

**BEFORE THE AUCKLAND COUNCIL                      (PLAN MODIFICATION 349)**

**IN THE MATTER**    of the Resource Management Act  
1991

**AND**

**IN THE MATTER**    of a hearing of Notices of Requirement  
to enable the construction, operation  
and maintenance of the City Rail Link

**STATEMENT OF EVIDENCE OF CRAIG IRVING MCGARR**

**INTRODUCTION**

1. My full name is Craig Irving McGarr. I graduated from the University of Auckland with a Bachelor of Planning qualification in 1989, and I am a Member of the New Zealand Planning Institute. I am a planner and resource management consultant with Bentley & Co Limited, an independent planning consultancy based in Auckland. I am a director of Bentley & Co Limited, and have been with the company for eighteen years. Prior to my employment with Bentley & Co Limited I was a senior planner at the Auckland City Council.
2. Bentley & Co. have been engaged as resource management consultants to the Dilworth Trust Board since 2002 and in that role have provided a variety of resource management advice in regard to their property portfolio. Correspondingly, I am familiar with the function and nature of the Dilworth Trust Board.
3. I was involved in the preparation of the submission made on behalf of the Dilworth Trust Board in relation to proposed Plan Modification 349 to the Auckland Council District Plan (Operative Auckland City Isthmus Section 1999), being Notice of Requirement 6 [**NoR**] made by Auckland Transport for the designation of land for rail purposes generally between New North Road, Mount Eden Road and Boston Road in the north and the North Auckland Line [**NAL**] in the south, which forms part of the overall City Rail Link [**CRL**] project.

4. I have attended several meetings with Auckland Transport representatives to discuss the concerns held by the Dilworth Trust Board in relation to the effects arising from the proposal (the NoR) on their property at 51-63 Normanby Road. One of the meetings was held prior to the Dilworth Trust Board's submission being made, at the Trust Board's request, and the remainder occurred post the submission period closing.
5. I have read the Expert Witness Code of Conduct set out in the Environment Court's Consolidated Practice Note 2011. I have complied with the Code of Conduct in preparing this evidence and I agree to comply with it while giving oral evidence before this Hearing Committee. Except where I state that I am relying upon the specified evidence of another person, my evidence in this statement is within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions which I express below.

#### **Scope of Evidence**

6. In this evidence I will set out the implications of the NoR as it relates to the Dilworth Trust Board's land at 51-63 Normanby Road, Eden Terrace **[the subject site]**. In undertaking that assessment, I will:
  - Describe the context of the subject site;
  - Set out the implications of the NoR in relation to the subject site;
  - Set out the proposed mitigation offered by Auckland Transport in relation to the subject site; and
  - Respond to the appropriateness and sufficiency of the degree of mitigation proposed.

#### **51-63 NORMANBY ROAD, EDEN TERRACE**

7. The Dilworth Trust Board purchased 51-63 Normanby Road in March of this year. As depicted on **Figure 1** (over), the subject site is located on the eastern side of Normanby Road, approximately 30 metres south of the NAL. The northern boundary of the subject site is common with Lauder Road, being a private road serving the Department of Corrections "Mt Eden Corrections Facility", the site of which also adjoins the eastern boundary of the subject site. Land to the south and west of the subject site is occupied by a mix of commercial and residential activity.

8. Two separate buildings (which I will refer to as the “northern” building and the “southern” building) occupy the subject site. The buildings are two-storey warehouse structures which span the width of the site, from the western (Normanby Road) to the eastern boundary. An ‘aisle’ of at-grade parking and loading spaces adjoins the northern side of each building, with these areas each being served by dedicated vehicle crossings from Normanby Road. There is no direct on-site connection between these two parking areas, with the northern building physically separating them.



**Figure 1: 51-63 Normanby Road (red bordered)**

9. With the exception of a dine-in/takeaway restaurant (“Wok n’ Noodle”) located at its south-western corner, the northern building is entirely occupied by “Corys Electrical”, a wholesale supplier of electrical products for tradespeople. Corys Electrical is one of three electrical suppliers in the immediate area, with both ‘competitors’ being located north of the NAL. Corys Electrical is a long term leaseholder of the site, with rights to renewal extending out to the year 2030.
10. All of the 42 car parking spaces located in the northern parking/loading area are included in the lease held by Corys Electrical. Loading of their easternmost warehouse unit is only available from this northern area.

11. The southern building is occupied by “Sabato”, a fine foods importer/distributor, and “Intek”, a security equipment importer. Parking for these activities, as well as the restaurant, is located within the southern aisle of car parking (40 spaces), and a row of 19 parking spaces located adjacent to the southern side of the southern building (with access to these provided for by way of an easement over the adjacent land further south).

### **Resource Consent Background**

12. The existing development and activities on the subject site have been established by several resource consents, namely:
  - i. Resource consent R/LUC/1993/6001411, granted 3 February 1994, for the partial redevelopment of the then “Mt Eden Industrial Park”, with two new buildings to be primarily occupied by warehousing, and ancillary office space. This development included a shortfall of 10 parking spaces from that required by the (at that time) Proposed District Plan. The 10 parking space shortfall was calculated on the basis of that an existing surplus of 39 parking spaces on the southern section of the “Mt Eden Industrial Park” (since subdivided off into a separate site, as discussed below) could be used to ‘off-set’ the extent of the overall shortfall. By itself, the development generated a parking shortfall of 49 spaces.
  - ii. Resource consent R/LUC/1994/6002608, granted 25 July 1994, for a variation to the conditions of the above consent. The variation sought to increase the extent of office activity on the site (up to 33% of the floor area of the development), and redesigned the proposed parking layout, reducing the extent of the consented shortfall from 10 to 6 spaces.
  - iii. Resource consent R/LUC/1994/6005197, granted 26 January 1995, provided for a café (being a permitted activity) to operate with a shortfall of 7 parking spaces, thereby increasing the overall shortfall on the site from 6 to 13 spaces.
  - iv. Resource consent R/LUC/1995/6005453, granted 5 January 1996, established the Sabato (importer/distributor of luxury food and wine products) tenancy with a shortfall of 7 spaces,

thereby further increasing the overall shortfall of parking on the site from 13 to 20 spaces.

- v. Resource consent R/SUB/2000/3502461, granted 10 April 2001, subdivided the parent “Mt Eden Industrial Park” site (31-63 Normanby Road) into the existing two lot arrangement (Lot 1 being the site to the south, and Lot 2 the subject site). The subdivision consent was granted on the basis that Lot 1 operates with a shortfall in parking of 48 spaces, and Lot 2 (the subject site) operates with a shortfall of 7 spaces (based on the 1996 consent, and without reference to the established 13 space shortfall on the site).
13. Copies of the abovementioned consents are appended as **Attachment 1** to my evidence.
  14. Based on the consented development, the activities on the site comprise approximately 3,954m<sup>2</sup> of warehouse space, 2,013.5m<sup>2</sup> of office activity, and 85m<sup>2</sup> of restaurant activity.<sup>1</sup> Under the Operative Auckland Council District Plan (Auckland City Isthmus Section 1999) [**the District Plan**], this level of activity generates a parking requirement<sup>2</sup> of some 138 spaces (not including calculation of outdoor storage areas). Based on the 101 spaces provided, under the current District Plan provisions the site operates with a parking shortfall of some 37 spaces (excluding any potential ‘surplus’ of parking that was previously used to rationalise parking provision in this area).

#### **IMPLICATIONS OF THE NOR ON DILWORTH TRUST BOARD’S LAND**

15. The scope of the NoR includes “*works associated with the grade separation of Normanby Road and Porters Avenue over the NAL and CRL rail tracks within road reserve*” and “*reinstatement and enhancement of the public areas within the designation area following primary construction*”.<sup>3</sup>

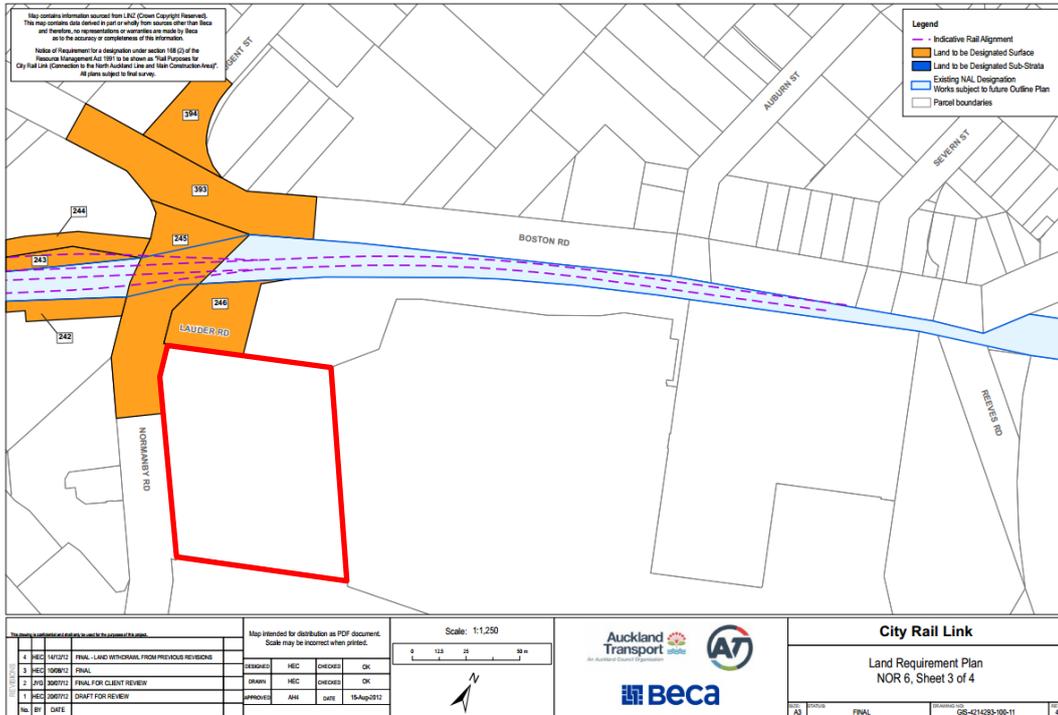
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<sup>1</sup> Based on the areas provided on page 3 of Resource Consent R/LUC/1994/6002608, and taking into account that 85m<sup>2</sup> of warehouse activity was replaced by restaurant activity pursuant to R/LUC/1994/6005197.

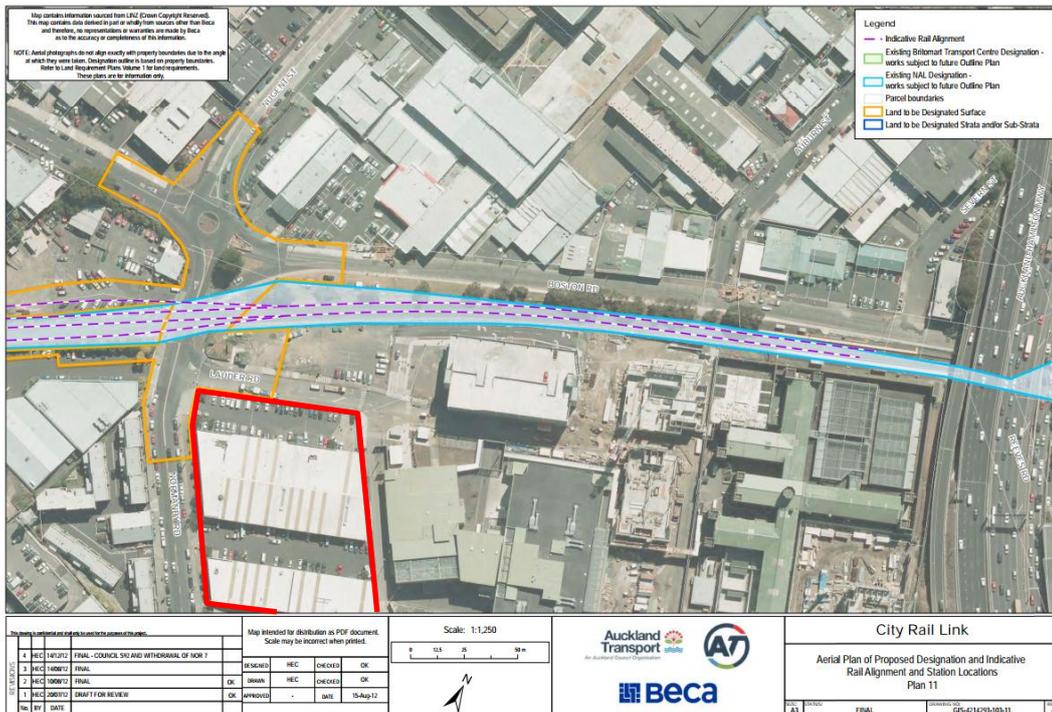
<sup>2</sup> The current District Plan parking requirements have been slightly adjusted since the assessment of the original (1994) consents. In particular, office activity was assessed at a rate of 1:35m<sup>2</sup> at that time, where 1:40m<sup>2</sup> now applies, while the requirements for warehouse and retail activities remains generally consistent.

<sup>3</sup> Auckland Transport, “Notice of Requirement 6 (NoR 6), Notice of Requirement for a Designation Under Section 168(2) of the Resource Management Act 1991 (RMA)”.

16. The extent of the designation footprint sought by Auckland Transport adjoins the northernmost portion of the Normanby Road frontage of the site, as illustrated in the diagrams provided as part of the NoR documentation (refer **Figures 2, 3 and 4**).



**Figure 2: Location of 51-63 Normanby Road (red bordered) in relation to proposed designation footprint**



**Figure 3: Aerial plan showing 51-63 Normanby Road (red bordered) in relation to proposed designation footprint**



**Figure 4: Close up of aerial plan showing extent of proposed designation footprint in relation to northern access and parking area of 51-63 Normanby Road**

17. The extent of land required for the NoR within the Normanby Road road reserve to the south of the NAL relates to the proposed grade separation of the Normanby Road rail crossing. Page 19 of the Concept Design Report prepared by Aurecon (et al.), accompanying the NoR documentation, describes the grade separation as follows:

*The existing Normanby Road vehicle level crossing will need to be replaced with a new road bridge which grade separates it from the NAL and CRL tracks. The grade separation of this road has benefits from both safety and capacity perspectives. Grade separation of this road will also require permanent works to individual property accesses adjacent as the road will no longer be at grade. As with Porters Avenue these works will require access management solutions during the construction phase and a permanent solution post construction. Management Plans will be prepared that will determine how the appropriate solutions will be implemented during construction and detailed design will address the permanent solution. [emphasis added]*

18. Plans showing the manner in which the surrounding road network is to interface with the proposed bridge have not been provided by the

requiring authority as part of the NoR documentation. Based on the “Indicative Plan and Longsection” drawing produced by Aurecon (et al.), which shows the existing and proposed (indicative) level of the Normanby Road crossing (**Attachment 2**), the Trust Board engaged Ashton Mitchell Architects to extrapolate how the road level south of the crossing may need to be ramped/graded in order to meet the height of the bridge. Based on the information provided in support of the NoR, it is expected that at the northern corner of the subject site’s Normanby Road frontage the road level (which is currently at-grade) will rise 1.7 metres above the level of the site, and 0.9 metres above the level of the site at a point some 15 metres south (where the site ‘kinks’, being a point approximately 2.5 metres south of the southern extent of the vehicle crossing). This is shown in their drawing (**Attachment 3**).

#### **Post construction effects**

19. Post construction, the change in the level of the road reserve immediately adjacent to the Dilworth Trust Board’s property will prevent access to the northern parking and loading areas on the site. Auckland Transport consider that alternative access is feasible<sup>4</sup>, and preliminary plans of such an alternative were given to the Dilworth Trust Board on 24 July 2013 (on a without prejudice basis). The delay in providing this information has not enabled the Trust Board sufficient time to fully assess the proposal, or to inform / consult with their tenant. The Dilworth Trust Board hoped that matters would have progressed further than this stage at this point in time, such that a response may have been able to be provided to a prospective design by the time of the hearing to assist the committee in their deliberations.
20. Notwithstanding the status of the preliminary information provided, the Dilworth Trust Board has considered the prospect of how access may be retained, such as the introduction of a ramp within the site from the revised road level to the existing site level. Such a situation would result in a number of the existing parking spaces that are proximate to the road frontage not being able to be retained. The loss of these parking spaces concerns Dilworth Trust Board, given obligations to their tenant, and the extent of parking shortfall already

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<sup>4</sup> Pg.75; Statement of Evidence of Fiona Carol Blight.

on the site for the existing activities. The ramping of the access to the site may also have other practical implications, such as obscuring sightlines and reducing the safe and efficient function of the vehicle crossing, relative to the adjacent access to the corrections facility. Neither of these matters have been resolved / addressed to Dilworth's satisfaction.

21. Further, the comparative decrease in the level of the site as it relates to the level of the road will have adverse effects on the appreciable visual amenity of the site, affecting the prominence and visibility of the existing buildings.

#### **Effects during construction**

22. In addition, while grade separation works are occurring, the site will experience a number of adverse effects, including:
  - Significantly reduced accessibility during the period of time (nominated by Auckland Transport to be some 6 months) in which the Normanby Road rail crossing is to be closed to allow for trenching of the NAL and construction of the bridge, necessitating a detour for all traffic wishing to access the site and leading to a loss of trade for all tenants;
  - Unknown periods during which access to the northern parking area/loading area will be closed, preventing reasonable use; and
  - Nuisance effects associated with large scale construction activities immediate to the subject site, including noise, dust and vibration impacts on staff and customers.

#### **MANAGEMENT/MITIGATION OF EFFECTS PROPOSED BY AUCKLAND TRANSPORT**

23. Auckland Transport seeks that the NoR be confirmed on the basis that, with respect to such effects outline above, "*access during construction can be retained (where practicable)*" and that "*new access to [the site] will be provided, as required, to link into the new grade separation structure. Draft conditions [16 and 20] contain the proposed methods for managing and mitigating the disruptions to private property access*".<sup>5</sup>

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<sup>5</sup> Pg.75-76; Ibid.

24. Draft condition 16 requires that the proposed Construction Environmental Management Plan [**CEMP**] (or other plan) details how “*disruption to the use of private property located adjacent the designation will be mitigated through... providing vehicle access to private vehicles to private property as practicably possible [sic] at all times, except for temporary closures where landowners and occupiers have been communicated and consulted with in reasonable advance of the closure*”.
25. A definition of temporary closure has been provided as part of the condition, which identifies two ‘categories’:
- i. closures of a duration less than 12 hours, in which case the Requiring Authority is required to communicate and consult with the affected party at least 24 hours in advance, but is under no obligation to provide alternative parking arrangements; and
  - ii. closures lasting between 12 – 72 hours, in which case the Requiring Authority is obligated to offer alternative parking arrangements, as close to the affected site as practicable.
26. In addition, the definition also includes unexpected incidents where vehicles are temporarily “blocked in”, in which case the Requiring Authority is to provide alternative transportation means to the affected party.
27. Neither situation provides for alternative access arrangements for deliveries (or pick-ups), customers, or staff accessibility.
28. Draft condition 20 requires that the CEMP (or other plan) details:
- a) how the works are to be undertaken in order to reduce congestion on the surrounding road network during construction, and particularly:  
  

*The grade separation of Normanby Road so that it is undertaken at a time when vehicles, pedestrians, and cyclists can be managed and accommodated either on a temporary level railway crossing located within the designation footprint, or on Dominion Road, Mt Eden Road and Porters Avenue, to an extent which mitigates where possible and practicable delays to travel journeys from*

*congestion on these roads resulting from City Rail Link construction work; and*

- b) how disruption to the use of private property located immediately adjacent to the surface designation will be mitigated through: providing pedestrian and cycle access at all times; and retaining local vehicle and pedestrian access to properties at all times except for temporary closures.
29. It should be noted that Auckland Transport's consultant engineering design leader, Bill Newns, has confirmed that provision of a temporary level railway crossing cannot be achieved during the construction process.<sup>6</sup> Draft condition 20 should accordingly be amended to delete reference to this option and provide suitable and sufficient alternative access arrangements during construction.
30. With respect to new access arrangements to the site post construction, draft condition 3B requires that the requiring authority produce a "Pre-Construction Communications and Consultation Plan", which is to include methods for communicating and consulting with persons affected by the project (including but not limited to a number of identified parties) in respect of the development of sections or plans under the CEMP including management of property access.

#### **RESPONSE TO PROPOSED MITIGATION**

31. In my view, without specificity as to how access is to be provided, both during and post construction, to the northern parking/loading area of the site, the Dilworth Trust Board have an unreasonable degree of uncertainty as to the actual extent of effect of the NoR on their property.
32. The draft conditions do not set out in sufficient detail how the provision of a permanent replacement crossing (access arrangement) is to be delivered, which will need to be to the satisfaction of the Dilworth Trust Board, in terms of ensuring access is to a level of service that maintains the 'status quo' in terms of safety and function. Further, closing access to the site for up to 12 hours at a time, with only 24 hours' notice and without provision of alternative arrangements, represents a significant risk to the continued operation of the activity on the site.

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<sup>6</sup> Pg. 38; Statement of Evidence of William (Bill) Russell Newns.

33. With regards conditions, Dilworth Trust Board may be in a position to develop amendments to the draft conditions proposed by Auckland Transport and present these to the commissioners at the hearing. The scope of this will be dependent on on-going discussions with the requiring authority, and what Auckland Transport produce at the hearing.
34. Notwithstanding this, the effects of the proposal on the Dilworth Trust Board have not been fully assessed or addressed. The approach by the requiring authority is to provide justification via comparison to an alternative proposal. In describing the works related to the proposed grade separation, Auckland Transport's consultant design manager, Bill Newns, notes that the "*Normanby Road level crossing has a high priority for grade separation on safety grounds irrespective of CRL based on assessments by Auckland Transport and KiwiRail*".<sup>7</sup> In specifically addressing concerns raised by submitters in relation to the works on Normanby Road, Mr Newns states:<sup>8</sup>

*It is noted that the Normanby Road crossing has rated very highly in the list of priorities (on safety grounds) for road/rail grade separation in recent work undertaken by Auckland Transport. It is re-iterated that CRL will reduce the scale of impacts upon the local road network because of the track lowering (approximately 4m) required by the CRL geometry.*

35. Auckland Transport's consultant transportation expert, Ian Clark, in responding to submissions raised, similarly notes that:<sup>9</sup>

*It is quite possible that the grade separation of the Normanby Road crossing may be progressed prior to the construction of CRL should it be required from a safety perspective and I understand that this crossing currently sits at number 6 in Auckland Transport's priorities for grade separation.*

36. With respect to Mr Newns and Mr Clark, I consider it misleading (at best) to suggest submitters' concerns should be mollified by comparing the effects of the proposed development with a different proposal; one which may occur should the CRL not proceed, but nonetheless one that is not proposed.

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<sup>7</sup> Pg. 39; Ibid.

<sup>8</sup> Pg. 53-54; Ibid.

<sup>9</sup> Pg. 45; Statement of Evidence of Ian David Clark.

37. In considering the traffic impacts of the grade separation that is proposed, Mr Clark concludes “*the traffic related impacts of the [CRL] Project are to be mitigated as much as reasonably possible*”.<sup>10</sup> This is on the basis of his understanding that “*access is to be maintained between Normanby Road, south of the crossing, and Lauder Road, and to the sites owned by Tram Lease and the Dilworth Trust, during the closure of the crossing itself*”, and that in his opinion, upon completion, the grade separation will “*significantly improve the reliability of access between these submitters sites and the north and it will also significantly improve safety in the area by removing the possibility of conflicts and incidents involving trains with vehicles, pedestrians or cyclists.*”
38. Notwithstanding Mr Clark’s assessment of the long term safety outcomes, ensuring access to the site during the closure of the crossing does not alleviate the degree of uncertainty that remains as to how access will be provided (short or long term), or the potential for significant loss of trade (and therefore economic wellbeing) for the tenants of the site.
39. The mitigation measures proposed by Auckland Transport are insufficient, and until such time as these matters are resolved, it is not appropriate for Council to confirm the requirement for this aspect of the works.

### **CONCLUSION**

40. For the reasons set out above, I do not consider that the NoR should be confirmed in its current form.
41. While the wider benefits of the CRL project to Auckland Transport and the general public are not disputed, as currently proposed, the scale, nature, and duration of the works associated with the NoR have not been appropriately addressed as they relate to 51-63 Normanby Road. The proposal will not provide for the amenity of the site, and will adversely implicate the economic wellbeing of Dilworth Trust Board and their tenants.
42. The NoR, as notified and amended through the evidence circulated does not sufficiently address or adequately mitigate the significant adverse effects arising from the loss of access to the subject site,

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<sup>10</sup> Pg. 46: Ibid.

both during the construction activity/timeframe, or the resultant completed development. In absence of sufficiently addressing the effects of this aspect of the proposal to the satisfaction of the Dilworth Trust Board, it is not reasonable for the NoR to be confirmed.

**Craig Irving McGarr**  
**26 July 2013**

## **Attachment 1**

### **Resource consents:**

- i. R/LUC/1993/6001411**
- ii. R/LUC/1994/6002608**
- iii. R/LUC/1994/6005197**
- iv. R/LUC/1995/6005453**
- v. R/SUB/2000/3502461**

**Resource Consent R/LUC/1993/6001411**

# AUCKLAND CITY

## CITY ENVIRONMENTS

### REPORT ON A NON-NOTIFIED RESOURCE CONSENT APPLICATION FOR A DISCRETIONARY ACTIVITY

**Report to:** Development Services Manager  
Eden/Roskill

**From:** Michele Perwick  
Title: Planning Consultant, BCHF

**Date:** 24 January 1994

**Outline:** Redevelop part of Mt Eden Industrial Park by demolishing two existing warehouses and replacing with two new buildings to be used for warehousing with ancillary offices

**Keywords:** Discretionary  
Trees  
Parking  
Warehousing

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#### 1.0 THE APPLICANT AND PROPERTY DETAILS

**Applicant:** St John's College Trust

**Address for Service:** Harrison Grierson Consultants Ltd  
P O Box 37-091, Parnell

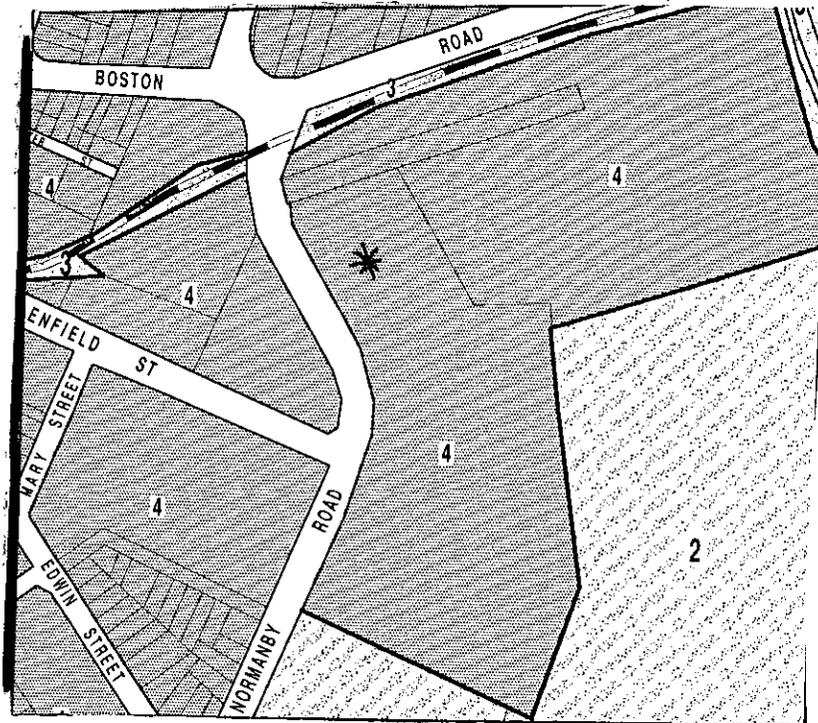
**Site Address:** 51-53 Normanby Road, Mt Eden

**Legal Description:** Lot 2 DP 90570

**District Plans:** Mt Eden Operative  
Auckland Isthmus Proposed

- Zoning:** Operative Plan - Employment  
Reviewed Plan - Business Activity 4
- Special Provision:** Proposed Plan : E05-29 View Protection -  
Volcanic Cones Affected Areas
- Trees:** Four silver birches on eastern boundary  
protected under Part 5C of the Proposed Plan

**Location:**



### **1.2 The Proposal**

The applicant proposes to redevelop part of the site known as Mt Eden Industrial Park on Normanby Road.

Two existing warehouses will be demolished and replaced with two new buildings. The final usage has not been determined but the applicant assumes approximately 75% (4589.25m<sup>2</sup>) of the building will be for warehousing and 25% (1529.75m<sup>2</sup>) for ancillary office activities.

### **1.3 Reasons for the Application**

Warehousing and ancillary offices are permitted activities under the provisions of both District Plans. The proposed development complies with the development controls of both Plans. However several aspects of the proposal have become discretionary activities.

### Reduction in number of parking spaces provided

The proposed development has a shortfall of 49 spaces; and the total site a deficiency of 10 spaces when assessed under the requirements of the Proposed Plan. The proposal complies with the car parking assessment provisions of the Operative Plan.

### Provision of more than 20 vehicles on the site

The Proposed Plan limits the number of carparks on a site permitted as of right. This is an additional constraint to any other constraints placed on the activity itself, by the Plan.

The development shows provision for 88 carparking spaces associated with the new development and a total of 233 spaces for the total site.

### Maximum Number and Width of Vehicle Crossings

The total site has four existing vehicle crossings. The existing crossing immediately to the north of the gunshed will become redundant with the proposed development and a new crossing is proposed 25m further north.

The Proposed Plan limits to 2 the number of vehicle crossings permitted as of right for sites with a road frontage greater than 60m. The Operative Plan provides for up to 3 crossings in similar circumstances.

The proposed new vehicle crossing will be 9.5m wide. The Proposed Plan stipulates a minimum width of 6m and the Operative Plan limits the maximum width of vehicle crossings to 4m.

### Removal of trees

Trees over 6m in height and with a girth (measured at 1.4m above the ground) greater than 600mm are subject to a General Tree Protection control under the Proposed Plan. The four silver birches on the eastern boundary of the site are subject to this control.

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## **1.4 Statutory Considerations**

### **1.4.1 Relevant Sections for the Resource Management Act**

Part II, Sections 23, 35, 94, 104, 105, 108, 113, 123 and the Fourth Schedule are relevant.

### 1.4.2 Affected Persons' Consent (Section 94)

See attached report.

### 1.4.3 Relevant Provisions of the District Plan(s)

#### (a) Operative

Section 8	Industrial Development and Employment Zone
Ordinance 58.1	Parking and Loading General Provisions
Ordinance 58.23	Parking Spaces

#### (b) Proposed

Clause 5(7.3.3.(C))	General Tree Protection
Clause 12.8.1.1	Parking standards other than in CBD
Clause 12.9.1.1	Discretionary Activities
Clause 12.9.1.2	Criteria for Assessing Discretionary Activities
Clause 4.3.1.1.A	Listed Discretionary Activities
Clause 4.3.1.1.B	Development Control Modification
Clause 8.6.4	Business Zone 4
Clause 8.6.4.2	Zone Strategy
Clause 8.7.1	Activities in Business Zones
Clause 8.8	Rules : Development Controls

## 2.0 ASSESSMENT

### **2.1 Threshold Effect**

The applicant's assessment of the proposal under the Proposed Plan included consideration of the threshold effect. This was applied to the office activity component of the development. However as the offices are ancillary to the warehousing activity they are not subject to threshold controls.

### **2.2 Traffic Assessment**

The application is accompanied by a Traffic Effects Report prepared by the Applicant, as part of their overall assessment. The Development Services Manager advises the conclusions reached in this report are to the satisfaction of the Council's traffic engineering staff, and no further detailed traffic engineering assessment has therefore been completed as part of this report.

The parking requirements of the Operative and Proposed Plans are detailed below:

	<b>Operative Plan</b>	<b>Proposed Plan</b>
Office	1/50m <sup>2</sup>	1/35m <sup>2</sup>
Warehouse	1/120m <sup>2</sup>	1/50m <sup>2</sup>
Retail	1/30m <sup>2</sup>	1/17m <sup>2</sup>

The southern part of the site will continue to operate as a warehouse development with ancillary offices and carparking. The proposal involves redevelopment of only part of the Mt Eden Industrial Park site. For this reason the applicant has assessed the application on three levels, examining parking matters for the proposed development, existing development and for the total site.

These calculations are shown in Table 2 of their report. In summary the following requirements were determined.

Table A : Applicant's Assessment of Number of Parking Spaces Required

<b>Development</b>	<b>Operative Plan : N° of Parking Spaces Required</b>	<b>Proposed Plan : N° of Parking Spaces Required</b>	<b>Car Parks Provided</b>
Existing	105.9	203	145
Additional	71	137.1	88
Total	176.9	340.1	233

However in determining the carparking provisions for the total site, there is no requirement to reevaluate the carparking provisions for the existing development. The number of carparks provided in the existing sector of the Industrial Park are protected by the existing use provisions of Section 10 of the Resource Management Act, unless some of those spaces were lost due to development or transferral from use with the new development.

The revised assessment of parking spaces is shown in Table B.

Table B : Revised Assessment of Number  
of Parking Spaces Required\*

<b>Development</b>	<b>Operative Plan : N° of Parking Spaces Required</b>	<b>Proposed Plan : N° of Parking Spaces Required</b>	<b>Car Parks Provided</b>
Existing	106	106	145
Additional	71	137	88
<b>Total</b>	<b>177</b>	<b>243</b>	<b>233</b>

\* All fractional parking spaces over one half or more have been counted as one parking space and under one have has been disregarded.

The proposed new development complies with the provisions of the Operative Plan, but fails to comply with the parking standards of the Proposed Plan.

The proposed development has a shortfall of 49 parking spaces and overall the site has a deficiency of 10 spaces. This is based on the assumption that the surplus 39 spaces associated with the existing development are incorporated into the parking requirements of the proposed development.

### **2.2.1 Reduction in the number of Parking Spaces**

The Proposed District Plan requires that in general all new developments are to provide adequate off-street parking. This is intended to facilitate the efficient use of the existing roads and reduce the potential adverse aural and visual impact of parked cars in some areas. The applicant must demonstrate there is no adverse impact on the environment by reducing the requirements for off-street carparking.

In order to determine the most reasonable level of parking to apply to the proposed development, the applicant has undertaken a survey to determine the actual parking demand for the existing development. This assumes the warehousing activity of the existing development will have similar characteristics to that of the proposed development, and consequently will reflect similar parking demands.

The results of the survey found the actual parking demand on site was comparable with the parking requirements of the Operative Plan (see Table 3 of the Report) and generated a demonstratively lower incidence of parking demand that that envisaged by the parking requirements of the Proposed Plan.

To mitigate against the shortfall of parking spaces on site the applicant notes that on-street parking is regularly available on both sides of Normanby Road. However the Proposed Plan states that on-street parking is, in general, not a viable alternative.

From the survey it would appear that the level of carparking to be provided will be adequate to meet both expected present and future demand and the Development Services Manager has confirmed that Council Traffic Engineers are satisfied in this regard.

### **2.2.2 Provision of Over 20 Parking Spaces**

The Proposed Plan has placed constraints on the scale of developments to control any adverse effects in terms of increased congestion, decreased safety, noise and visual intrusion. The proposed development has a shortfall in parking as discussed in Section 2.2.1.

Noise and visual intrusion from the proposed parking areas is not an issue with this application, as the proposed development is not located near residentially zoned areas. The lower playing fields of Auckland Boys Grammar abuts the southern boundary of the subject site, but the existing warehouse development screens the proposal from this open space.

The carparking areas are to be formed and sealed to meet Council standards.

Traffic considerations are discussed in Section 2 of the Applicant's Report and the Development Services Manager advises Council's traffic engineering staff have no additional comments. Hence there appears to be no adverse impact on the traffic environment of the neighbourhood.

### **2.2.3 Vehicle Crossings**

The principal reason for limiting the number and width of vehicle crossings is to ensure the safety and flow of both vehicular and pedestrian traffic.

The potential pedestrian traffic in this situation is likely to be minimal and thus the additional width of the crossing should not have any significant adverse safety effect.

The number of crossings associated with the site is not altered. The relocation of the access north of the gushed achieves a more efficient operation for the carparking areas and improves access to and from the proposed development.

## **2.3 Tree Protection**

It is an objective of the Business Activity 4 zone to maintain and enhance the

quality of the environment. Controls are imposed on new activities to enhance the streetscape. The four protected trees are at the rear of the site and are in average condition. They do not contribute to the visual amenity of the neighbourhood as they are not visible from public roads or areas. The objectives and policies of this zone would not be compromised by their removal.

The removal of the trees will improve the building platform available, in that the applicant can utilise the land area available, right up to the eastern boundary.

The applicant in mitigation for the removal of the trees has stated it is prepared to plant large specimen trees elsewhere on the site and would accept a condition to this effect in the resource consent.

A detailed landscaping plan has not accompanied this application. A condition of consent could be imposed requiring the submission of such a plan prior to construction.

Normanby Road is attractively landscaped with trees and street planting. The trees on the road reserve abutting the subject site make a major contribution to the amenity of the area and should be protected during any construction works associated with the redevelopment of the site.

#### **2.4 Services**

The Development Services Manager advises that there are no difficulties with the servicing of this site.

### **3.0 CONCLUSION**

The carparking provisions of the Operative Plan have been met. The applicant has demonstrated to the satisfaction of Council staff that the number of parking spaces required to satisfy parking requirements for a warehouse/office development are substantially less than the number of carparking spaces required by the Proposed Plan.

In conclusion, it is accepted that the investigations reveal that there is no adverse effect on the capacity of the adjoining roading network caused by the expected traffic generation of the proposal.

The removal of four trees near the eastern boundary will have only a minor effect on the environment of the site and can be mitigated against by future landscaping elsewhere on the site.

The safety and flow of both vehicular and pedestrian traffic are not adversely affected by the proposal. The amenity of the surrounding street is not compromised by the development or by the loss of the four trees on the eastern boundary of the site.

#### **4.0 RECOMMENDATION**

That the application by St Johns College Trust Board for a discretionary activity to partially redevelop warehousing at 51-53 Normanby Road, Mt Eden (Mt Eden Transitional Park), being Lot 2 DP 90570 be consented to pursuant to Sections 104 and 105 of the Resource Management Act 1991.

Pursuant to Section 113 of the Resource Management Act 1991 the reasons for the discretionary activity are as follows:

- (i) There are no adverse effects on the amenity of the environment nor on the capacity of the adjoining roading network
- (ii) The development is consistent with the objectives and policies of the Proposed and Operative Plans
- (iii) The development improves the operation and appearance of the Mt Eden Industrial Park.

Pursuant to Section 108 of the Resource Management Act 1991 the consent be subject to the following conditions:

- (i) The development shall comply with all relevant Council bylaws, the New Zealand Building Act and Regulations and all necessary consents, permits, etc shall be obtained
- (ii) Except for changes which shall be made in order to give effect to the conditions that follow, the development shall be in general accordance with the plans submitted as part of this application (Reference: Job N° 93046, Plans 1001-1003, December 1993)  
JAS MAY
- (iii) A landscaping plan shall be submitted to the Council, to the satisfaction of the Development Services Manager, prior to construction. This plan shall provide for the planting of large specimen trees on the site
- (iv) The applicant shall erect a temporary fence of 1.8m along part of the front boundary to provide for the protection of existing street trees during the construction phase of the development

- (v) The total office activity is limited to not more than 25% of the gross floor area of the development
- (vi) The crossing no longer required shall be reinstated as verge and footpath and the kerbs replaced. The cost of such work shall be borne by the applicant
- (vii) All parking areas are to be properly graded, drained and sealed to prevent dust nuisance or concentrated run-off of water from the site to the satisfaction of the Development Services Manager.

*[Handwritten signature]*

**PLANNING CONSULTANT, BCHF**

Date: 24-1-94

*[Handwritten signature]*

**SENIOR PLANNER CITY ENVIRONMENTS**

Approved for Release  
Date :

*[Handwritten signature]*

**DEVELOPMENT SERVICES MANAGER**

Date : 03.02.94

CONSENT FOR TREE REMOVAL :

*[Handwritten signature]*

**Resource Consent R/LUC/1994/6002608**



## VARIATION OF RESOURCE CONSENT CONDITIONS

**Report to:** Development Services Manager  
Mt Eden/Mt Roskill Area Office

**From:** Michele Perwick, Consultant Planner

**Date:** 20 July 1994

**Keywords:** Variation  
Parking  
Discretionary

### 1.0 THE APPLICANT AND PROPERTY DETAILS

**Applicant:** Harrison Grierson Consultants Ltd

**Address for Service:** P O Box 37-091, Parnell

**Site Address:** 51-53 Normanby Road, Mt Eden

**Legal Description:** Lot 2 DP 90570

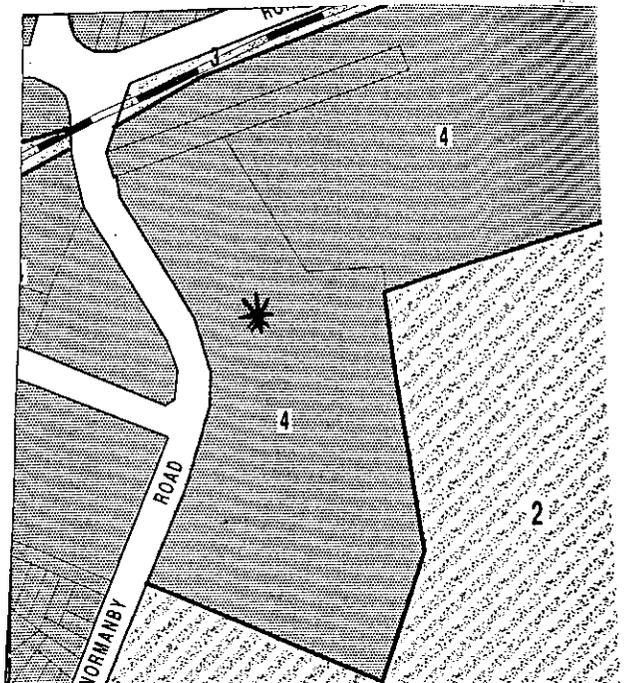
**District Plans:** Operative: Mt Eden  
Proposed: Auckland Isthmus

**Zoning:** Operative: Employment  
Proposed: Business Activity 4

**Special Provisions:** Proposed Plan: E05-29 View Protection  
Volcanic Cones Affected Areas

**Trees:** N/A

**Location Map:**





## **2.0 INTRODUCTION**

The applicant seeks a variation to a condition of a resource consent granted by an officer of Auckland City Council exercising delegated authority.

Resource consent was granted to redevelop part of the Mt Eden Industrial Park. Two new warehousing buildings were proposed. The final usage of the buildings had not been determined at the time of the original application and the applicant assumed approximately 75% (4,589m<sup>2</sup>) of the development would be for warehousing and 25% (1,530m<sup>2</sup>) for ancillary office activities.

Several aspects of the proposal required consent as discretionary activities. These are:

- Reduction in the number of parking spaces provided
- Provision of more than 20 vehicles on the site
- Exceed maximum number and width of vehicle crossings
- Removal of trees

The Planner's Report and Council's decision are attached. These should be read in conjunction with this report.

The applicant seeks a variation to Condition 'v' of the resource consent which stated:

*"The total office activity is limited to not more than 25% of the gross floor area of the development."*

The applicant contends the 25/75 office to warehouse split has proved to be inflexible in meeting market requirements and a 33/67 ratio would be more appropriate. Effectively this would be an 8% increase in the office component of the development from 25% to 33%.

The only matter which needs to be addressed by the proposed change is the provision of carparking spaces under the Proposed District Plan.

## **3.0 REVIEW STATUS**

Section 127 of the Resource Management Act provides for a holder of a resource consent to apply at any time to the Council for a change or cancellation of a consent condition, on the grounds that a change in circumstances has caused the condition to become inappropriate or unnecessary.

The applicant has subsequently revised its projections on market demands for office/ warehousing space and now believes Condition 'v' is inappropriate for the current market demands.

It is accepted that market fluctuations and revised projections have lead to a change in circumstances which would warrant Condition 'v' being reviewed.

The original application was not considered to have adverse effects on the amenity of the environment nor on the capacity of the adjoining road network. For these reasons the application was not publicly notified. No adverse effect on the environment or roading network is anticipated by a change to Condition 'v' as sought by the applicant. Accordingly, it is recommended the review be dealt with on a non-notified basis.

#### **4.0 REVIEW ASSESSMENT**

The gross floor area of the development has been reduced from 6,119m<sup>2</sup> to 6,052.5m<sup>2</sup>. The area of the proposed structures are as follows:

	<b>Warehouse m<sup>2</sup></b>	<b>Office m<sup>2</sup></b>
North Building	2,251	1,210
South Building	<u>1,788</u>	<u>803.5</u>
	4,039	2,013.5

The parking requirements of the Proposed Plan are detailed below:

Office	1 carparking space per 35m <sup>2</sup>
Warehouse	1 carparking space per 50m <sup>2</sup>
Retail	1 carparking space per 17m <sup>2</sup>

The carparking requirements of the variation to 33/67 office/warehousing is assessed below:

<b>Development</b>	<b>No. of Parking Required</b>	<b>Car Parks Provided</b>
Existing	106	145
Proposed	<u>139</u>	<u>94</u>
<b>TOTAL</b>	245	239

The proposed development has a shortfall of 45 spaces and overall the site has a deficiency of 6 spaces. This is based on the assumption accepted by Council in the original report that the surplus 39 spaces associated with the existing development are incorporated into the parking requirements of the proposed development.

Under the earlier proposal a shortfall of 49 spaces was recorded for the proposed development and the total site had a deficiency of 10 spaces. The applicant successfully demonstrated that reducing the requirements for off street parking as detailed, would not have an adverse impact on the environment. A parking survey undertaken by the applicant demonstrated on site parking demand was comparable with the parking requirements of the Operative Plan (which the proposed development satisfies) and generated a demonstratively lower incidence of parking demand than that envisaged by the parking requirements of the Proposed Plan. Council's Traffic Engineers advised they were satisfied with the parking provisions. Therefore, the current proposal which reduces the degree of infringement would also be acceptable.

## **5.0 CONCLUSION**

The application to increase the office component of the development from 25% to 33%, combined with a reduction in the GFA of the development by 66.5m<sup>2</sup> and a redesign of the carparking layout has reduced the overall shortfall from 10 parking spaces to six spaces.

The original assessment concluded that there is no adverse effect on the capacity of the adjoining roading network caused by the expected traffic generation of the proposal. The degree of non-compliance has been reduced by the proposed changes and therefore any effect on the capacity of the adjoining road network is also reduced.

## **6.0 RECOMMENDATION**

That the application by Harrison Grierson Consultants Ltd for a review of resource consent conditions to increase the total office activity to 33% of the gross floor area of the development at 51-53 Normanby Road, Mt Eden, described as Lot 2 DP 90570, be consented to pursuant to Section 357 of the Resource Management Act 1991.

Pursuant to Section 113 of the Resource Management Act, the reasons for this decision are:

- (i) There is no adverse effect on the capacity of the adjoining road network
- (ii) The degree of non-compliance has been reduced from a shortfall of ten to six parking spaces

Pursuant to Section 108 of the Resource Management Act 1991 the consent shall be subject to the following conditions:



- (i) The development shall be in general accordance with the plans submitted as part of this application (reference Jasmax Architects Job N° 93046, Plans A(--)-1111, A(--)-1205-206, A(--)-1207-208 and A(--)-1305-308, Revision 01).

A handwritten signature in black ink, appearing to read 'm perwick'.

**Michele Perwick**  
**PLANNING CONSULTANT, BCHE**

**Date:** 21/7/94

21map876.R74

A handwritten signature in black ink, appearing to read 'A Chaplin'.

**Andrew Chaplin**  
**DEVELOPMENT SERVICES**  
**MANAGER**

**Date :** 25.7.94

2100015

**Resource Consent R/LUC/1994/6005197**



# AUCKLAND CITY

## CITY ENVIRONMENTS

### REPORT ON A NON-NOTIFIED DISCRETIONARY ACTIVITY RESOURCE CONSENT APPLICATION FOR CONSENT TO ESTABLISH A CAFE/ LUNCHBAR WHICH WILL RESULT IN A CARPARKING SHORTFALL OF 7 SPACES AT 51-53 NORMANBY ROAD, MOUNT EDEN

To : City Secretary

For : Planning Fixtures Sub-Committee

From : Andrew Gysberts  
Planning Consultant

Applicant's Name : Business Forms Systems Limited

Address For Service : c/- Jasmax Architects  
PO Box 6488, Auckland

Legal Description : Lot 2 DP 90570

Zoning : Auckland City Transitional District Plan:  
Mount Eden Section - ~~Industrial 2~~ *Employment zone*  
City of Auckland Proposed District Plan:  
Isthmus Section - Business Activity 4

Designations : Transitional Plan - Nil  
Proposed Plan - Nil

#### 1.0 PROPOSAL

The proposal is to establish a cafe at the western end of Unit B in the northern of two buildings which are currently under construction at the subject site.

The cafe will be open to employees of the applicant and to the general public. Access to the cafe will be by internal access to the offices of Unit B and an entry opening out to the parking area of the subject site off Normanby Road.

The proposal is shown on the accompanying plans and documentation.

## **2.0 REASONS FOR THE APPLICATION**

This application is required for the following reason:

- (a) The proposed cafe infringes the carparking requirements and is a Discretionary Activity in terms of the provisions of the Proposed District Plan.

## **3.0 RELEVANT DISTRICT PLAN PROVISIONS**

### **Transitional Plan**

The proposal complies with the provisions of the Transitional District Plan.

### **Proposed Plan**

Clause 12.8.1.1      Parking Standards ...

Clause 12.9.1.1      Discretionary Activities

## **4.0 AFFECTED PERSONS APPROVAL (SECTION 94 OF THE ACT)**

- 4.1 An assessment of the proposal in respect of the provisions of Section 94 of the Act is attached to this report. It is considered that the proposal will have only a minor adverse effect on the environment. Further, it is considered that the proposal will not adversely affect any persons. Accordingly, this application has not been notified.

## **5.0 ASSESSMENT (SECTIONS 104 AND 105 OF THE ACT)**

### **Relevant Sections of the Resource Management Act**

- 5.1 Sections 5, 84, 104, 105 and the Fourth Schedule of the Act are relevant for an assessment of this application. In carrying out the required assessment, regard should be had to Sections 6, 7, 8, 9, 23, 35 and 367 of the Act so that they are not compromised by grant of consent. Section 94, which gives due regard to affected persons, provides guidance in determining whether the application should be notified, while Section 108 provides for conditions to be set as part of the resource consent. Monitoring responsibilities are required by Section 35.

### Assessment Under Transitional Plan

- 5.2 The proposal complies with the provisions of the Transitional District Plan in all respects. Accordingly, no further assessment in terms of the provisions of the Transitional District Plan is required.

### Assessment Under Proposed District Plan

- 5.3 The proposed cafe is provided for as a Permitted Activity in the Business Activity 4 zone in Clause 8.7.1 of the Proposed District Plan. The proposed cafe will be established within an office/warehouse development which is currently under construction. Consent was granted by Council on 3 February 1994 to the development in respect of matters pertaining to a parking shortfall, vehicle crossings and tree removal. Further consent was granted on 27 July 1994 to an alteration to a condition of the first consent which limited the ratio of office to warehouse space in the development to 25%.
- 5.4 The further application in respect of the development in July 1994, sought consent to increase the ratio of office space which could comprise the floor space of the buildings. The parking requirement for office space in the Proposed District Plan is higher than that for warehouse space and, in this regard, an increase in the proportion of office space meant a greater requirement for parking spaces.
- 5.5 With the further consent increasing the maximum allowable proportion of office space to 33%, the subject site would need to provide 245 spaces in terms of the Proposed District Plan carparking requirements. The actual number of spaces provided on the subject site is 239 spaces which is a shortfall of 6 carparks.
- 5.6 The proposal which is subject of this application is a similar situation to that encountered when consent was sought to increase the ratio of office space to warehouse space. In this instance, Clause 12.8.1.1 of the Proposed District Plan requires one parking space for every 10m<sup>2</sup> of gross floor area for restaurants and cafes as opposed to one space for every 50m<sup>2</sup> of warehouse space.
- 5.7 The gross floor area of the proposed cafe is approximately 85m<sup>2</sup>. In this regard, the proposed cafe is required to provide 8.5 spaces. The 85m<sup>2</sup> in floor area would require 1.7 spaces to be provided when used for warehouse activity. Accordingly, the proposed cafe will increase the parking requirement for the whole site by 6.8 spaces and, accordingly, the shortfall for which consent is sought is 7 spaces.

- 5.8 The proposal must be considered in terms of the matters set out in Clause 12.9.1.1 *Discretionary Activities*. Matters for consideration in respect of applications for a reduction in parking spaces include the physical practicability of providing the spaces, any adequate alternative supply of spaces and a demonstrably less than normal parking demand.
- 5.9 A traffic planning report was submitted as part of the original application for consent to develop the site and is attached to this report. The report (Traffic Planning Consultants Ltd, 10 November 1993, p 4) assessed the actual parking demand of the existing development on the subject site and analysed the parking requirements of both the Transitional and Proposed District Plans. The conclusion of the report found that:
- "The proposed parking provision is considerably in excess of the requirements of the Operative [Transitional] District Plan, and surveys have shown that these parking rates are applicable to this site (as opposed to higher rates contained in the Proposed District Plan). Accordingly, it is considered that the proposed parking is more than adequate to meet the likely parking demand of the development, and that the site will continue to operate satisfactorily from a traffic planning point of view."*
- (Traffic Planning Consultants Ltd, 10 November 1993, p 4)
- 5.10 Since the traffic planning report outlined in 5.9 was completed, the parking layout has been altered to provide for 239 vehicles. The original shortfall to which consent was granted in February 1994 was 10 spaces. As a result of the proposed cafe, the subject application represents a shortfall of 13 spaces. In this regard, it is considered that the parking shortfalls are similar and that the findings of the traffic planning report of November 1993 are still relevant.
- 5.11 Further, the applicant submits that an estimated two thirds of patronage of the cafe will arrive at the premises on foot, either from the applicant's premises or from nearby businesses. In this regard, only another one third of patronage will arrive by vehicles and create parking demand. It is proposed to designate three spaces directly adjacent to the cafe entrance for the use of these customers.
- 5.12 It is considered that the proposal is in accordance with the discretionary matters set out at Clause 12.9.1.1. The parking demand of the development including the proposed cafe has previously been shown to be demonstrably less than the requirement of the Proposed District Plan. Consent was originally granted in February 1994 to a shortfall of 10 spaces and it was accepted by Council at that time, that the parking available in the vicinity of existing development on the subject site would be adequate to provide for the development under construction.

- 5.13 In overall terms, it is considered that the proposal is will have a relatively minor impact on parking demand and that the proposal will have no more than a minor adverse effect on the adjoining roading network.

#### Mitigation Measures/Monitoring Of Effects

- 5.14 Any consent granted in respect of this application will be conditional upon compliance with all relevant rules and regulations, all necessary consents being obtained and the development proceeding in accordance with the conditions forming part of this report.
- 5.15 Council's Enforcement staff will conduct necessary inspections to ensure all work is carried out in accordance with approved drawings. In case of any non-compliance, appropriate enforcement action will be taken.
- 5.16 Also, this decision will be placed on the 1995 Discretionary Activity (Non-Notified) Consent file. The general public has access to this file. Additionally, the decision will be made available to the Council's District and Neighbourhood Planning Division as data compilation for any future changes to the District Plan.

#### 6.0 CONCLUSIONS

- 6.1 It is considered that the proposal will not have an adverse effect on the environment and that traffic safety and flow will not be compromised by the granting of consent.
- 6.2 The proposal does not conflict with the objectives and policies of either the Transitional or Proposed District Plans and the granting of consent to the proposal will not contradict the focus in the Act of sustainable management of natural and physical resources.
- 6.3 The proposal is in general accordance with the relevant criteria of the Proposed District Plan in respect of applications seeking consent for a shortfall of carparking spaces.

#### 7.0 RECOMMENDATIONS

- 7.1 That, based upon the information, assessment and conclusions above, the application by Business Forms Systems Limited for consent to establish a cafe/ lunchbar which will result in a carparking shortfall of 7 spaces at 51-53

Normanby Road, Mount Eden be consented to pursuant to Sections 5, 84, 104, 105 and the Fourth Schedule of the Resource Management Act 1991.

7.2 Pursuant to Section 113 of the Resource Management Act 1991, the reasons for the consent are as follows:

- (i) It is considered that any effects of the infringement on the environment will be minor.
- (ii) Granting of consent will not contradict the relevant objectives and policies in both the Transitional and Proposed District Plans nor the focus in the Act of sustainable management of natural and physical resources.
- (iii) The proposal meets the relevant assessment criteria in the Proposed District Plan in respect of applications seeking Discretionary Activity consent for a shortfall of carparking spaces.

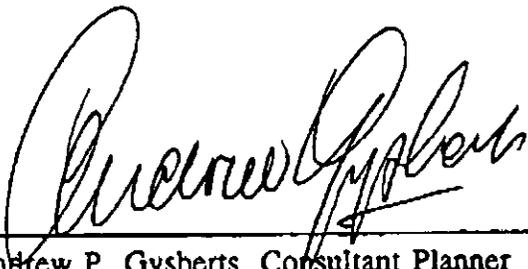
7.3 Pursuant to Section 108 of the Resource Management Act 1991, the consent be subject to the conditions that follow:

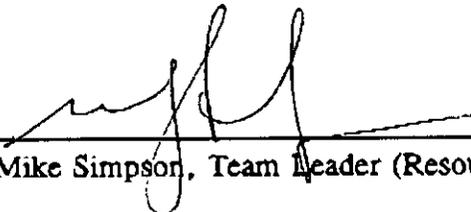
- (1) All other necessary consents shall be obtained and all relevant Bylaws and Regulations shall be adhered to.
- (2) Development is to be undertaken in substantial accordance with the plans and documents submitted as part of this application.

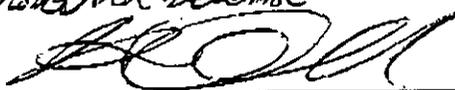
#### **ADVICE NOTE**

Pursuant to Section 125 of the Act, this resource consent will expire 2 years after the date of commencement of consent, unless the consent is given effect before the end of that period.

SIGNED:

  
Date: 24 January 1995  
Andrew P. Gysberts, Consultant Planner

  
Date: 24/1/95  
Mike Simpson, Team Leader (Resource Consents)

*Approved For Release*  
  
Date: 26/1/95  
~~Andrew Chaplin, Development Services Manager~~  
Kevin Arnold

**Resource Consent R/LUC/1995/6005453**

## REPORT ON A NON-NOTIFIED RESOURCE CONSENT APPLICATION FOR A DISCRETIONARY ACTIVITY

**Report to:** Development Services Manager  
Mt Eden-Mt Roskill Area Office

**From:** Michele Perwick, Consultant Planner

**Date:** 4 January 1995

**Outline:** This report considers a discretionary activity application to permit a reduction to the required parking provision for an existing warehouse/office/showroom premises.

**Keywords:** Discretionary Activity  
Parking

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### 1.0 THE APPLICANT AND PROPERTY DETAILS

**Applicant:** Philip Dixon, Sabato

**Address for Service:** PO Box 8331, Symonds Street, Auckland

**Site Address:** 57D Normanby Road, Mt Eden

**Legal Description:** Lot 2 DP 90570

**District Plans:** Proposed: Auckland Isthmus  
Transitional: Mt Eden

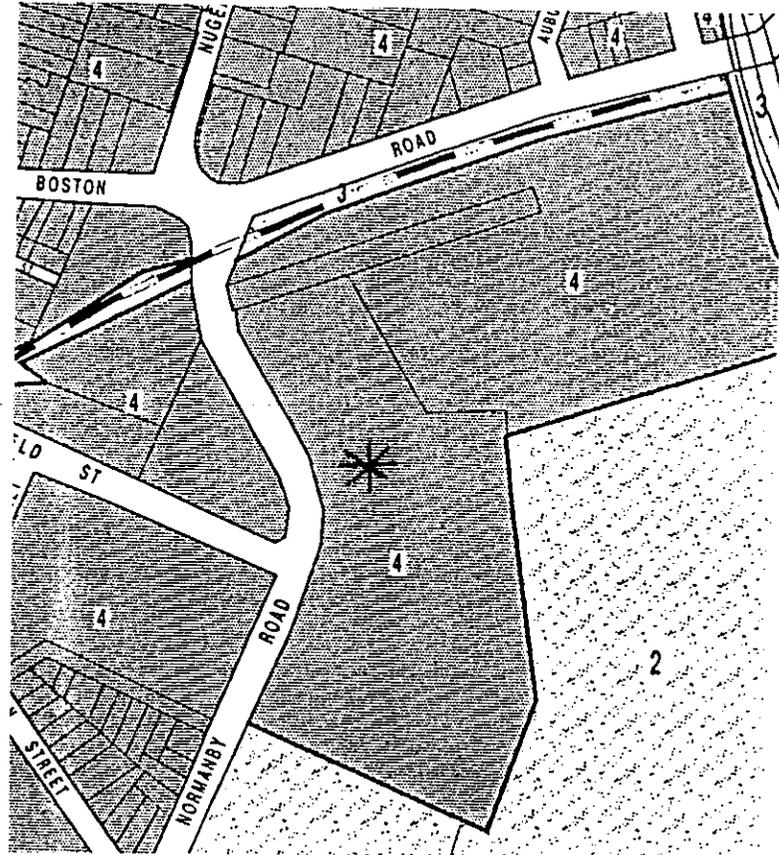
**Zoning:** Proposed: Business Activity 4  
Transitional: Employment

**Special Provisions:** Proposed Plan: E05-29 View Protection  
of Volcanic Cones Affected Areas

**Road Status:** Normanby Road: Collector Road

**Trees:** N/A

## Location Map:



### 1.1 The Proposal

The applicant, Sabato, is an importer/distributor of luxury food and wine products. Imported goods are delivered to the warehouse 2 to 3 times a year and are distributed by either van or courier to clients. A mail order business is also available to the general public. The showroom is primarily directed at the wholesale market, but is open to the public between 1100 and 1400 hours, on Wednesday, Thursday and Friday. Longer public opening hours are required during December, due to Christmas demands for Sabato products. Sabato advise that it does not advertise widely and most members of the public visiting the showroom receive a quarterly newsletter published by Sabato. A large showroom is provided for kitchen facilities and to allow testings by clients who include restaurants, fine food retailers etc.

### 1.2 Reasons for the Application

- 1.2.1 There is a shortfall in carparking. 4 parking spaces are provided and in terms of the Operative Plan, 6 parking spaces are required and under the Proposed Plan 11 spaces. The proposal is a discretionary activity in terms of the provisions of both District Plans.
- 1.2.2 The Operative Plan still has some weight as the office, retail and warehouse parking standards of the Proposed Plan have been appealed against.

### **1.3 Statutory Considerations**

#### **1.3.1 Relevant Sections of the Resource Management Act 1991**

Part II, Sections 23, 35, 94, 104, 105, 108, 113, 123 and the Fourth Schedule are relevant.

#### **1.3.2 Affected Persons Consent**

See attached report

#### **1.3.3 Relevant Provisions of the District Plan**

##### Proposed

Part 4 General Provisions and Procedures  
Rule 8.7.3 Parking Standards  
Rule 12.9.1.1 Discretionary Activities (Transportation)

##### Operative

Ordinance 58.1	Parking and Loading General Provisions
Ordinance 58.23	Parking Spaces

### **2.0 ASSESSMENT CRITERIA**

#### **2.1 Introduction**

The existing development is provided for as a permitted activity under both District plans. The business is established within an existing office/warehouse development. Consent was granted by Council on 3 February 1994 to the redevelopment in respect of matters pertaining to a parking shortfall, vehicle crossings and tree removal. Further consent was granted on 27 July 1994 to an alteration to a condition of the first consent which limited the ratio of office to warehouse space in the development to 25%. The maximum allowable proportion of office space was increased to 33%. The subject site needed to provide 245 spaces in terms of the Proposed District Plan and the actual number provided is 239, a shortfall of 6 spaces.

A third consent was granted on 7 February 1995 to establish a lunchbar with a shortfall of seven spaces. The original shortfall for the total development in July 1994 was 10 spaces, following the second consent a larger shortfall of 6 spaces was consented and brought the total development shortfall up to 13 spaces.

The proposal for Sabato is considered in terms of the matters set out in Clause 12.9.1.1. Matters for consideration in respect of applicates for a reduction in car parking spaces include an adequate alternative supply of spaces and a demonstrably less than normal parking demand.

## 2.2 Parking Provision

The parking requirement for the application is shown below:

Use	Proposed District Plan Parking Ratio	Spaces Required	Operative District Plan Parking Ratio	Spaces Required
Showroom (98.6m <sup>2</sup> )	1 space per 17m <sup>2</sup> GFA	5.8	1/30m <sup>2</sup>	3.2
Warehouse (215.85m <sup>2</sup> )	1 space per 50m <sup>2</sup> GFA	4.3	1/120m <sup>2</sup>	1.8
Office (26.05m <sup>2</sup> )	1 space per 40m <sup>2</sup> GFA	10.65	1/40m <sup>2</sup>	0.5
<b>TOTAL</b>		<b>10.75(11)</b>		<b>5.5(6)</b>

The site provides parking for only 4 vehicles and there is a shortfall of 7 spaces in terms of the Proposed Plan and 2 spaces under the Operative Plan.

However, the showroom does not generate the level of traffic associated with the more typical "retail premises" upon which the parking requirement is based. This is because of the wholesale nature of the operation and the restricted times of opening to the public. The applicant has advised that an average of 10 cars would visit the site in the public opening time (10.00 to 14.00 on Wednesday, Thursday and Friday) which represents less than 3 cars per hour.

The applicant has stated that a staff car is parked in Normanby Road and so all 4 of the spaces are available to visitors at all times. However on-street parking is generally to be avoided so as to facilitate the efficient use of roads by minimising road congestion, noise and visual intrusion and improving safety.

Sabato's loading space is typically used to park the owners vehicle, which is used for Auckland deliveries. Couriers also use the loading space for short term parking. The loading space is sufficiently wide enough to accommodate 2 vehicles.

The infrequent delivery of goods to the warehouse means conflict with these outward distributor arrangements is rare and difficulties are not anticipated given the scale of this operation.

It is assumed that 3 spaces will be available for visitor parking given that 1 space should be made available for staff parking and that this may be reduced to 2 spaces, 2 or 3 times a year, when overseas shipments of goods are delivered. The low volumes of traffic generated by the showroom suggest the level of parking provision is adequate for the anticipated level of demand.

In addition it is noted that a traffic planning report submitted as part of the original application for consent to develop the entire site, concluded that:

*"The proposed parking provision is considerably in excess of the requirements of the Operative [Transitional] District Plan, and surveys have shown that these parking rates are applicable to this site (as opposed to higher rates contained in the Proposed District Plan). Accordingly it is considered that the proposed parking is more than adequate to meet the likely parking demand of the development and that the site will continue to operate satisfactorily from a traffic point of view"*

(Traffic Planning Consultants Ltd, 10 November 1993 Pg 4).

The total parking shortfall of the development, taking into account the earlier consents and the Sabato application under the Proposed District Plan is 20 spaces.

The parking layout for the site provides 239 vehicle spaces, which represented a shortfall of 10 spaces when consent was granted in February 1994. The granting of the consent for a lunchbar in February 1995 increased the parking shortfall to 13 spaces. The increase in the parking shortfall to 20 spaces is considered acceptable as adequate parking exists for Sabato given the nature of their operation. It is considered that the level of parking demand associated with the proposed application can be accommodated within the existing parking layout and that the application will not detrimentally effect the adjacent road network.

### **3.0 CONCLUSION**

The applicant has demonstrated to the satisfaction of BCHF's traffic engineer that the number of parking spaces required to satisfy the parking standards for the existing warehouse/showroom operation are substantially less than the number of parking spaces required by the Proposed Plan.

In conclusion it is accepted that there is no adverse effect on the capacity of the adjoining roading network or on other activities on this site, caused by the traffic generation of the Sabato operation.

### **4.0 RECOMMENDATION**

That the application by Phillip Dixon of Sabato, for consent to a Warehouse/Showroom/Office which will result in a carparking shortfall of 7 spaces at 57 Normanby Road, Mt Eden be consented to pursuant to Sections 104 and 105 of the Resource Management Act 1991.

Pursuant to Section 113 of the Resource Management Act 1991, the reasons for the consent are as follows:

- (i) It is considered that any effects of the infringement on the environment will be minor.
- (ii) The proposal meets the relevant assessment criteria in the Transitional and Proposed District Plans in respect of applicants seeking discretionary activity

consent for a shortfall of carparking spaces.

- (iii) Granting of consent will not contradict the relevant objectives and policies in both the Transitional and Proposed District Plans.

Pursuant to Section 108 of the Resource Management Act 1991, the Consent by subject to the following conditions.

- (i) All other necessary consents shall be obtained and all relevant bylaws and regulations shall be adhered to.
- (ii) Development is to be undertaken in substantial accordance with the Plans and Documents submitted as part of this application.



PP Michele Perwick  
Planning Consultant, BCHF

H.C.McNeal  
Senior Advisory Officer  
Mt Eden/Roskill Area Office

Date:

Date:

*Approved for consideration by PFS.*



Andrew Chaplin  
Development Services Manager  
Mt Eden/Roskill Area Office

Date: 5.1.96

**Resource Consent R/SUB/2000/3502461**



# AUCKLAND CITY

## AUCKLAND CITY ENVIRONMENTS

### REPORT ON A NON-NOTIFIED FREEHOLD SUBDIVISION RESOURCE CONSENT APPLICATION AT 31-63 NORMANBY ROAD, MT EDEN

**To:** R G Miller  
Team Leader - Subdivisions

**From:** Julia Moran

**Reference:** AS/00/2461 / R5427/10

#### 1.0 APPLICANT AND PROPERTY DETAILS

**Applicant's Name** : St Johns College Trust Board

**Address For Service** : Harrison Grierson Consultants Ltd  
P.O. Box 5760  
Wellesley Street  
Auckland

**Attention** : Tracy Fearon/Gary Clarke

**Legal Description** : LOT 2 D.P.90570

**Site Area** : 2.3071ha

**District Plan & Zoning** : Isthmus Plan 1999, Business 4

**Designations/limitations** : View Protection - Volcanic Cones

#### 2.0 THE PROPOSAL

Plan R5427/10 shows a subdivision around an existing development creating two new lots in the Business 4 zone. There are eight buildings on the site and the remainder of the site is carparking and landscaping. The buildings are used for a variety of uses including a gun shop, a gymnasium a café and industrial and commercial warehousing. The largest building on proposed Lot 1 is vacant. Proposed Lot 1 slopes gently down from north east to south west and again slopes down gently from south east to north west. There is an existing change in ground level between the two lots. Proposed Lot 2 is generally flat and lower than proposed Lot 1. There are four vehicle crossings providing access to the site and there will be two crossings for each of the new lots. The existing development will remain unchanged.

### **3.0 REASONS FOR THE APPLICATION**

- 3.1 Under the Isthmus District Plan 1999, Subdivision around existing/approved development requires a discretionary activity consent.
- 3.2 Overall, the application is considered to be discretionary.

### **4.0 SECTION 94**

Part 11.5.5.2 of the Isthmus Plan 1999 states that no application for a subdivision consent which is for a discretionary activity will be notified unless in the Council's opinion special circumstances exist in relation to that application.

*In my opinion no special circumstances exist.*

### **5.0 ASSESSMENT**

The site is fully developed and no additional buildings are planned. The upper floor of the building on the southern (internal) boundary of proposed Lot 2 gains access from Lot 1 and carparking is also provided on Lot 1 for this part of the building. Easements are proposed to ensure that the carparking and access for this building are retained.

#### Development Rules: Assessment

The application complies with all development controls except for carparking as can be seen from the table below :-

Rule in the District Plan	Lot 1	Lot 2
8.8.1.1 Maximum height 15m	Existing buildings to remain therefore complying	Existing buildings to remain therefore complying
8.8.1.2 Basic floor area ratio of 2:1	Existing buildings to remain and have existing use rights	Existing buildings to remain and have existing use rights
8.8.1.3C Streetscape	2m wide landscaped strip on road frontage therefore complies	2m wide landscaped strip on road frontage therefore complies

#### Carparking

The largest building on proposed Lot 1 is vacant and has been used for warehousing in the past. Therefore the carparking requirement for this building is assessed on the basis of a warehousing usage. Redevelopment of this building is a possibility and carparking requirements will be assessed at building consent stage. Currently on Lot 1 there are 159 carparking spaces and this means there is a shortfall of 48 spaces. Council has no record of an approval for a shortfall in

carparking spaces on proposed Lot 1. As there is no vehicular access between proposed Lot 1 and proposed Lot 2, it is considered that there are existing use rights for the shortfall in the carparking spaces. Given that the largest building on this lot is vacant, it would be inappropriate at this stage to impose a condition for further carparking spaces.

The two buildings on proposed Lot 2 were constructed in 1995 and there are currently 87 carparks available for these two buildings. In 1996 Council granted a land use resource consent for a reduction of the required number of carparking spaces on Lot 2. A shortfall of seven carparking spaces was permitted by the land use consent.

#### Financial Contribution

The District Plan has no requirement for payment of a financial contribution in respect of a subdivision in the Business 4 zone.

#### Available services

There are four fire hydrants serving this site - two are located on the road boundary of Lot 1 and the other two are on the opposite side of the road from Lot 2. All vehicle crossings serving the site are in a satisfactory condition. A public sanitary sewer is located in the road reserve and stormwater is discharged to soakage.

#### Fire Protection

The proposed carparking easement along the northern (internal) boundary of proposed Lot 1 will effectively prevent any building being constructed in this vicinity and thus giving fire protection to this portion of the building. The 22m length of this building that has no easement along it has no openings and therefore has some existing fire protection.

#### Engineering Requirements

Development Engineering have reviewed the application and recommend the following conditions be imposed:

1. An approved soakage system for each existing building within its respective lot is required and additional soakage tests are also required to show that BH's 1, 2 and 16 are capable of the required flow and each soakhole shall be limited to a maximum of approximately 35 l/s. Additional soakholes may be required.
2. Provide an easement for the foulwater drain serving Lot 2 that passes over Lot 1.
3. One downpipe on the Gun Shop is discharging to the ground and requires piping to the nearest soakhole.

Based on the above assessment, it can be concluded that consent may be given to the fee simple subdivision shown on ACC Plan R5427/10.

## 6.0 RECOMMENDATIONS

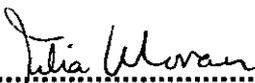
1. Pursuant to Section 105 of the Resource Management Act 1991, the non-notified discretionary activity subdivision application by St Johns College Trust Board for a freehold subdivision at 31-63 Normanby Road, Mt Eden (LOT 2 D.P.90570) described on Auckland City Council Plan Number R5427/10, be **granted consent**.
2. Pursuant to Section 113 of the Resource Management Act 1991, the reasons for granting this consent are as follows: Pursuant to Section 113 of the Resource Management Act 1991, the reasons for granting this consent are as follows:(i) the adverse environmental effects of the activity will be minor because the development complies with most of the development criteria for the Business 4 zone of the District Plan and has a resource consent and existing use rights for reduced numbers of carparking spaces, (ii) and the granting of this consent will not be contrary to the Objectives and Policies of the District Plan.
3. That pursuant to Section 348 of the Local Government Act 1974, Right of Way labelled "C" as shown on ACC Plan number R5427/10 be approved.
4. Pursuant to Sections 108 and 220 this consent is subject to the following conditions.
5. That Right of Way "C" be granted or reserved.
6. That carparking easements "A" and "B" be granted or reserved.
7. That appropriate service easements be granted or reserved in favour of the private foulwater drain serving Lot 2 that passes over Lot 1.
8. That a Certificate pursuant to Section 224c of the Resource Management Act 1991 will not be issued until conditions 8.1 and 8.2 have been met to the satisfaction of the Council and at the owners expense.
  - 8.1. That the stormwater downpipe on the Gun Sho[p that is presently discharging to the ground be connected to the nearest soakhole by a sealed pipe system. **A building consent will be required.**
  - 8.2. That an approved soakage system be provided for each existing building within its respective lot. Additional soakage tests are required to show that Bore holes 1, 2 and 16 are capable of the required flow but that each soakhole is to be limited to a maximum of approximately 35 litres per second. (Additional soakholes may be required.) **A building consent will be required.**
9. Should the subdivider request and be eligible for a change or cancellation of any conditions of consent in accordance with Section 127 (1) of the Resource Management Act 1991, such an application must be made to Council in

writing prior to the deposit of the Survey Plan and be accompanied by the required Council fee of \$375.00.

ADVICE NOTES

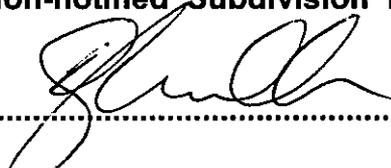
1. This resource consent will expire two years after the date of commencement of consent unless: (a) a survey plan is presented to Council for approval under Section 223 of the Resource Management Act 1991 and that plan is deposited within three years of that approval date; or, (b) Upon an application made up to 3 months after the expiry of that period (or such longer period as is fixed under section 37 of the Resource Management Act), the Council fixes a longer period. The statutory considerations which apply to extensions are set out in section 125(1)(b) of the Resource Management Act 1991.
2. Please note that a fee is payable upon lodgement of an application for the issue of a certificate pursuant to Section 224(c) of the Resource Management Act 1991 relating to this application. Please contact Auckland City Environments for the current fee.
3. If you disagree with any of the above conditions, or with any additional charges relating to the processing of the application, you have a right of objection pursuant to Section 357 of the Resource Management Act 1991 which shall be made in writing to Council within 15 working days of notification of the decision. Council will as soon as practicable consider the objection at a hearing.

**SIGNED:**

.....  ..... **Date:**.....10-4-2001.....  
**Julia Moran Subdivision Consents Officer**

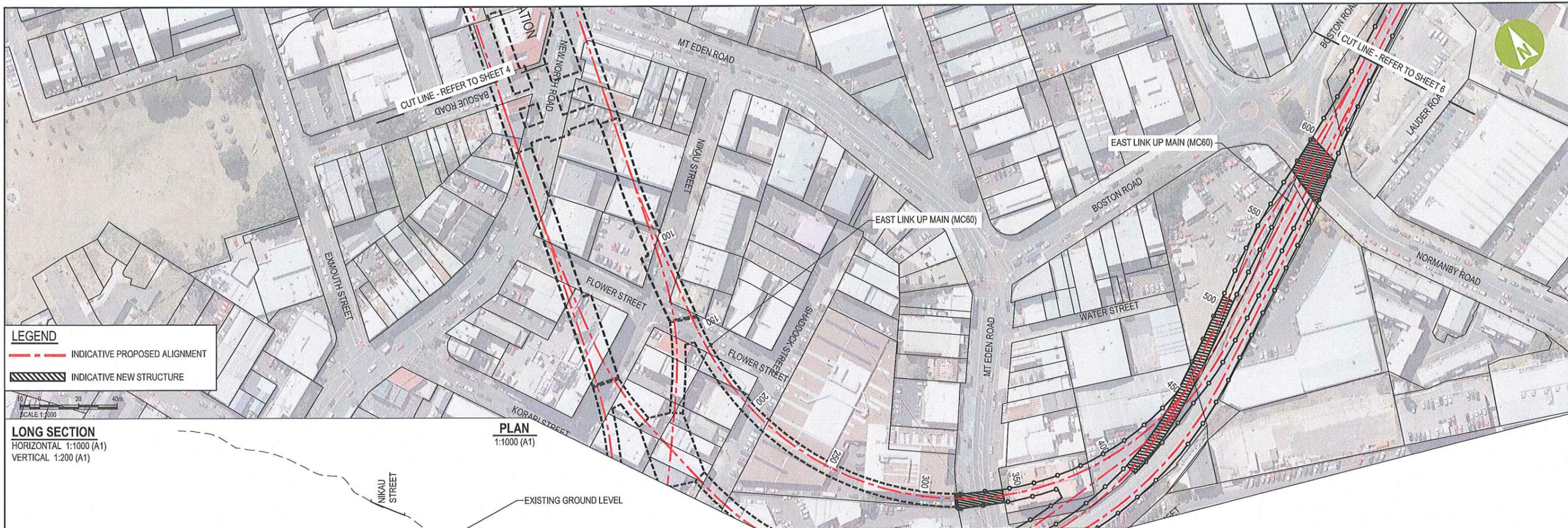
**DECISION**

**Granted consent in accordance with the above recommendation under Delegated Authority to the non-notified Subdivision Resource Consent at 31-63 Normanby Road.**

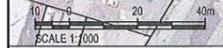
.....  ..... **Date:**.....10-4-2001.....  
**R G Miller**  
**Team Leader - Subdivisions**  
**Auckland City Environments**

## **Attachment 2**

**Concept Design Report drawing “Indicative Plan and Longsection East Link Up Main (MC60) Sheet 5 of 10”, prepared by Aurecon (et al.)**

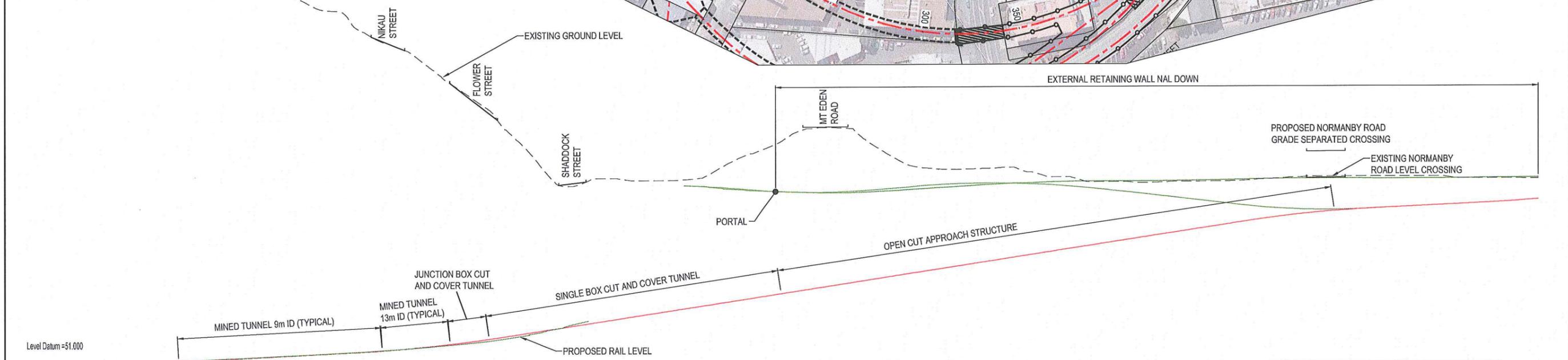


**LEGEND**  
 - - - - - INDICATIVE PROPOSED ALIGNMENT  
 [Hatched Box] INDICATIVE NEW STRUCTURE



**LONG SECTION**  
 HORIZONTAL 1:1000 (A1)  
 VERTICAL 1:200 (A1)

**PLAN**  
 1:1000 (A1)



Level Datum = 51.000

CHAINAGE	EAST LINK UP LEVELS	EXISTING SURFACE LEVELS	HORIZONTAL GEOMETRY	VERTICAL GEOMETRY
91.779 - 51.405 - 0.000	91.646 - 51.504 - 10.000	91.200 - 51.604 - 20.000	L=61.476m	G=0.999 L=91.326m
91.200 - 51.604 - 20.000	89.988 - 51.704 - 30.000	89.748 - 51.804 - 40.000	R=250.000m L=20.785m	91.352
89.988 - 51.704 - 30.000	88.316 - 51.904 - 50.000	88.503 - 52.004 - 60.000	L=46.237m	R=355.189m L=74.472m
88.316 - 51.904 - 50.000	87.493 - 52.103 - 70.000	87.128 - 52.203 - 80.000	L=129.489	158.824
87.493 - 52.103 - 70.000	85.579 - 52.303 - 90.000	85.431 - 52.413 - 100.000	L=35.000m	R=150.000m L=302.706m
85.579 - 52.303 - 90.000	84.431 - 52.413 - 100.000	83.642 - 52.550 - 110.000		G=3.035 L=384.175m
84.431 - 52.413 - 100.000	83.642 - 52.550 - 110.000	82.807 - 52.715 - 120.000		466.805
83.642 - 52.550 - 110.000	82.807 - 52.715 - 120.000	81.269 - 52.907 - 130.000		L=35.000m
82.807 - 52.715 - 120.000	81.269 - 52.907 - 130.000	79.740 - 53.126 - 140.000		601.805
81.269 - 52.907 - 130.000	79.740 - 53.126 - 140.000	78.401 - 53.373 - 150.000		L=139.097m
79.740 - 53.126 - 140.000	78.401 - 53.373 - 150.000	77.022 - 53.646 - 160.000		640.802
78.401 - 53.373 - 150.000	77.022 - 53.646 - 160.000	74.742 - 53.945 - 170.000		L=35.000m
77.022 - 53.646 - 160.000	74.742 - 53.945 - 170.000	72.800 - 54.249 - 180.000		675.822
74.742 - 53.945 - 170.000	72.800 - 54.249 - 180.000	70.433 - 54.552 - 190.000		R=704.000m L=92.811m
72.800 - 54.249 - 180.000	70.433 - 54.552 - 190.000	69.227 - 54.856 - 200.000		
70.433 - 54.552 - 190.000	69.227 - 54.856 - 200.000	69.704 - 55.159 - 210.000		
69.227 - 54.856 - 200.000	69.704 - 55.159 - 210.000	69.998 - 55.463 - 220.000		
69.704 - 55.159 - 210.000	69.998 - 55.463 - 220.000	69.878 - 55.767 - 230.000		
69.998 - 55.463 - 220.000	69.878 - 55.767 - 230.000	69.764 - 56.070 - 240.000		
69.878 - 55.767 - 230.000	69.764 - 56.070 - 240.000	69.772 - 56.374 - 250.000		
69.764 - 56.070 - 240.000	69.772 - 56.374 - 250.000	69.860 - 56.677 - 260.000		
69.772 - 56.374 - 250.000	69.860 - 56.677 - 260.000	70.084 - 56.981 - 270.000		
69.860 - 56.677 - 260.000	70.084 - 56.981 - 270.000	71.181 - 57.284 - 280.000		
70.084 - 56.981 - 270.000	71.181 - 57.284 - 280.000	72.162 - 57.588 - 290.000		
71.181 - 57.284 - 280.000	72.162 - 57.588 - 290.000	72.842 - 57.891 - 300.000		
72.162 - 57.588 - 290.000	72.842 - 57.891 - 300.000	73.705 - 58.195 - 310.000		
72.842 - 57.891 - 300.000	73.705 - 58.195 - 310.000	74.803 - 58.498 - 320.000		
73.705 - 58.195 - 310.000	74.803 - 58.498 - 320.000	75.093 - 58.802 - 330.000		
74.803 - 58.498 - 320.000	75.093 - 58.802 - 330.000	75.085 - 59.105 - 340.000		
75.093 - 58.802 - 330.000	75.085 - 59.105 - 340.000	74.424 - 59.409 - 350.000		
75.085 - 59.105 - 340.000	74.424 - 59.409 - 350.000	73.002 - 59.712 - 360.000		
74.424 - 59.409 - 350.000	73.002 - 59.712 - 360.000	71.852 - 60.016 - 370.000		
73.002 - 59.712 - 360.000	71.852 - 60.016 - 370.000	71.075 - 60.319 - 380.000		
71.852 - 60.016 - 370.000	71.075 - 60.319 - 380.000	70.841 - 60.623 - 390.000		
71.075 - 60.319 - 380.000	70.841 - 60.623 - 390.000	70.808 - 60.927 - 400.000		
70.841 - 60.623 - 390.000	70.808 - 60.927 - 400.000	70.856 - 61.230 - 410.000		
70.808 - 60.927 - 400.000	70.856 - 61.230 - 410.000	70.925 - 61.534 - 420.000		
70.856 - 61.230 - 410.000	70.925 - 61.534 - 420.000	70.998 - 61.837 - 430.000		
70.925 - 61.534 - 420.000	70.998 - 61.837 - 430.000	70.468 - 62.141 - 440.000		
70.998 - 61.837 - 430.000	70.468 - 62.141 - 440.000	69.998 - 62.444 - 450.000		
70.468 - 62.141 - 440.000	69.998 - 62.444 - 450.000	69.961 - 62.748 - 460.000		
69.998 - 62.444 - 450.000	69.961 - 62.748 - 460.000	69.498 - 63.051 - 470.000		
69.961 - 62.748 - 460.000	69.498 - 63.051 - 470.000	69.498 - 63.355 - 480.000		
69.498 - 63.051 - 470.000	69.498 - 63.355 - 480.000	69.479 - 63.658 - 490.000		
69.498 - 63.355 - 480.000	69.479 - 63.658 - 490.000	69.401 - 63.962 - 500.000		
69.479 - 63.658 - 490.000	69.401 - 63.962 - 500.000	69.491 - 64.265 - 510.000		
69.401 - 63.962 - 500.000	69.491 - 64.265 - 510.000	69.518 - 64.569 - 520.000		
69.491 - 64.265 - 510.000	69.518 - 64.569 - 520.000	69.539 - 64.872 - 530.000		
69.518 - 64.569 - 520.000	69.539 - 64.872 - 530.000	69.552 - 65.176 - 540.000		
69.539 - 64.872 - 530.000	69.552 - 65.176 - 540.000	69.645 - 65.479 - 550.000		
69.552 - 65.176 - 540.000	69.645 - 65.479 - 550.000	69.768 - 65.766 - 560.000		
69.645 - 65.479 - 550.000	69.768 - 65.766 - 560.000	69.869 - 66.020 - 570.000		
69.768 - 65.766 - 560.000	69.869 - 66.020 - 570.000	69.987 - 66.241 - 580.000		
69.869 - 66.020 - 570.000	69.987 - 66.241 - 580.000	69.998 - 66.429 - 590.000		
69.987 - 66.241 - 580.000	69.998 - 66.429 - 590.000	69.998 - 66.583 - 600.000		
69.998 - 66.429 - 590.000	69.998 - 66.583 - 600.000	69.998 - 66.704 - 610.000		
69.998 - 66.583 - 600.000	69.998 - 66.704 - 610.000	69.998 - 66.801 - 620.000		
69.998 - 66.704 - 610.000	69.998 - 66.801 - 620.000	69.998 - 66.895 - 630.000		
69.998 - 66.801 - 620.000	69.998 - 66.895 - 630.000	69.998 - 66.990 - 640.000		
69.998 - 66.895 - 630.000	69.998 - 66.990 - 640.000	69.998 - 67.085 - 650.000		
69.998 - 66.990 - 640.000	69.998 - 67.085 - 650.000	69.803 - 67.180 - 660.000		
69.998 - 67.085 - 650.000	69.803 - 67.180 - 660.000	69.787 - 67.275 - 670.000		
69.803 - 67.180 - 660.000	69.787 - 67.275 - 670.000	69.782 - 67.371 - 680.000		
69.787 - 67.275 - 670.000	69.782 - 67.371 - 680.000	69.764 - 67.493 - 690.000		
69.782 - 67.371 - 680.000	69.764 - 67.493 - 690.000	69.751 - 67.646 - 700.000		
69.764 - 67.493 - 690.000	69.751 - 67.646 - 700.000			



REV	DATE	REVISION DETAILS	APPROVED	DRAWN	DESIGNED
D	13.12.12	NOR 7 REMOVAL AND NOR 6 OPTIMISATION CHANGES	M. RUTTER	J. HOLLOWAY	B. HOURIGAN
C	15.10.12	CONCEPT DESIGN REPORT RE-ISSUE	M. RUTTER	CHECKED	
B	12.10.12	CONCEPT DESIGN REPORT RE-ISSUE	M. RUTTER	T. PANG	
A	30.07.12	CONCEPT DESIGN REPORT ISSUE	M. RUTTER	APPROVED	

PROJECT	
CITY RAIL LINK	
INDICATIVE PLAN AND LONGSECTION EAST LINK UP MAIN (MC60) SHEET 5 OF 10	

CONCEPT DESIGN NOT FOR CONSTRUCTION	
PROJECT No. 228072	
SCALE AS SHOWN	SIZE A1
DRAWING No. AC-DW-CDR-LS-005	REV D

**Attachment 3**

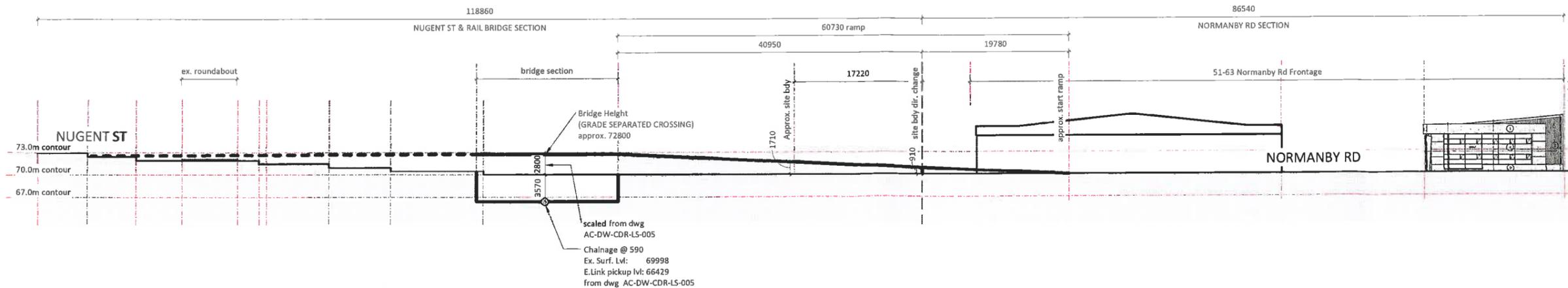
**Drawing “City Rail Link Impact” prepared by Ashton Mitchell  
Architects**



1 Site Plan  
1:1000

**Assumptions:**

- Contours sourced from Auckland Council mapping portal ALGGI.
- Based on information in drawing sheets :
  - **AC-DW-CDR-LS-005 rev D** for Chainage position (590), Eastern Link up Levels (66.429), Ex. Surface Levels (69.998) and scaled height of Bridge (Proposed Normanby Rd grade separated crossing – scaled 2.800m above ex. surface levels)
  - **AC-DW-NOR-AL-068 rev A** for Extent of road modifications (also assumed the ramped section will start at the edge of indicated area at a constant incline to the calculated bridge height.)



2 Preliminary Section Through proposed Rail Bridge  
1:300

Do Not Scale off the Drawings. Verify All Dimensions and Levels on site prior to Commencing Work  
Copyright Ashton Mitchell Architects Ltd © 2012

Rev	Description	Date

Project name  
City Rail Link impact

51-63 Normanby Rd, Mt Eden  
Dilworth Trust

Sheet name  
SITE PLAN/SECTION

**ashtonmitchell**

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f +64 9 366 1752  
ashtonmitchell.com

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PO Box 90674 AMSC  
Auckland 1142, New Zealand

Scale  
@ A1 = As indicated

Author  
1300

Date  
10/17/12

Revision

SK01

C:\Users\Chas\Documents\Projects\Normanby Rd\Normanby Rd.rvt 27/02/2012 12:25:12 PM