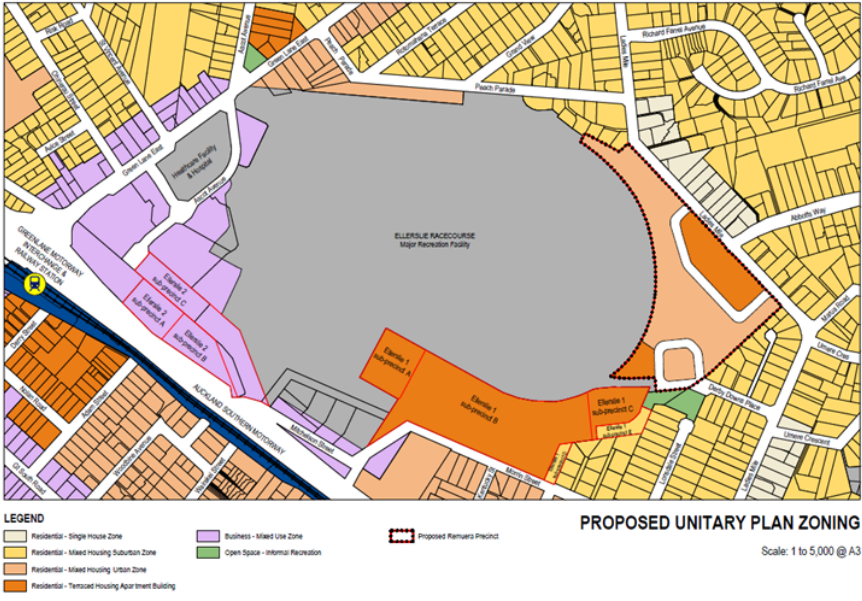


# ANNEX P – SECTION 32 EVALUATION

18 June 2024

The table below sets out the proposed provisions of the Remuera Precinct Private Plan Change.

The table evaluates the plan change provisions in accordance with s32 of the RMA including an assessment of efficiency, effectiveness, costs, benefits, and overall appropriateness.

Remuera Precinct Provisions	Options	Efficiency and Effectiveness	Costs and Benefits	Overall Appropriateness
<p><b>Proposed Zoning</b></p>  <p><b>PROPOSED UNITARY PLAN ZONING</b> Scale: 1 to 5,000 @ A3</p> <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>Residential - Single House Zone</li> <li>Residential - Mixed Housing Suburban Zone</li> <li>Residential - Mixed Housing Urban Zone</li> <li>Residential - Terraced Housing Apartment Building</li> <li>Business - Mixed Use Zone</li> <li>Open Space - Internal Recreation</li> <li>Proposed Remuera Precinct</li> </ul> <p><b>NOTES</b></p> <p><b>REVISION</b> First Issue</p> <p><b>DRAWING TITLE</b> REMUEIRA PRECINCT PROPOSED UNITARY PLAN</p> <p><b>DATE:</b> 13/07/2023 <b>SCALE (B3):</b> 1:5000 <b>JOB No.</b> 3199</p> <p><b>SHEET NO.:</b> ZN-01 <b>REV.:</b> 01</p>	<ol style="list-style-type: none"> <li>Option 1: Develop Zone in accordance with the PPC, i.e. The THAB and MHU zones with the 25m additional height allowance over the THAB zones and a maximum cap on dwelling numbers.</li> <li>Option 2: Zone in accordance with the PPC, i.e. The THAB and MHU zones <u>without</u> the 25m additional height allowance over the THAB zones</li> <li>Option 3: Do nothing i.e. no zoning change (status quo) and implement the fast track consent only</li> <li>Option 4: Await Council Led Public Plan Change or Variation to implement an appropriate zoning once the development is complete or as part of the next plan review.</li> </ol>	<p>It is considered that Option 1 is the most effective in ensuring the planning provisions reflect the development that is being given effect to on the site at present. It will clearly signal that the site is appropriate for residential development and will ensure the general public are aware that the Site is no longer part of the racecourse activity. It will ensure that any reverse sensitivity effects will be adequately managed by the default AUP provisions that apply to residential zone interfaces.</p> <p>Option 1 will also ensure the landscape amenity benefits and transport upgrades required to facilitate the residential development of the site will be enshrined in the PPC provisions as opposed to just the fast-track consent conditions.</p> <p>Option 2 would result in appropriate zonings for the Site but would not enable the additional intensification thought for the 2 THAB zoned sites. The additional height is considered appropriate as it gives effects to Policy 3 of the NPD: UD and is in walking distance to the Ellerslie Rail Station and Ellerslie Town Centre. The increased height will result in a more efficient use of the land and is more effective in reflected the built form consented through the fast-track consent process.</p> <p>The Option 3 and 4 alternatives of doing nothing (rely on the fast-track resource consent) or awaiting a Council led plan change will not provide sufficient certainty in relation to ensuring an intensive residentially developed precinct in close proximity to public transport routes. The do noting approach will also mean the Major Recreation Facility zoning and the Ellerslie Racecourse Precinct</p>	<p>There will be greater benefits than costs resulting from the PPC as it will be clear that the Site is to be used for residential purposes and the landscape/transport outcomes will be set in the PPC provisions and not subject to potential amendment to variation to condition applications.</p> <p>Therefore, there will be public benefits and benefits to future occupants from the assurance that the public benefit elements will be delivered.</p> <p>With Option 2, it is considered that the benefits of additional development in an appropriate location would be lost and there would be a reduction in the number of residential units that could be constructed on the site. Given that the environmental effects of the additional height are mitigated by the building setbacks, retention of mature trees and location, it is considered appropriate to enable the additional height and the costs of option 2 outweigh its benefits.</p> <p>With Options 3 and 4, the retention of the Major Recreation Facility zoning and the Ellerslie Racecourse Precinct provisions will result in inappropriate objectives and policies applying to the Site (which is currently being developed for its consented residential purposes). As a result, it is considered the costs of these options outweigh the benefits and are not the most appropriate.</p>	<p>Overall, the proposed approach will mean the Major Recreation Facility zoning and the Ellerslie Racecourse Precinct provisions will not continue to apply to a residential development (as would be the case with the Do-Nothing approach). This would mean that the current objectives and policies would not be the most appropriate to reflect the development currently being undertaken on the Site. Changing the zoning in the manner proposed in the PPC is therefore considered to be the most appropriate outcome for the Remuera Precinct.</p> <p>With regard to Options 2, 3 and 4, for the reasons outlined in the adjacent columns, these options are not considered the most appropriate planning approach for the Site.</p>

		provisions will continue to apply to a residential development. This would mean that the current objectives and policies would not be the most appropriate to reflect the development currently being undertaken on the Site. Therefore, these alternatives are not the preferred option.		
<b>IX.2 Objectives – Refer Planning Report</b>				
Refer Section 9.1.2 of Planning Report for assessment				
<p>Objectives</p> <p>(1) The Precinct is a well-functioning urban environment that is serviced with adequate infrastructure and which recognises the importance of intensification of this locality in proximity to the Ellerslie Rail Station.</p> <p>(2) Development is based around an integrated and connected series of public streets, publicly accessible open spaces, garden streets and publicly accessible pedestrian routes.</p> <p>(3) An accessible, safe and well-connected transport network is established for all modes within the Precinct and to the surrounding transport network which enables travel choice including public transport services, pedestrian, cycle, vehicle access and egress.</p> <p>(4) Development is coordinated with the supply of sufficient three waters, energy and communications infrastructure.</p> <p>(5) Adverse effects on the safe and efficient operation of the road network are avoided.</p>	Options listed as per above, and in addition in relation to the objectives an additional option of no maximum cap on dwelling numbers and no associated supporting objective or policy.	Refer Section 9.1.2 of Planning Report for assessment	Refer Section 9.1.2 of Planning Report for assessment	Refer Section 9.1.2 of Planning Report for assessment
<b>IX.3 Policies</b>				
<p>(1) Require a high-quality open space and landscape outcome as set out on Precinct Plan 2 that achieves all of the following:</p> <ul style="list-style-type: none"> <li>a. Publicly accessible open spaces</li> <li>b. A sloping 10m wide visual corridor along the alignment of Abbotts Way through to the racetrack as identified on Precinct Plan 2</li> <li>c. Private open spaces within the northern 25m building height area</li> <li>d. Retention of identified mature Pohutukawa trees along the Ladies Mile frontage</li> <li>e. Two public roads</li> <li>f. Garden streets</li> </ul>	Options listed as per above	This landscape policy is the most effective and efficient way to give effect to objective 1, 2 and 3. The policy requires the open space and landscape outcomes specified in Precinct Plan 2 to be delivered. This will achieve connectivity to the Precinct, an integrated and connected series of spaces and an accessible, safe and well-connected transport network. These outcomes are ensured through the associated rules and standards. The policy lists the specific anticipated outcomes and this level of detail is appropriate for precinct provisions as opposed to relying on the AUP default standards and they will not as effectively achieve a well-functioning urban environment.	The benefits of this proposed approach mean that the high-quality connections listed in the policy will be delivered and that the connection network is visible to the public. The private open spaces within the site and within the apartment building areas will ensure the scale of the 35m high buildings is appropriately broken up and modulated. The retention of the Pohutukawa trees will also screen the Ladies Mile frontage of the site and separate the apartment buildings from the adjacent neighbours. These provisions will provide benefits to both the immediate neighbours and the wider neighbourhood. It is considered that these benefits will outweigh any costs associated with compliance with the provisions.	This landscape and open space policy will enable people to provide for their health and safety and will maintain and enhance the amenity values of the neighbourhood and the precinct and will contribute to it being a well-functioning urban environment. As a result, it is considered this policy is appropriate.
<p>(2) Require development to consider and positively respond to the natural and physical features of the area (including viewshafts and boundary setbacks), while concurrently providing for the planned built outcomes of the Precinct.</p>	Options listed as per above	The key natural and physical features of the area include the sloping nature of the Remuera Precinct landform, the flat area of the racetrack and physical buildings associated with it, the surrounding residential neighbourhood and the surrounding five maunga. In	The benefits of the proposed approach are that the tallest buildings will be located in areas that are less sensitive in terms of neighbouring residential amenity values or where measures such as setbacks and retention of mature trees provide mitigation	The provisions will ensure the outstanding natural features of the maunga and viewshafts are protected from future use and development and that the cultural well-being of some of the community is provided for. Therefore, this policy is considered appropriate.

		<p>addition to this, the AUP includes volcanic viewshafts that traverse the Site. The proposed building heights for the THAB zones (25m) align with the underside of the viewshafts. This enables the most efficient use of the land and airspace beneath the viewshafts without infringing them. The remainder to building height within the MHU zone are well below the viewshaft height of 25m but will enable the efficient development of the Precinct. Therefore, the policy enables the efficient and effective development of the precinct and will contribute to a well-functioning urban environment.</p>	<p>for these buildings. The environmental and social costs are mitigated by these measures. There will be no cultural costs as the planning provisions will not result in infringements to the maunga viewshafts.</p>	
<p>(3) Provide for varying building heights through the application of the 25m building height area as shown on Precinct Plan 1.</p>	Options listed as per above	Refer to above assessment for Policy 2.	Refer to above assessment for Policy 2.	Refer to above assessment for Policy 2.
<p>(4) Provide a variety of residential dwelling types that will enable housing choices that meet community needs.</p>	Options listed as per above	<p>The proposed zoning approach within the PPC enables stand-alone dwellings, duplex dwellings, terrace houses, apartment units and retirement units. This is evidenced by the fast-track consent that has been granted and is being given effect to. The variety of dwellings will enable housing choices for the community and will therefore provide positive social and cultural outcomes. Therefore, this policy is both efficient and effective in achieving a well-functioning urban environment and a wide variety of housing choices.</p>	<p>The policy will result in social and cultural benefits for the community as a variety of housing options (and therefore price points) will result. Potential costs could result from individual building platforms and dwelling types for each part of the site. While that might increase construction costs, it is considered that the benefits of a wide variety of housing and built form outcomes will outweigh any costs.</p>	<p>The policy will ensure people and communities can provide for their housing needs and therefore social well-being and their health and safety. Therefore, this policy is considered appropriate.</p>
<p>(5) Ensure stormwater is managed in accordance with the approved Stormwater Management Plan.</p>	Options listed as per above	<p>The Site is subject to an approved Stormwater Management Plan. The management approach for stormwater is to direct the majority of it to the large infield pond at the racetrack so that it can be used to water the track. Any overflow that is not used on site or within the swales/raingardens will be discharged to the Waitarua wetland catchment. The proposed approach will ensure there are no additional flood effects on downstream users and the outcome is therefore considered to be efficient and effective.</p>	<p>Further, the benefits will outweigh the costs as the cost of flooding on properties resulting from stormwater inundation are significant and the SMP avoids that outcome. Therefore, the SMP will result in significant environmental, social and cultural benefits that would not occur if stormwater was left unchecked.</p>	<p>This policy will ensure the health and safety of people and communities is provided for and the significant risks from natural storm hazards are managed. Therefore, this policy is considered appropriate.</p>
<p>(6) Implement the transport network connections and elements as shown on Precinct Plan 3 including the following:</p> <ol style="list-style-type: none"> <li>The upgrade of the Derby Downs Place/Ladies Mile intersection to a signalised intersection.</li> <li>A new pedestrian footpath along the western side of Ladies Mile adjacent the Precinct boundary</li> <li>New pedestrian crossings at the Ladies Mile/Abbotts Way intersection</li> <li>New bus stops on Ladies Mile</li> <li>Two public roads</li> </ol>	Options listed as per above	<p>This policy clearly identifies the transport network connections and elements that are considered necessary in order to enable the urbanisation of this site into residential dwellings. The listed works will ensure an efficient road network around and within the Site</p>	<p>The policy will achieve benefits for the surrounding and internal traffic environment of the PPC. The outcome will be a more efficient roading environment which will generate greater benefits than costs.</p>	<p>This policy will result in the efficient use and development of natural and physical resources and will enable people and communities to provide for their health and safety. Therefore, this policy is considered appropriate.</p>

				as well as public benefit elements including pedestrian crossings, footpaths and the signalization of the Derby Downs Place/Ladies Mile intersection. The identification of these elements within this policy, the associated standards/rules and on Precinct Plan 3 are considered to be an effective and efficient way of achieving these outcomes.		
(7) Restrict vehicle intersections to Ladies Mile and avoid vehicle access from individual lots to Ladies Mile to support the effective, efficient and safe operation of the arterial road network.			Options listed as per above	Refer to above assessment for Policy 6.	Refer to above assessment for Policy 6.	Refer to above assessment for Policy 6.
(8) Avoid any activity, development and/or subdivision that would result in adverse effects on the safe and efficient operation of the road network from more than 357 dwellings within the Precinct.			Options listed as per above, and in addition in relation to the objectives an additional option of no maximum cap on dwelling numbers and no associated supporting objective or policy.	This policy which includes a maximum cap on dwelling numbers is an efficient and effective method that will control effects on the road network. The cap will ensure that the proposed transport upgrades proposed within the Precinct provisions will be sufficient to ensure the road network will operate efficiently and safely. The cap can be effective in limiting the number of dwellings to 357 in total or ensuring that any additional dwellings will not adversely affect the safe and efficient operation of the road network. Therefore, the combination of the objective, policy and non-complying activity status rule will be effective in ensuring this outcome.  The alternative of not including a cap could also be effective as any additional dwellings would require a discretionary activity resource consent to vary the existing resource consent and such applications would require an assessment of effects on the transport network.	The benefits of this policy are that it results in a stringent approach to ensuring effects on the transport network are restricted to 357 dwellings which is the number of dwellings consented to in the fast-track resource consent. The potential costs are that this will impose a restriction on any further residential dwellings being able to be developed in the Precinct, which is ideally located in proximity to public transport services and amenities. However, in weighing up the costs and benefits, it is considered that the benefits slightly outweigh the costs.	This policy will ensure the road network will operate safely and efficiently and will enable people and communities to provide for their health and safety. Therefore, this policy is considered appropriate.
<b>IX.4.1 Activity Table</b>						
(A1)	Any activity, development and/or subdivision that does not comply with Standards IXXX.6.1 – IXXX.6.11	RD	Options listed as per above	The proposed activity rules, standards, matters of discretion and assessment criteria will ensure the PPC will result in a well-functioning urban environment with connected streets, lanes and open spaces and will also ensure a safe, efficient and connected transport network results. The standards will also ensure an efficient and effective stormwater management network will be achieved and any adverse effects on downstream users will be appropriately avoided, remedied or mitigated and as such will be acceptable.	The provisions will achieve environmental, social, cultural and economic benefits for future occupants and the wider community. The PPC will result in economic growth for the locality by adding approximately 360 dwellings into the neighbourhood. The result will be an increase of spending in nearby local centers and commercial outlets. Therefore, it is considered that the benefits will outweigh the costs.	The provisions will result in the efficient use and development of natural and physical resources and will enable people and communities to provide for their health and safety.  The provisions will ensure the outstanding natural features of the maunga and viewshafts are protected from future use and development and that the cultural well-being of some of the community is provided for.  Therefore, the provisions are considered appropriate.

				The provisions will also ensure the establishment of transport improvements will be coordinated with growth. The proposed provisions will also be efficient in effective in achieving the objectives of the Remuera Precinct.		
(A2)	Any activity, development and/or subdivision that does not comply with Standard IXXX.6.12 – Arterial Road Access	D	Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
(A3)	Any activity, development and/or subdivision that does not comply with Standard IXXX.6.13 Development Staging & Transport Network Infrastructure Requirements and Table IX.6.13.1	D	Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
(A4)	Any activity, development and/or subdivision that would result in more than 357 dwellings within the Precinct	NC	Options listed as per above	Refer below for Section 32 evaluation of this Qualifying Matter.	Refer below for Section 32 evaluation of this Qualifying Matter.	Refer below for Section 32 evaluation of this Qualifying Matter.
<b>IX.6 Standards and Associated Matters of Discretion and Assessment Criteria</b>						
<b>IXXX.6.1 Building Height</b>			Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
Purpose: <ul style="list-style-type: none"> <li>To enable higher building intensity and scale in specified areas up to 25m within the Terrace Housing and Apartment Buildings zoned areas of the Precinct</li> </ul> (1) Buildings within the Terrace Housing and Apartment Buildings zoned areas identified on Precinct Plan 1 must not exceed 25m in height. (2) Buildings within the Mixed Housing Urban zoned areas identified on Precinct Plan 1 are subject to the Building Height standard for the Mixed Housing Urban zone.						
<b>IXXX.6.2 Visual Corridor</b>			Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
Purpose: <ul style="list-style-type: none"> <li>To ensure public views from Ladies Mile through the Precinct to the racecourse and the infield along the alignment of Abbotts Way as identified on Precinct Plan 2.</li> </ul> (1) Buildings must not be located within the 10m wide Visual Corridor identified on Precinct Plan 2.						
<b>IXXX.6.3 Publicly Accessible Open Space</b>			Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
Purpose: <ul style="list-style-type: none"> <li>To ensure a publicly accessible network of connected open spaces that are available for public use and enjoyment</li> </ul> (1) Any activity, development and/or subdivision within any part of the Precinct must provide the Publicly Accessible Open Spaces identified on Precinct Plan 2 in accordance with the Remuera Precinct Landscape at Appendix A and ensure these spaces are accessible to the public at all times. (2) The Publicly Accessible Open Spaces must be located in the areas identified and with the dimensions specified on Precinct Plan 2. (3) A landscape plan demonstrating compliance with this standard shall be prepared and lodged with any resource consent or building consent application.						
<b>IXXX.6.4 Publicly Accessible Pedestrian Routes</b>			Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
Purpose: <ul style="list-style-type: none"> <li>To ensure a connected and publicly accessible pedestrian network within the Precinct.</li> </ul>						

<p>(1) Any activity, development and/or subdivision within any part of the Precinct must provide the Publicly Accessible Pedestrian Routes identified on Precinct Plan 2 in accordance with the Remuera Precinct Landscape at Appendix A and ensure these routes are accessible to the public at all times except where they need to be temporarily closed for safety, security, maintenance or repair purposes.</p> <p>(2) The Publicly Accessible Pedestrian Routes within the Precinct must be located in the areas identified and with the dimensions specified on Precinct Plan 2.</p> <p>(3) A landscape plan demonstrating compliance with this standard shall be prepared and lodged with any resource consent or building consent application.</p>				
<p><b>IXXX.6.5 Existing Pohutukawa Trees</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>To retain a mature landscaped frontage along the Ladies Mile boundary of the Precinct by protecting identified Pohutukawa trees along this frontage.</li> <li>To provide a landscaped buffer for the potential 25m high apartment buildings within this part of the Precinct.</li> </ul> <p>(1) Any activity, development and/or subdivision within any part of the Precinct must not result in the removal of the Pohutukawa trees identified on Precinct Plan 2 or any works within the protected root zone of these trees, except as provided for by Standard E17.6.3 Works within the protected root zone.</p> <p>(2) Any trimming or alteration of the Pohutukawa trees identified on Precinct Plan 2 must comply with Standard E17.6.1 Tree trimming or alteration.</p> <p>(3) This standard does not apply to Tree #13 as identified on Precinct Plan 2. Tree #13 is subject to the provisions of D13 Notable Trees Overlay.</p>	Options listed as per above	Refer to above assessment for Rule (A1)  Refer further QM assessment below also.	Refer to above assessment for Rule (A1)  Refer further QM assessment below also.	Refer to above assessment for Rule (A1)  Refer further QM assessment below also.
<p><b>IXXX.6.6 Garden Streets</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>To ensure a connected network of Garden Streets within the Precinct to provide vehicular and pedestrian access to dwellings within the Precinct.</li> </ul> <p>(1) Any activity, development and/or subdivision within any part of the Precinct must provide the Garden Street identified on Precinct Plans 2 and 3 in accordance with the Remuera Precinct Landscape at Appendix A.</p> <p>(2) The Garden Streets must be located in the areas identified and with the dimensions specified on Precinct Plan 2.</p> <p>(3) A landscape plan demonstrating compliance with this standard shall be prepared and lodged with any resource consent or building consent application.</p>	Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
<p><b>IXXX.6.7 Planted Embankment</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>To ensure a landscaped Planted Embankment within the Precinct to improve the visual amenity of the Precinct and acknowledge the distinctive Ellerslie racecourse landform.</li> </ul> <p>(1) Any activity, development and/or subdivision within any part of the Precinct must provide the Planted Embankment identified on Precinct Plan 2 in accordance with the Remuera Precinct Landscape at Appendix A.</p> <p>(2) The Planted Embankment must be located in the area identified and with the dimensions specified on Precinct Plan 2.</p> <p>(3) A landscape plan demonstrating compliance with this standard shall be prepared and lodged with any resource consent or building consent application.</p>	Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)

<p><b>IXXX.6.8 Private Open Space</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>To ensure Private Open Spaces within the THAB zoned areas of the Precinct to provide useable open spaces for residents.</li> <li>To ensure the spatial layout of buildings within the THAB zoned areas of the Precinct is integrated with the Private Open Spaces and results in building forms that do not dominate the streetscape or the Precinct.</li> </ul> <p>(1) Any activity, development and/or subdivision within the THAB zoned areas of the Precinct must provide the Private Open Space identified on Precinct Plan 2 in accordance with the Remuera Precinct Landscape at Appendix A.</p> <p>(2) The Private Open Spaces must be located in the areas identified and with the dimensions specified on Precinct Plan 2 or in an alternative location within the THAB zoned areas as long as the total area of Private Open Space is no less than that identified on Precinct Plan 2.</p> <p>(3) A landscape plan demonstrating compliance with this standard shall be prepared and lodged with any resource consent or building consent application.</p>	Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
<p><b>IXXX.6.9 Apartment Setback</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>To ensure any buildings within the THAB zone adjoining Ladies Mile identified on Precinct Plan 1 are setback from the street frontage to protect the health of the existing Pohutukawa trees along this frontage.</li> <li>To ensure the potentially 25m high apartment buildings are sufficiently setback from this frontage to protect the character and amenity of this streetscape.</li> </ul> <p>(1) Any development within the THAB zone adjoining Ladies Mile shall be setback from the street front boundary by a distance of no less than 6m as identified on Precinct Plan 1.</p>	Options listed as per above	Refer to above assessment for Rule (A1)  Refer further QM assessment below also.	Refer to above assessment for Rule (A1)  Refer further QM assessment below also.	Refer to above assessment for Rule (A1)  Refer further QM assessment below also.
<p><b>IXXX.6.10 Entry Point Identifier</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>To enable a high-quality landscape feature at the prominent public entrances to the Precinct.</li> </ul> <p>(1) Any development within the Upper or Lower Loop Road blocks shall construct the entry point identifiers in the locations identified on Precinct Plan 3 in accordance with the Remuera Precinct Landscape at Appendix A.</p> <p>(2) A landscape plan demonstrating compliance with this standard shall be prepared and lodged with any resource consent or building consent application.</p>	Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
<p><b>IXXX.6.11 Stormwater Management</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>To ensure stormwater is managed in accordance with the approved Stormwater Management Plan.</li> </ul> <p>(1) The management of stormwater from any activity, development and/or subdivision shall be in accordance with the approved Stormwater Management Plan.</p>	Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
<p><b>IXXX.6.12 Arterial Road Access Restriction</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>To restrict road intersections onto Ladies Mile</li> <li>To avoid direct vehicle access from individual sites to Ladies Mile</li> <li>To achieve the effective, safe and efficient operation of the arterial road network and existing and future transport network for all modes; and</li> <li>To avoid or mitigate adverse safety and operational effects on the transport network including Ladies Mile, Abbotts Way, Marua Road and Derby Downs Place.</li> </ul> <p>(1) No road intersections shall be permitted directly onto Ladies Mile except for the two intersections indicated on Precinct Plan 3.</p>	Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)

(2) No private vehicle access from any property shall be permitted directly onto Ladies Mile														
<p><b>IXXX.6.13 Development Staging &amp; Transport Network Infrastructure Requirements</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>To ensure subdivision and development is integrated with the delivery of the required transport infrastructure upgrades identified in Table IX.6.13.1.</li> <li>To ensure that the required transport infrastructure upgrades are implemented to avoid or mitigate the adverse traffic effects of any activity, development and/or subdivision on the existing and future transport network.</li> <li>To ensure that the required transport infrastructure upgrades are implemented in an integrated and planned manner, and coordinated with development in the Precinct.</li> <li>To ensure an efficient, safe and effective transport network, with infrastructure and service connections for all modes to and through the Precinct.</li> </ul> <p>(1) Activities, development and/or subdivision within the stages identified on the Precinct Plans must not exceed the thresholds specified in Column 1 in Table IX.6.13.1 below until the transport network infrastructure upgrades and measures identified in Column 2 have been implemented, constructed and are operational. This does not apply to site preparation works, retaining, infrastructure and earthworks within the Precinct.</p> <p>Table IX.6.13.1: Transport Network Infrastructure Upgrades and Measures</p> <table border="1"> <thead> <tr> <th colspan="2">Column 1 Activity, development and / or subdivision thresholds for transport network infrastructure upgrades and measures</th> <th>Column 2 Transport network infrastructure upgrades and measures required</th> </tr> </thead> <tbody> <tr> <td>(a)</td> <td>Prior to occupation of the 20<sup>th</sup> dwelling with access from Derby Downs Place</td> <td> <ul style="list-style-type: none"> <li>Upgrade the Derby Downs Place/Ladies Mile intersection to a signalised two-lane intersection with separate through lanes and turning lanes including pedestrian crossings as identified on Precinct Plan 3 (Upgrade 1)</li> <li>Construction of the Lower Loop Road in the location identified on Precinct Plan 3 (Upgrade 2)</li> </ul> </td> </tr> <tr> <td>(b)</td> <td>Prior to the occupation of the first dwelling within the northern THAB 25m building height area or the first dwelling requiring access to the Upper Loop Road</td> <td> <ul style="list-style-type: none"> <li>Construction of the Upper Loop Road in the location identified on Precinct Plan 3 (Upgrade 3)</li> <li>Installation of the Ladies Mile footpath on the western side as identified on Precinct Plan 3 (Upgrade 4)</li> <li>Installation of pedestrian crossings at the Ladies Mile/Abbotts Way intersection as identified on Precinct Plan 3 (Upgrade 5)</li> <li>Installation of new bus stops as identified on Precinct Plan 3 (Upgrade 6)</li> </ul> </td> </tr> </tbody> </table>		Column 1 Activity, development and / or subdivision thresholds for transport network infrastructure upgrades and measures		Column 2 Transport network infrastructure upgrades and measures required	(a)	Prior to occupation of the 20 <sup>th</sup> dwelling with access from Derby Downs Place	<ul style="list-style-type: none"> <li>Upgrade the Derby Downs Place/Ladies Mile intersection to a signalised two-lane intersection with separate through lanes and turning lanes including pedestrian crossings as identified on Precinct Plan 3 (Upgrade 1)</li> <li>Construction of the Lower Loop Road in the location identified on Precinct Plan 3 (Upgrade 2)</li> </ul>	(b)	Prior to the occupation of the first dwelling within the northern THAB 25m building height area or the first dwelling requiring access to the Upper Loop Road	<ul style="list-style-type: none"> <li>Construction of the Upper Loop Road in the location identified on Precinct Plan 3 (Upgrade 3)</li> <li>Installation of the Ladies Mile footpath on the western side as identified on Precinct Plan 3 (Upgrade 4)</li> <li>Installation of pedestrian crossings at the Ladies Mile/Abbotts Way intersection as identified on Precinct Plan 3 (Upgrade 5)</li> <li>Installation of new bus stops as identified on Precinct Plan 3 (Upgrade 6)</li> </ul>	Options listed as per above	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)	Refer to above assessment for Rule (A1)
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<p><b>Qualifying Matter s32 Evaluation</b></p> <p><b>Maximum Dwelling Cap</b></p> <p><b>Objective 6</b> <i>Adverse effects on the safe and efficient operation of the road network are avoided.</i></p> <p><b>Policy 8</b> <i>Avoid any activity, development and/or subdivision that would result in adverse effects on the safe and efficient operation of the road network from more than 357 dwellings within the Precinct</i></p> <p><b>Activity Rule 4.1 (A4)</b></p>		<p>Option 1 – Develop in accordance with the Proposed Plan Change and impose a maximum dwelling cap of 357 dwellings with any exceedance being assessed as a non-complying activity with supporting avoid objective and policy.</p> <p>Option 2 - Develop in accordance with the Proposed Plan Change and impose a maximum dwelling cap of 357 dwellings with any exceedance being assessed as a</p>	Option 1 is considered to be the most efficient and effective as it clearly states the maximum number of dwellings and associated traffic movements that can be accommodated within the surrounding traffic network and with the improvements proposed. Any exceedance is likely to create un-envisaged traffic effects and given the sensitivity of the	Option 1 – The benefit of this option is that it provides certainty in terms of traffic and infrastructure effects that would result from the plan change. The costs of transport upgrades would also be certain. However, there is a potential opportunity cost associated with the loss of a potential increase in the overall	In terms of overall appropriateness, Option 1 is considered to be the most appropriate as it provides certainty regarding the social, cultural, environmental and economic outcomes for the plan change. It is considered that it is therefore appropriate to impose a qualifying matter to control the maximum number of dwellings as it is more appropriate to manage these effects as opposed to maximise intensity in this location.									



<p><b>Any activity, development and/or subdivision that would result in more than 357 dwellings within the Precinct = Non-Complying</b></p>	<p>discretionary activity with supporting objective and policy.</p> <p>Option 3 – No qualifying matter and the proposed MHU and THAB zones apply with no maximum cap on dwellings.</p> <p>Option 4 – A high dwelling cap of 400 dwellings is proposed to provide flexibility for increased intensity</p>	<p>receiving environment the cap, non-complying status and avoid objective/policy framework is the best way to achieve this. As a result it is more appropriate to progress this approach than enable the intensity to be maximised in the way prescribed in the NPS UD. Therefore, a qualifying matter that achieves the outcomes above is considered to be the most appropriate.</p> <p>With regard to Options 2, 3 and 4, they provide too much flexibility (Option 2 and 3) or would enable additional development capacity not envisaged on the road network (Option 4).</p> <p>The existing resource consent provides a backstop to additional development (more units would require a s127 discretionary activity application where traffic effects would need to be assessed). However, an overall cap supported by the provisions set out in Option 1 would provide a greater degree of certainty.</p> <p>The same or similar density would be able to be achieved across the Precinct without the dwelling cap however the use of the cap provides more certainty in relation to the potential traffic effects from the PPC.</p>	<p>number of dwellings through maximizing density.</p> <p>Option 2 and 4– This option involves a less stringent cap or provides for some increased flexibility. The economic benefits of these options are that additional dwellings may be able to be realised. However, from an environmental cost perspective, additional dwellings will place additional demands on the traffic and infrastructure network and result in additional costs.</p> <p>Option 3 – In this option the economic benefits that could accrue would be from additional dwellings, however there would also be costs associated with environmental effects on the transport and infrastructure network.</p> <p>As with all the options, the existing resource consent provides a backstop to additional development (more units would require a s127 discretionary activity application where traffic effects would need to be assessed).</p>	
<p><b>Qualifying Matter – Section 32 Evaluation</b></p> <p><b>IXXX.6.5 Existing Pohutukawa Trees</b></p> <p>Purpose:</p> <ul style="list-style-type: none"> <li>To retain a mature landscaped frontage along the Ladies Mile boundary of the Precinct by protecting identified Pohutukawa trees along this frontage.</li> <li>To provide a landscaped buffer for the potential 25m high apartment buildings within this part of the Precinct.</li> </ul> <p>(4) Any activity, development and/or subdivision within any part of the Precinct must not result in the removal of the Pohutukawa trees identified on Precinct Plan 2 or any works within the protected root zone of these trees, except as provided for by Standard E17.6.3 Works within the protected root zone.</p> <p>(5) Any trimming or alteration of the Pohutukawa trees identified on Precinct Plan 2 must comply with Standard E17.6.1 Tree trimming or alteration.</p> <p>(6) This standard does not apply to Tree #13 as identified on Precinct Plan 2. Tree #13 is subject to the provisions of D13 Notable Trees Overlay.</p>	<p>Option 1 – Protect the existing Pohutukawa trees</p> <p>Option 2 – Allow the existing Pohutukawa trees to be removed</p>	<p>This proposed qualifying matter is considered in conjunction with the apartment setback standard below. Given that the PPC provides for 25m in building height in this zone it is considered that the intensification outcomes of the NPS UD are satisfied and that these proposed standards are important in ensuring the amenity of the neighbourhood along Ladies Mile is appropriately provided for and protected. Therefore, the proposed standards are considered to result in efficient and effective outcomes for the Precinct and neighbourhood.</p>	<p>As a 25m building height is proposed, the costs will not outweigh the benefits as sufficient development potential is enabled and appropriate protection of environmental and amenity values will be achieved.</p>	<p>In terms of overall appropriateness, Option 1 is considered to be the most appropriate as it provides for the appropriate protection of social, cultural, environmental outcomes for the neighbourhood while also providing for positive economic outcomes for the developer. Overall, this is considered to be a win-win situation. It is considered that it is therefore appropriate to impose a qualifying matter over these trees and the setback.</p>

**Qualifying Matter – Section 32 Evaluation**

**IXXX.6.9 Apartment Setback**

Purpose:

- To ensure any buildings within the THAB zone adjoining Ladies Mile identified on Precinct Plan 1 are setback from the street frontage to protect the health of the existing Pohutukawa trees along this frontage.
- To ensure the potentially 25m high apartment buildings are sufficiently setback from this frontage to protect the character and amenity of this streetscape.

(2) Any development within the THAB zone adjoining Ladies Mile shall be setback from the street front boundary by a distance of no less than 6m as identified on Precinct Plan 1.

Option 1 – Impose the setback proposed.

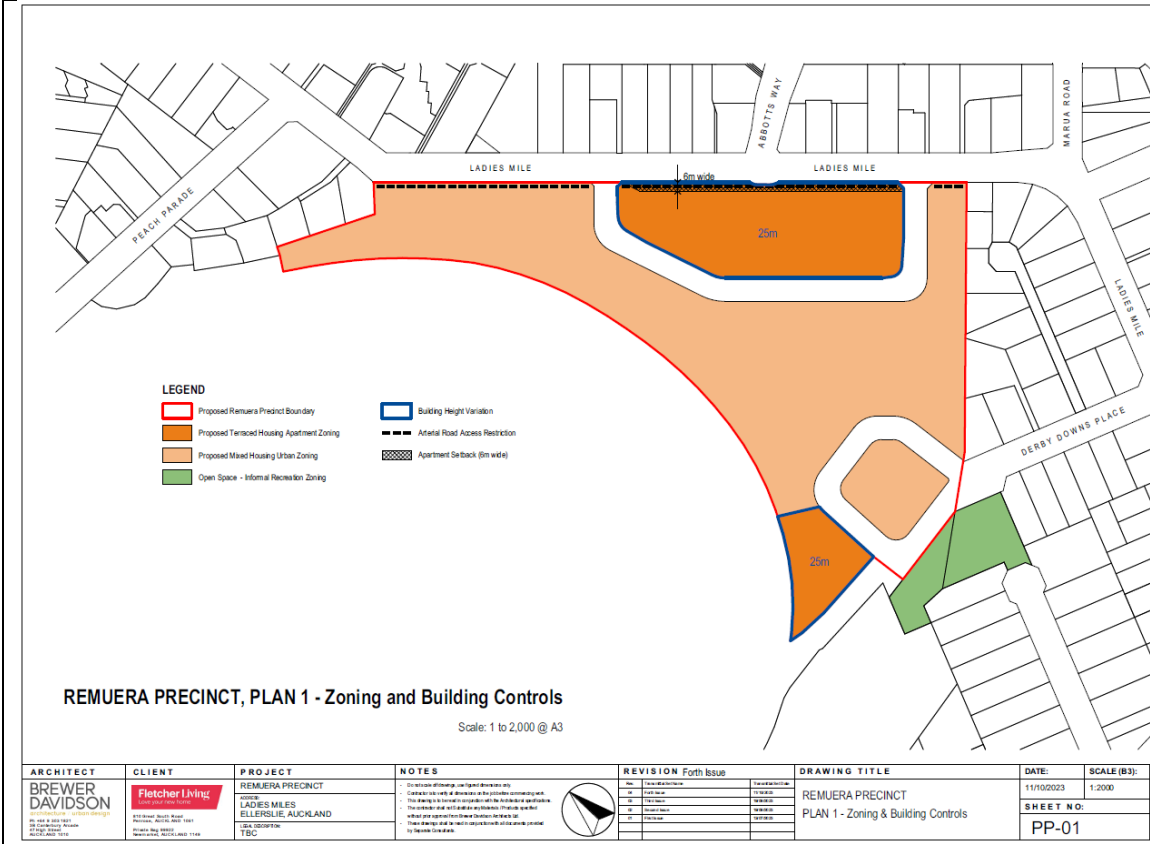
Option 2 – Retain the default zone front yard standard.

Refer to above QM assessment for Existing Pohutukawa Trees standard above.

Refer to above QM assessment for Existing Pohutukawa Trees standard above.

Refer to above QM assessment for Existing Pohutukawa Trees standard above.

**IX.10 Precinct plans**

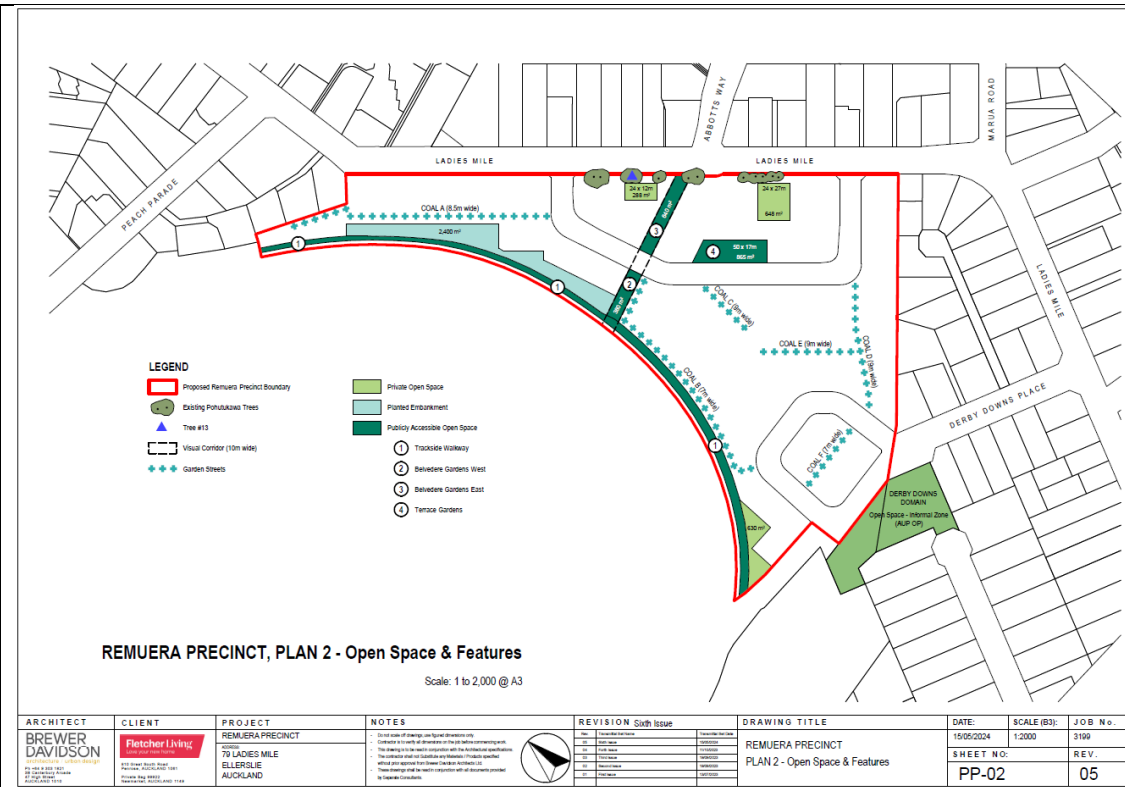


Options listed as per above

Refer to above assessment for Rule (A1)

Refer to above assessment for Rule (A1)

Refer to above assessment for Rule (A1)

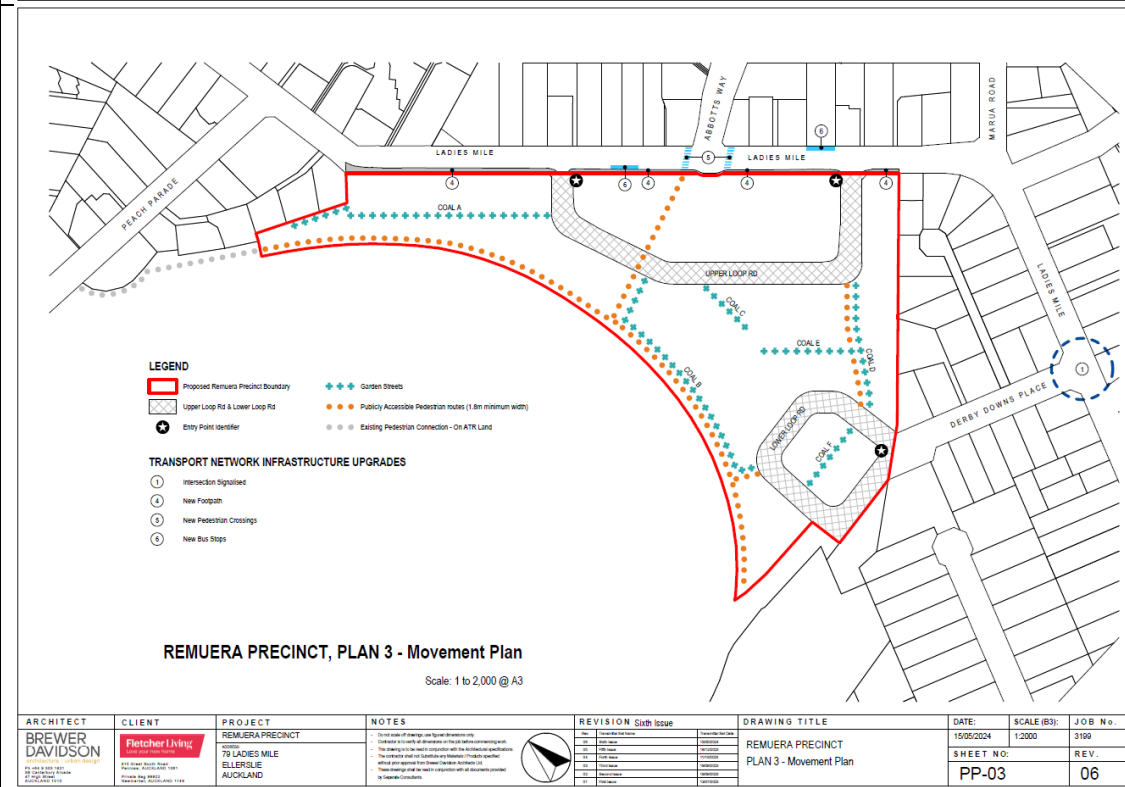


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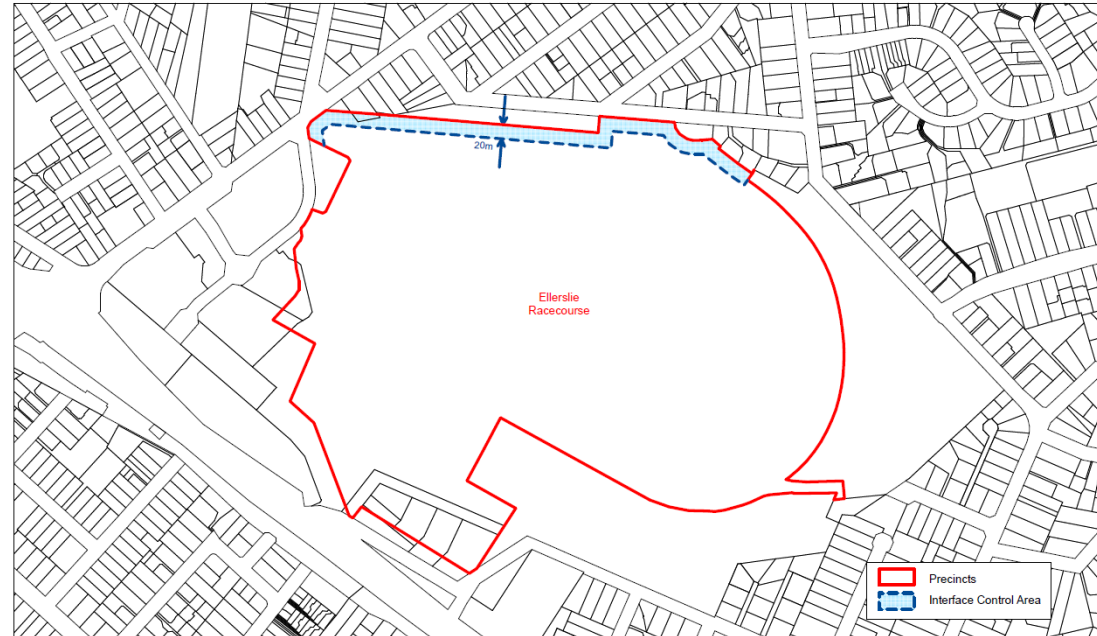
Refer to above assessment for Rule (A1)

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**Replace I313.10.1 Ellerslie Racecourse: Precinct Plan 1 with the plan below**

I313.10. Precinct plans  
I313.10.1. Ellerslie Racecourse: Precinct plan 1



Option 1 – Amend Interface Control Area as per Precinct Plan 1 opposite.

Option 2 – Leave the Interface Control Area as per the operative AUP Precinct Plan 1 as is.

Option 3 – Relocate the Interface Control Area to between the common boundary between the Precinct and the Ellerslie Racecourse Precinct.

The Interface Control Area (ICA) is a standard applied to most Major Recreation Facility zoned venues as they are enabled to develop large scale monolithic structures such as grandstands. The ICA standard specifically relates to buildings. Given that resource consent has been granted for lower scale and/or more modulated buildings, the ICA is no longer considered to be effective or efficient in managing outcomes for the proposed Remuera Precinct.

The new Precinct boundary adjoining the Ellerslie Racecourse Precinct is directly adjacent the racetrack. This provides a separation distance of approximately 35m in width, excluding the adjoining infield training track which would provide an additional 15m separation distance. In addition, the Precinct provisions require a track side walkway and swale which results in even more separation between potentially developable land. As a result it would be both inefficient and ineffective to relocate the ICA along this common boundary.

As a result, it is considered that Option 1 is the most efficient and effective.

The ICA would effectively become redundant when considered with the approved underlying resource consent that enables the residential development of the Precinct.

Furthermore, rezoning this land to residential further reinforces that the ICA standard would not achieve the efficient development of the Precinct for residential purposes.

Therefore, the costs of retaining this provision are greater than removing it or relocating it. There are greater benefits if the ICA is removed from the Precinct boundary as proposed and not relocated along the new common boundary of these precincts.

Given that the ICA is not relevant to residential zones, it is considered the most appropriate to remove the ICA from applying to this new Precinct.

With regard to the Ellerslie Racecourse Precinct provisions, objective 3 and polices 2 and 4 seek to avoid, remedy or mitigate as far as practicable adverse effects on surrounding land uses, while protecting the racecourse from adverse reverse sensitivity effects of adjacent development. Given the ICA standard applies to buildings, it is considered that the partial removal of the ICA as proposed will not result in adverse effects on the Precinct or result in adverse reverse sensitivity effects on the racecourse primarily owing to the significant separation distance (50m + the trackside walkway and swale within the Precinct) between potential dwellings in the Precinct and major recreation facility buildings within the racecourse.

Therefore, the removal of the ICA is not considered to compromise the primary activities of the Ellerslie Racecourse Precinct.

The neighbouring residential areas outside the site will also not be compromised by the removal of the ICA as the residential zones that will apply in their place contain sufficient provisions to ensure residential amenity is appropriately protected.

**Amend Schedule 10: Notable Tree Schedule**

XXX | Metrosideros excelsa | Pōhutukawa | 1 | Ladies Mile 79 | Remuera | Lot 1 DP 585358

This is a Qualifying Matter – Refer to assessment for Existing Trees standard above for QM analysis.

Option 1 – Schedule the tree

Option 2 – Do not schedule the tree.

The tree to be protected has been assessed by an arborist and passes the threshold to warrant scheduling. Scheduling is therefore considered to be the most efficient and effective means by which this tree can be protected as it utilises the existing operative AUP provisions, and these are well known to all AUP users.

The loss of the tree would create a substantial cost and therefore its protection is considered appropriate. The retention of the tree will provide amenity benefits to the Precinct and neighbourhood. Therefore, it is considered the benefits will outweigh the costs.

In terms of appropriateness, the scheduling of the tree will ensure health and community well-being benefits and will ensure the life supporting capacity of the tree is protected. Overall, the protection of the tree as a notable tree is considered to be the most appropriate outcome.