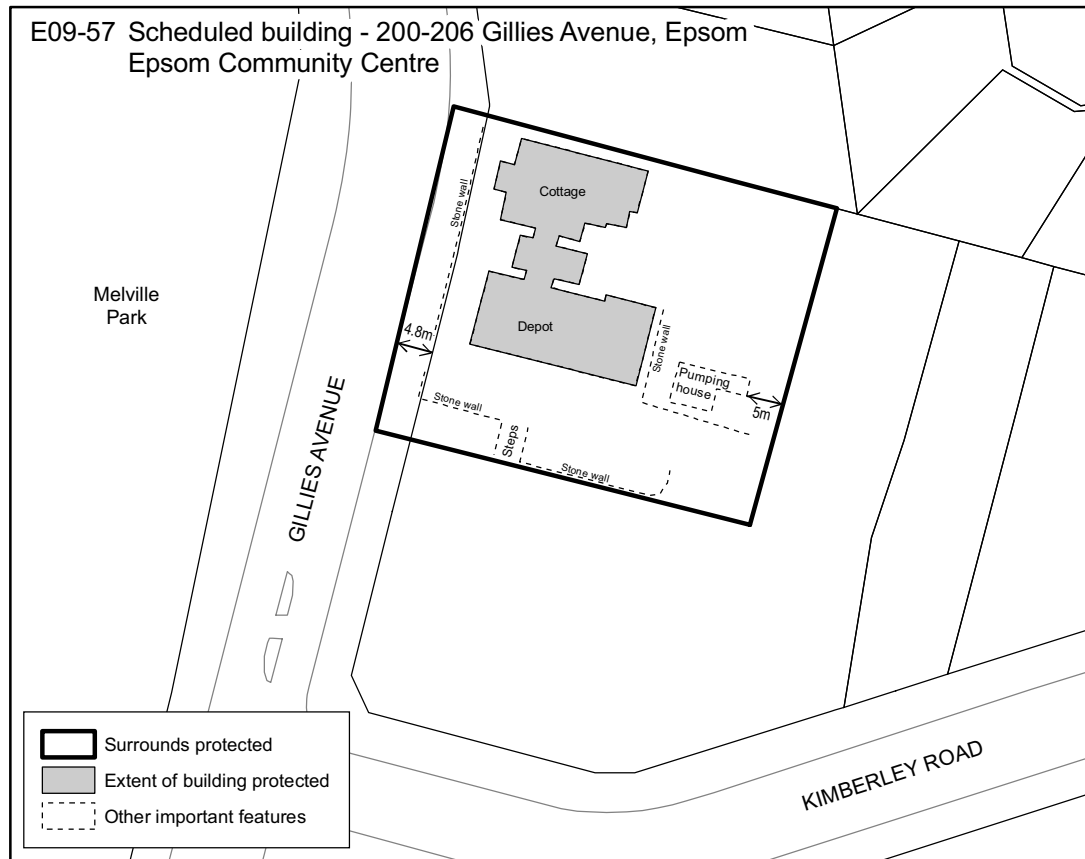








E09-57 SCHEDULED BUILDING, GILLIES AVENUE 200-206, EPSOM, EPSOM COMMUNITY CENTRE



E09-96 MAXIMUM HEIGHT CONTROL, 47A MT ST JOHN AVENUE

All development is subject to the development controls in clause 7.8 Rules: Development controls of the Plan, except Rule 7.8.1.2A which is changed to read:

A. Maximum Height

1. The maximum height of building on site at 47A Mt St John Avenue, Epsom is RL 103.37 metres being below the 7.3m special height limit.
2. Chimneys or similar structures shall not exceed the 7.3 metre limit.
3. Any application to exceed the height of RL103.37m shall be considered a discretionary activity.

E10-04 GREENLANE EAST, BETWEEN GREAT SOUTH ROAD AND REMUERA ROAD

1. That a landscape plan be submitted to the Council at the time of detailed design.
2. The short term construction effects including noise, visual effects and dust effects be reduced through appropriate construction methods.
3. The term for implementation of this designation shall be 12 years from the inclusion of the designation in the District Plan
4. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

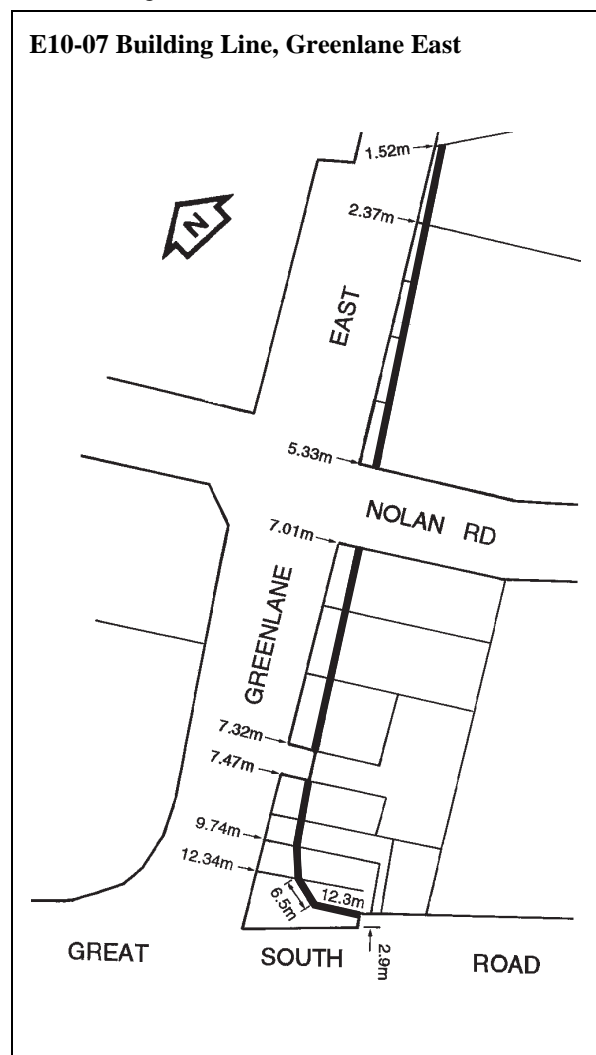


E10-07 BUILDING LINE FOR ROAD WIDENING, GREENLANE EAST

Development to be in accordance with the following -

1. That the term for implementation of this designation be 12 years from the inclusion of the designation in the District Plan, in accordance with Section 184 of the Resource Management Act 1991.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

See also Diagram E10-07



E10-12 REMUERA PRIMARY SCHOOL, DROMORNE ROAD

Development to be in accordance with the following -

1. The following trees shall not be cut, damaged, altered, injured, destroyed or partly destroyed other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

Provided that regular minor trimming or maintenance effected by hand operated secateurs or pruning shears, may be undertaken in accordance with accepted arboricultural practice, and that removal or trimming required to safeguard life and property is permitted without an outline plan.

2. No works shall be carried out within the dripline of the following trees other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

3. Carparking shall be provided at the rate of two carparks per classroom, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer, that a lesser level is appropriate.
4. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.



**E10-13 CORNWALL PARK PRIMARY
SCHOOL, GREENLANE WEST
(CORNER WHETURANGI)**

Development to be in accordance with the following -

1. The following trees shall not be cut, damaged, altered, injured, destroyed or partly destroyed other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;
- trees which are identified in the District Plan as scheduled trees as at 20 June 1995.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

Provided that regular minor trimming or maintenance effected by hand operated secateurs or pruning shears, may be undertaken in accordance with accepted arboricultural practice, and that removal or trimming required to safeguard life and property is permitted without an outline plan.

2. No works shall be carried out within the dripline of the following trees other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm;
- trees which are identified in the District Plan as scheduled trees as at 20 June 1995.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

3. Carparking shall be provided at the rate of two carparks per classroom, except where the Council accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer, that a lesser level is appropriate.

4. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

**E10-14 CONCEPT PLAN - GREAT SOUTH
ROAD, GREENLANE**

DOMINANT ACTIVITY: OFFICE AND RETAIL

PERMITTED ACTIVITIES

AREA A

- Care centres
- Carparking areas and/or parking buildings
- Healthcare services
- Offices
- Restaurants, cafes and other eating places with a total seating capacity, for the whole site, of 350 persons
- Retail premises

AREA B

- Offices

DEVELOPMENT CONTROLS

All development is subject to the development controls of Clause 8.8.3 **DEVELOPMENT CONTROLS FOR THE BUSINESS 8 ZONE**, except where specified otherwise on the Concept Plan.

1. **Building Platform**

Building development is limited to the building platform illustrated on the Concept Plan.

2. **Maximum Height**

12.5m above street level.

3. **Maximum Floor Areas**

Area A

Retail floorspace: 4668m²

Area B

Offices: 7500m².

4. **Amenity Strip**

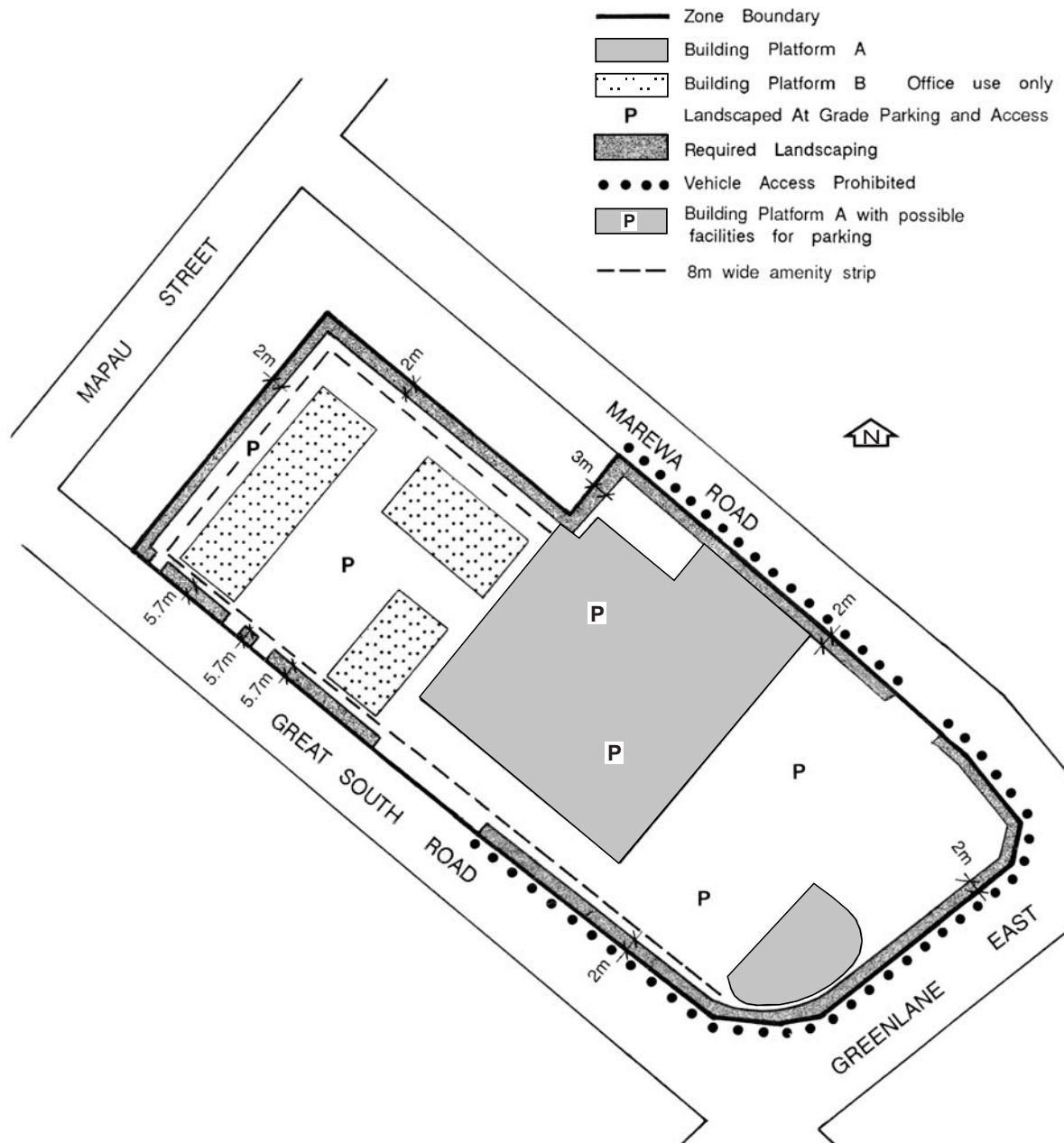
No buildings; storage of goods or materials; loading or manoeuvring of vehicles shall occur within the 8m wide amenity strip identified on the Concept Plan.

5. **Building in Relation to Boundary**

Rule 8.8.3.5 **BUILDING IN RELATION TO BOUNDARY** shall not apply to buildings located within the building platform identified on the Concept Plan



E10-14 Concept Plan - Business 8 Zone - Great South Road, Greenlane



APPENDIX B (PLANNING MAPS)

6. Amenity Buffers

Rule 8.8.3.6 **ACTIVITY BUFFERS** shall not apply in areas where required landscaping is identified on the Concept Plan

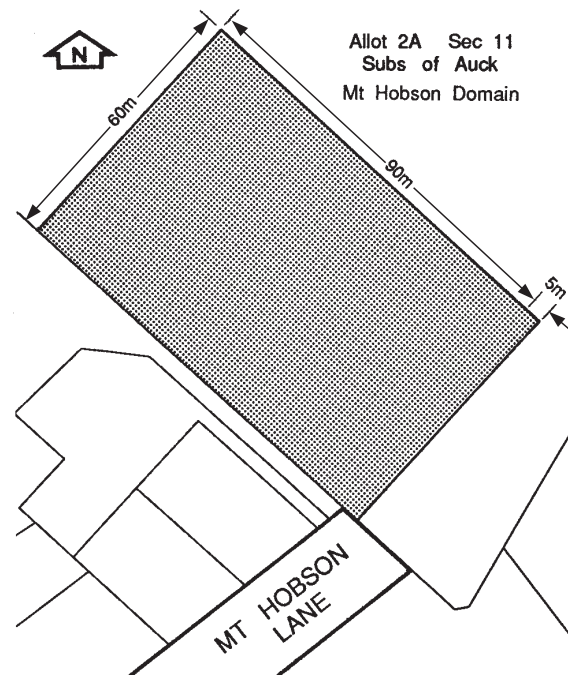
E10-15 WATER SUPPLY PURPOSES, MT HOBSON DOMAIN

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A of the Resource Management Act; or
 - (b) a notice to alter the designation, pursuant to Section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of Section 181(3) of the Act.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

See also Diagram E10-15

E10-15 Water Supply Purposes, Mt Hobson Domain



E10-16 COUNCIL CARPARK, GREENLANE WEST (NOLAN ROAD CORNER)

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A of the Resource Management Act; or
 - (b) a notice to alter the designation, pursuant to Section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of Section 181(3) of the Act.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.



**E10-17 COMMUNITY FACILITY (HALL),
GREENLANE WEST**

Development of this designation is subject to the following conditions -

1. All future development of the land shall be subject to the provisions of the Open Space 4 zoning of the District Plan (Isthmus Section) in relation to bulk, location and scale of buildings, parking provisions, landscaping and noise.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

**E10-22 CONCEPT PLAN - LAURA
FERGUSON TRUST FOR DISABLED
PERSONS**

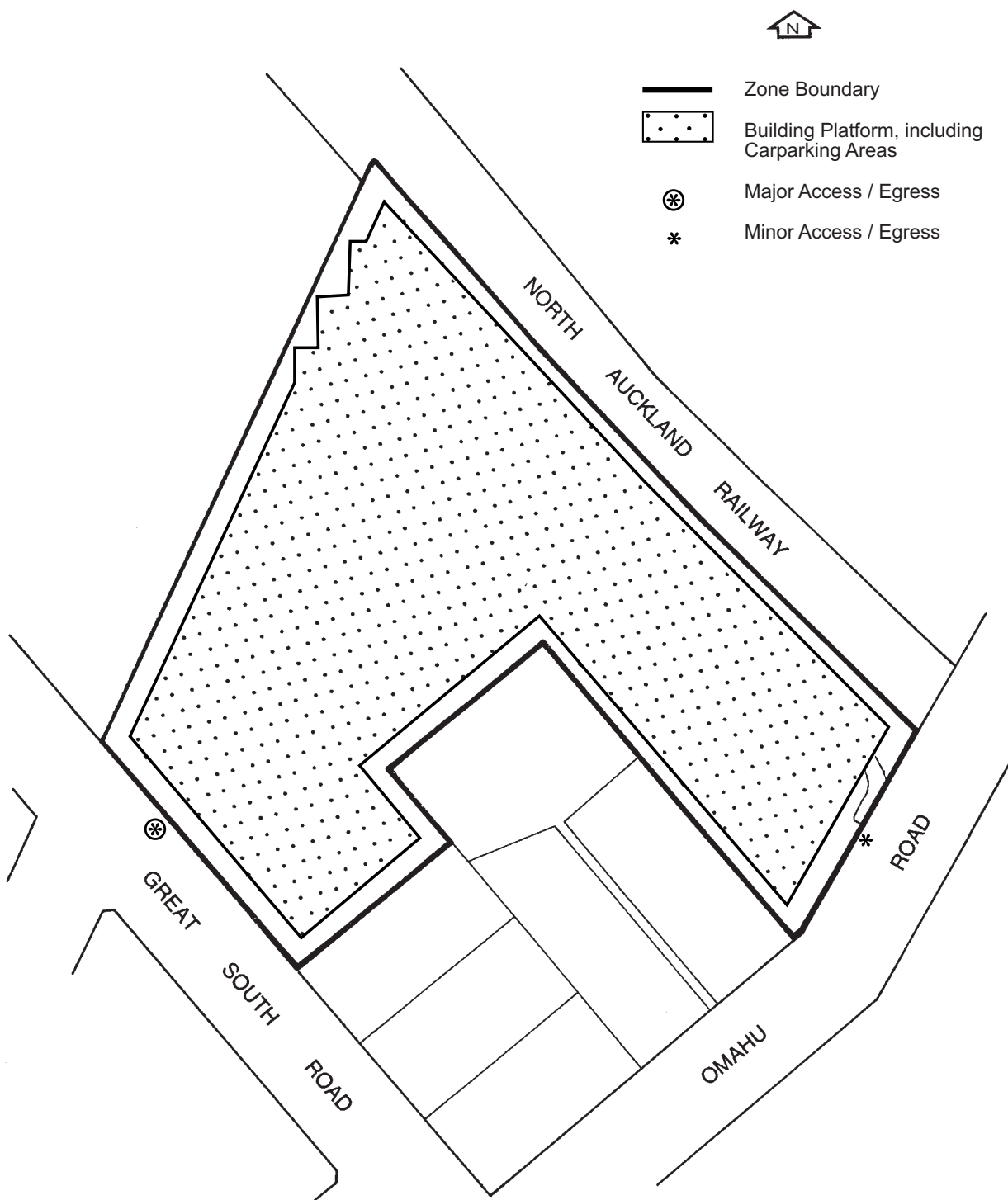
**DOMINANT ACTIVITY: RESIDENTIAL
ACCOMMODATION FOR DISABLED PERSONS**

PERMITTED ACTIVITIES

- Administrative facilities
- Care centre
- Carparking areas
- Healthcare services
- Maintenance and storage facilities
- Places of assembly associated with the primary use of the site
- Residential accommodation for disabled persons



E10-22 Concept Plan - Special Purpose 1 Zone - Laura Fergusson Trust for Disabled Persons



DEVELOPMENT CONTROLS

All development is subject to the development controls contained in Clause 10.8.1 ALL SITES SUBJECT TO CONCEPT PLANS IN THE SPECIAL PURPOSE 1 AND 2 ZONES of the Plan, except where otherwise specified below.

1. **Building Platform**

Building development is limited to the building platform illustrated on the Concept Plan.

2. **Maximum Permitted Height**

Area A: 12m.

3. **Maximum Building Coverage**

35% of net site area.

4. **Building in Relation to Boundary**

The provisions of Clause 10.8.1.3 BUILDING IN RELATION TO BOUNDARY shall apply.

5. **Minimum Landscaped Permeable Surface**

Not less than 40% of net site area shall be landscaped and maintained in such a manner as to create and preserve a good standard of visual amenity.

6. **Access/Egress**

One major access may be located at any point along the Great South Road frontage provided that it is no closer than 2m from the residential zone boundaries.

7. **Parking**

Parking for the site shall be one for every two employees plus one for every 5 disabled people the facilities are designed to accommodate.

8. **Screening**

Solid screen fencing not less than 1.8m in height shall be erected on the boundary of the residentially zoned properties with the exception of the boundary between 51 and 53 Omaha Road.

Solid screen fencing 2.5m high shall be erected on the boundary between Nos. 51 and 53 Omaha Road extending from a point 21m in from the Omaha Road frontage to the rear boundary of 53 Omaha Road.

9. **Signs**

No business signs shall be located on the Omaha Road frontage.

Explanation

The main purpose of the Laura Fergusson Trust for Disabled Persons is to provide a residential home for disabled persons. In addition there are short stay residents and some people who come for day care.

There is a need to safeguard the environment of adjoining residential properties. This is ensured through the development controls including the screening provisions.

Only a few of the disabled residents and visitors drive cars. However the site is required to provide adequate parking to ensure that congestion on the Great South Road is avoided and that the residential amenity on Omaha Road is protected.

E11-03 REMUERA INTERMEDIATE SCHOOL, ST VINCENT AVENUE / ASCOT AVENUE

Development to be in accordance with the following -

1. The following trees shall not be cut, damaged, altered, injured, destroyed or partly destroyed other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 8m in height or with a girth (measured at 1.4m above the ground) greater than 800mm.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

Provided that regular minor trimming or maintenance effected by hand operated secateurs or pruning shears, may be undertaken in accordance with accepted arboricultural practice, and that removal or trimming required to safeguard life and property is permitted without an outline plan.

2. No works shall be carried out within the dripline of the following trees other than in accordance with an outline plan submitted and processed in terms of Section 176A of the Resource Management Act 1991:

- indigenous trees (including the roots) over 6m in height or with a girth (measured at 1.4m above the ground) greater than 600mm;
- exotic trees (including the roots) over 9m in height or with a girth (measured at 1.4m above the ground) greater than 800mm.

In the case of a tree with multiple trunks (such as pohutukawa) the girth measurement shall be the aggregate or collective measurement of all trunks which have a circumference of 250mm or more.

3. Carparking shall be provided at the rate of two carparks per classroom, except where the council



APPENDIX B (PLANNING MAPS)

accepts, on the basis of a specifically commissioned parking study by an appropriately qualified engineer, that a lesser level is appropriate.

4. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

E11-05 CONCEPT PLAN - ELLERSLIE RACECOURSE



AREAS 1 AND 2

PERMITTED ACTIVITIES

- Care centres.
- Carparking areas and carparking buildings (including joint use of such facilities by 2 or more activities).
- Exhibitions and spectacles open to members of the public (including retail sales incidental to these activities).
- Conferences, meetings, receptions in existing buildings.
- Facilities designed to cater for visitors to race meetings (changing rooms, first aid rooms, food and souvenir sales, toilets, committee and officials rooms).
- Grandstands, viewing platforms and terraces.
- Offices associated with the racing industry in existing buildings.
- Race meetings and training.
- Racecourse administration with accessory buildings (including totalisator equipment, photographic or judicial viewing towers, storage and servicing of racecourse machinery and vehicles, glasshouses, plant nurseries, ticketing facilities and administrative offices).
- Retail premises in existing buildings associated with permitted activities.
- Retailing activities associated with the racing industry (eg saddles, silks, riding boats).
- Sale and auction of racehorses and stock conducted in compliance with the appropriate health regulations.
- Stabling and care of racehorses together with incidental buildings (including farriers shops and workshops).
- Temporary structures associated with any permitted activity (provided the structures are disassembled

within 4 months of erection).

- Ancillary activities to any of the foregoing.
- Vehicular access (internal).

RESTRICTED DISCRETIONARY ACTIVITIES

- Entertainment facilities in existing buildings.
- Non-permanent residential accommodation in existing buildings.
- Restaurants, cafes and eating places in existing buildings.

DISCRETIONARY ACTIVITIES

- Conferences, meetings, receptions not provided for as a permitted activity.
- Entertainment facilities not provided for as a restricted discretionary activity.
- Offices associated with the racing industry.
- Non-permanent residential accommodation not provided for as a restricted discretionary activity.
- Open-air fairs and markets.
- Restaurants, cafes and other eating places not provided for as a restricted discretionary activity.
- Temporary structures associated with any discretionary activity (provided the structures are disassembled with 4 months of erection).
- Retail premises not provided for as a permitted activity provided that the total gross floor area of retail premises which are not permitted activities does not exceed 200m² for all land subject to this Concept Plan.
- Tourist complexes.
- Ancillary activities to any of the foregoing.

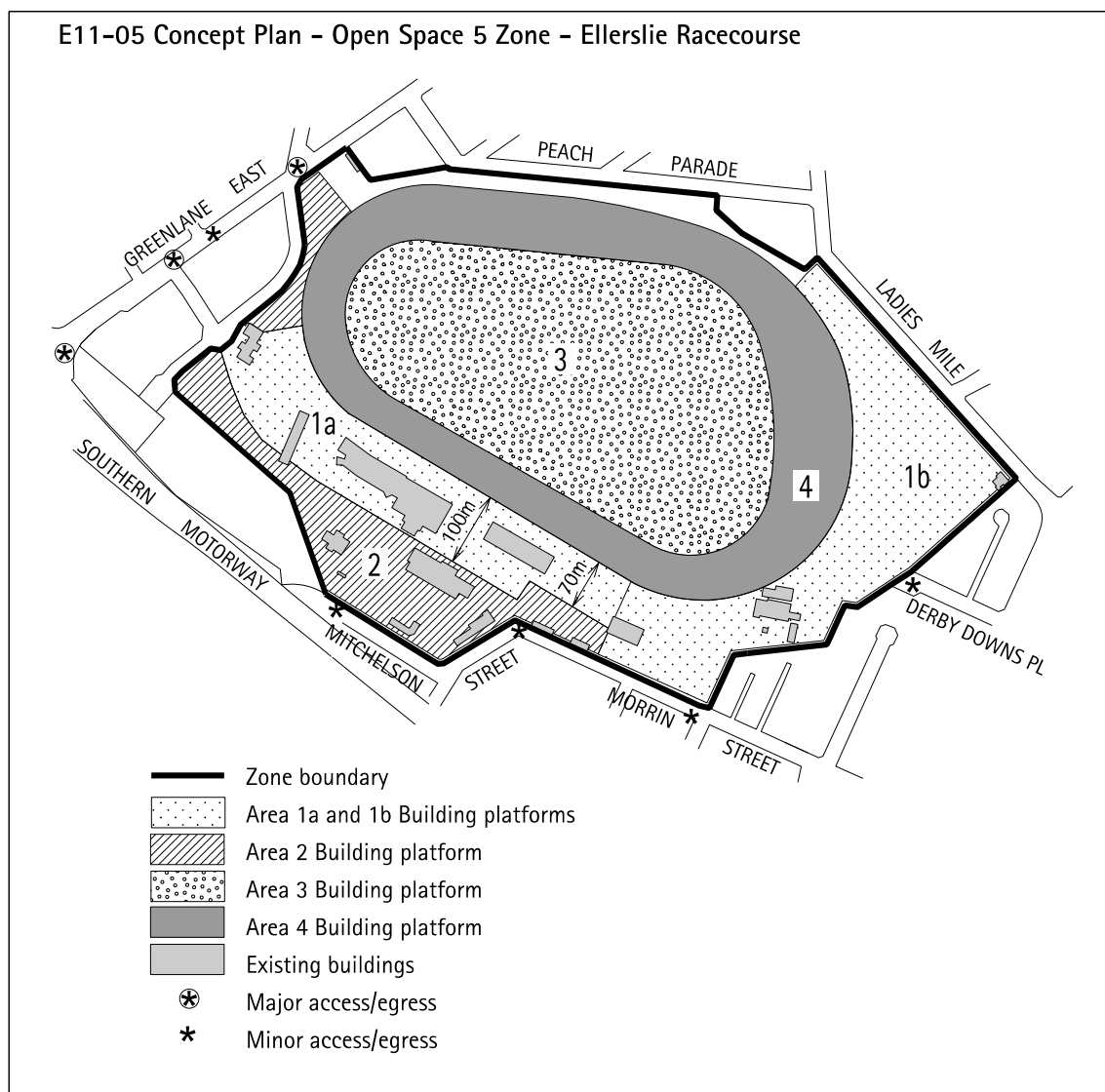
AREA 3

PERMITTED ACTIVITIES

The following activities shall be the only activities permitted in Area 3. Other permitted activities in the Open Space 5 zone are excluded.

- Exhibitions and spectacles open to members of the public (including retail sales incidental to these and temporary structures provided that these structures are disassembled within 4 months of erection).
- Carparking areas
- Organised sports and recreation activities, associated grounds and playing fields and associated facilities (including toilets, shelters, food sales and picnic area53s).
- Retail sales associated with organised sports and





recreation activities provided the sales are temporary, ancillary and incidental to the activities.

- Ancillary activities to any of the foregoing.
- Vehicular access (internal).

DISCRETIONARY ACTIVITIES

The following shall be discretionary activities in Area 3.

- Exterior lighting, fittings and supports
- Helicopter landings.
- Open-air fairs and markets.
- Artificial lighting producing an illumination in excess of 150 lux, measured at any point on the subject site in a horizontal or vertical plane at ground level.
- Ancillary activities to any of the foregoing.

AREA 4

PERMITTED ACTIVITIES

- Exhibitions and spectacles open to members of the public (including retail sales incidental to these activities).
- Structures in connection with the use of the track for horse-racing.
- Temporary structures ancillary to any activity on the racecourse as a permitted activity provided that the structures are disassembled within 4 months of erection.
- Ancillary activities to any of the foregoing.
- Vehicular access (internal).

DISCRETIONARY ACTIVITIES

- Open-air fairs and markets.



APPENDIX B (PLANNING MAPS)

DEVELOPMENT CONTROLS

1. Building Platform

Buildings may be constructed or relocated within the building platform shown on Concept Plan E11-05 provided development is in accordance with development controls and special controls for the site.

2. Maximum Permitted Height

- a) for any grandstand, viewing platform or terrace, whether roofed or open, fully enclosed on all sides or unenclosed, if located within Area 1a - 15.25m.
- b) for any building in Area 1b other than viewing towers - 10m.
- c) for viewing towers in Area 1b - 15.25m.
- d) for any building in Area 2 - 12m.

3. Maximum Building Coverage

- Area 1a: No maximum building coverage applies within this area
- Area 1b: 20% of Area 1b
- Area 2: 35% of Area 2
- Area 3: A total maximum of 500m² GFA of buildings may be constructed or relocated in Area 3.

4. Yards

All boundaries - 20m except that:

- a) Within Area 2, buildings not exceeding 9m in height may be located up to 6m from any boundary abutting the motorway, Mitchelson Street, Morrin Street and Greenlane East.
- b) ticket boxes and entry ports not exceeding 4m in height may be located:
 - i) within any yard abutting Mitchelson Street, Morrin Street or the motorway; and
 - ii) to within 6m of all other boundaries
- c) Within Area 1b, buildings may be located up to 6m from any boundary abutting Ladies Mile and Morrin Street.

5. Screening

Screening shall be in accordance with Clause [9.8.2.4.B SCREENING](#), but parking areas facing the Southern Motorway and Mitchelson Street shall be excluded from the provision.

6. Noise Controls

The L10 noise level and maximum level (L max) arising from any activity measured at or within the boundary of any residentially zoned property shall not exceed the following limits on all days including Public Holidays:

- (i) On any residentially zoned property on Mitchelson and Morrin Streets up to the intersection with Somerfield Street:

Times	dBA Level
7.00 am to 10.00 pm	L10 55dBA
10.00 pm to 7.00 am	L10 45dBA Lmax 75 dBA

- (ii) On any other adjacent residentially zoned property:

Times	dBA Level
8.00 am to 8.00 pm	L10 55dBA Lmax 85dBA
8.00 pm to 8.00 am	L10 40dBA Lmax 75 dBA

7. Tree Protection

Trees are protected in terms of Rule [5C.7.3.3C GENERAL TREE PROTECTION](#).

8. Parking

Parking for grandstands shall be provided at the rate of 1 parking space for every 4 persons the grandstand is designed to accommodate.

SPECIFIC CONSIDERATIONS

The dominant activity provided for on the site is horse racing and the activities normally associated with a racecourse. Additional activities have been nominated in recognition of the need to utilise a valuable resource at times other than on race days. However, these activities should not compromise the operation of the dominant activity.

There is a need to preserve the amenities of the surrounding residential area and to avoid any adverse impact that activities located on the Concept Plan may have on the surrounding road network. The land in the Concept Plan and its western access from Greenlane East are in close proximity to the Southern Motorway and the



Greenlane Interchange. Serious traffic issues have been identified in this area.

Criteria for Assessing Applications for Resource Consent

Restricted discretionary activities must be considered in terms of criterion no. 2 below.

In addition to the matters set out in Clause 9.7.2.2 **DISCRETIONARY ACTIVITIES IN OPEN SPACE 5 ZONE**, the following particular matters are of concern in respect to discretionary activities undertaken on the site:

1. The need to protect the amenities of the surrounding residential area. Activities other than race meetings which are likely to generate traffic are discretionary to ensure impact on residential streets is kept to a minimum. Regard should be given to lights and traffic noise of vehicles leaving evening functions at the racecourse other than via the Greenlane East frontage. It would not be appropriate to use streets other than Greenlane East for those activities operating in the evening. Within Area 2, buildings shall be of a similar scale and impact as other buildings within this area and buildings should not dominate in terms of their appearance from the Greenlane East frontage.
2. The need to ensure that traffic generated by activities on the land in the Concept Plan does not have an adverse impact on the surrounding road network. Any major development within the Ellerslie Racecourse site including use of existing and other vehicle access onto Greenlane Road must take into account the potential impact on the Greenlane Interchange. At present it appears that the section of Greenlane East is limited in its ability to absorb a significant increase in peak period traffic because of its close proximity to, and current operation of, the Greenlane Interchange. Considerable care will also be needed to ensure that traffic from the Racecourse does not significantly impact on local streets and residential amenity.
3. The need to ensure that activities do not compromise the operation of the dominant activity. It is recognised that certain activities not directly associated with the operation of the Racecourse may be appropriate under certain circumstances. Entertainment facilities, restaurants, markets and a variety of other activities are provided for as discretionary activities. However, these must be assessed against particular criteria under Clause 9.7.2.2 **DISCRETIONARY ACTIVITIES IN OPEN SPACE 5 ZONE** and must not become the dominant activities on the site. In addition, any such buildings or activities should be visually and physically integrated with the major activities on the site. This

may be achieved, for instance, by pedestrian linkages between activities.

Helicopters

Any application for the activity 'Helicopter Landings' shall be assessed against the criteria of Clause 12.9.3.4 **CRITERIA FOR ASSESSING DISCRETIONARY ACTIVITIES**.

Artificial Lighting

Any artificial lighting requiring a resource consent shall be assessed against the relevant criteria contained in Clause 7.7.4.3 **FURTHER CRITERIA TO BE CONSIDERED** of the Plan.

E11-06 COUNCIL CARPARK, CLONBERN ROAD

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168A of the Resource Management Act; or
 - (b) a notice to alter the designation, pursuant to Section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and affected persons agree in accordance with the provisions of Section 181(3) of the Act.
2. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

E11-07 LIBRARY, REMUERA ROAD (CORNER ST VINCENT AVENUE)

Development to be in accordance with the following -

1. All activities, works and buildings not fully described in the notice of requirement shall be the subject of either:
 - (a) a new notice of requirement, which shall be publicly notified, pursuant to Section 168 or 168A of the Resource Management Act; or
 - (b) a notice to alter the designation, pursuant to section 181 of the Resource Management Act, which notice shall be publicly notified unless the alteration is minor and the affected persons agree



APPENDIX B (PLANNING MAPS)

in accordance with the provisions of Section 181(3) of the Act.

2. Any alteration of the building or redevelopment of the site requires resource consent assessment as a Scheduled Building under [PART 5C - HERITAGE](#) of the District Plan.
3. Unless lapsed prior to 15 June 2010, the expiry date of this designation was extended to 1 November 2015, by S78 of the Local Government (Auckland Transitional Provisions) Act 2010.

[SECTION CONTINUED](#)

Plan change annotations - key



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



Indicates where the content is part of plan modification x, which is subject to appeal.

Underlined content to be inserted.

~~Struck through~~ content to be deleted.

