

I330. Saint Lukes Precinct

I330.1. Precinct description

The objectives and policies of the Business – Town Centre Zone apply in the following precinct unless otherwise specified.

Saint Lukes Shopping Centre is one of Auckland's premier retail destinations and performs the role of anchor for the wider Saint Lukes Town Centre. It is strategically located in the western part of the Auckland isthmus and is well connected to the surrounding road network. Several bus routes serve the integrated shopping town centre and the Morningside railway station is within walking distance.

The three precinct plans provide for the future expansion and development of the Saint Lukes Shopping Centre. The principal focus of the precinct plans is to allow flexibility for the configuration of the Shopping Centre's expansion and to enable a range of permitted activities, while including a set of provisions to manage potential external effects.

Enabling the development of a mixed use environment is a key element of the development of a high density town centre at Saint Lukes. The Saint Lukes Shopping Centre itself may not contain all the elements that comprise the town centre but it will form its commercial heart. The precinct plan provisions enable and encourage the establishment of a wide range of uses including retail, entertainment, education, civic, commercial and residential activities.

The precinct plans facilitate an extension to Exeter Road, as a private road linking Exeter Road and Aroha Avenue that will provide safe, pleasant and convenient pedestrian access to the Shopping Centre from the residential areas to the east as well as promoting a pedestrian oriented focus for the expanded centre. Rules and assessment criteria are included to ensure a high level of pedestrian amenity and lower priority for motor vehicles along this road.

Intensity controls reflect the floor area of activity considered appropriate and sustainable, particularly in terms of potential traffic generation effects. In addition to the precinct plans providing for lateral expansion, the height controls provide for flexibility in the configuration of floor area, including higher buildings on two prime corners of the Saint Lukes Precinct, and a mixture of uses.

I330.2. Objectives

- (1) Enable the future expansion, development and intensification of the Saint Lukes Shopping Centre is enabled.
- (2) Integrate the future outward expansion and development of the Saint Lukes Shopping Centre with nearby and adjoining residential and commercial areas.

I330.3. Policies

- (1) Enable and encourage the establishment of a wide range of uses including retail, entertainment, education, civic, commercial and residential activities.
- (2) Require development to manage potential effects on the surrounding residential and commercial areas, in particular effects on amenity and public safety.

- (3) Enable a private road extension linking Exeter Road and Aroha Avenue, that provides a safe, pleasant and convenient pedestrian access to the Saint Lukes Shopping Centres from the residential areas to the east as well as promoting a pedestrian-oriented focus for the expanded Shopping Centre.

I330.4. Activity table

The provisions in any relevant overlays, zone and the Auckland-wide apply in this precinct unless otherwise specified below.

Table I330.4.1 specifies the activity status of land use, development and subdivision activities in the Saint Lukes Precinct pursuant to sections 9(3) and 11 of the Resource Management Act 1991 or any combination of these sections where relevant.

Refer to Precinct plan 1 - activity areas for the location of area A and area B:

- area A dominant activities include retail, entertainment, restaurants, cafes and other eating places; and
- area B dominant activities include retail, offices and community facilities.

Table I330.4.1 Activity table

Activity		Area A	Area B
Use			
(A1)	Public transport facility	P	NC
(A2)	Parking accessory to permitted or approved activities	P	P
(A3)	Entertainment facilities	P	D
(A4)	Taverns	P	NC
(A5)	Warehousing and storage	P	NC
(A6)	Light manufacturing and servicing	D	D
Development			
(A7)	Construction of, or any addition to building(s) which: (a) are not within 30m of a boundary of the Saint Lukes Precinct; (b) increase the gross floor area on the Saint Lukes Precinct by less than 500m ²	P	P
(A8)	Any activity providing parking for more than 100 vehicles	C	C
(A9)	Construction and use of the proposed private link road from Exeter Road to Aroha Avenue	C	C
(A10)	New buildings or additions fronting Exeter Road Extension or Aroha Avenue	RD	RD
(A11)	New buildings or additions not provided for as a permitted activity	RD	RD

Subdivision			
(A12)	Subdivision	RD	RD
General			
(A13)	Activities that do not comply with Standard I330.6.1 Site intensity	D	D

I330.5. Notification

- (1) An application for resource consent for a controlled activity listed in Table I330.4.1 above will be considered without public or limited notification or the need to obtain written approval from affected parties unless the Council decides that special circumstances exist under section 95A(4) of the Resource Management Act 1991.
- (2) Any application for resource consent for an activity listed in Table I330.4.1 Activity table and which is not listed in I330.5(1) will be subject to the normal tests for notification under the relevant sections of the Resource Management Act 1991.
- (3) When deciding who is an affected person in relation to any activity for the purposes of section 95E of the Resource Management Act 1991 the Council will give specific consideration to those persons listed in Rule C1.13(4).

I330.6. Standards

The overlay, zone and Auckland-wide standards apply in this precinct, unless otherwise specified below.

All activities listed as permitted, controlled and restricted discretionary in Table I330.4.1 must comply with the following standards.

I330.6.1. Site intensity

- (1) Overall gross floor area limitation:
 - (a) the maximum gross floor area on the Saint Lukes Precinct is 92,500m².
- (2) Specific gross floor area limitations:
 - (a) the maximum gross floor area for a combination of retail, entertainment facilities, taverns and cafes, restaurants and other eating places is 77,500m²; and
 - (b) the maximum gross floor area for offices is 15,000m².
- (3) Floor area incentive for dwellings fronting Aroha Avenue:
 - (a) Notwithstanding I330.6.1(1) above, the overall gross floor area limitation must be increased by 7.9m² gross floor area for every 1m² of gross floor area of residential development fronting Aroha Avenue, subject to a maximum increase of 7000m² gross floor area; and

- (b) Notwithstanding I330.6.1(2)(a) above, the maximum gross floor area must be increased by 5.7m² gross floor area for every 1m² of gross floor area of residential development fronting Aroha Avenue, subject to a maximum increase of 5000m² gross floor area.

I330.6.2. Building height

- (1) The maximum height of any new building must be in accordance with the following table provided that individual building elements above a height of 20m in height area 2 must not have a combined floor area in excess of 1500m². Refer to Precinct plan 2 - Building height areas for Datum locations.

Table I330.6.2.1 Building height

Height area	Height above datum	Datum	Datum RL
1	32.5m	Morningside	36.35
2	32.5m	Morningside	36.35
3	32.5m	Aroha	41.01
4	20m	Aroha	41.01
5	16m	Aroha	41.01
6	16m	Aroha	41.01

- (2) Notwithstanding I330.6.2(1) above, a building in height area 6 must not exceed 10m if that building is wholly occupied by non-residential activity.
- (3) Notwithstanding I330.6.2(1) above, for the purposes of assessing compliance with the maximum height rule in the Saint Lukes Precinct, no account shall be taken of any radio, television or communications aerials, ancillary plant or machinery room structures, which may collectively occupy up to 10 per cent of the roof area of any building, provided such structures do not exceed the maximum height limit by more than 6m.

I330.6.3. Exeter Road extension

- (1) The Exeter Road extension must be a pedestrian and vehicle link between Exeter Road and Aroha Avenue, located generally as shown on Precinct plan 1 - Activity areas.
- (2) With the exception of emergency service vehicles, heavy motor vehicles are not permitted to enter/exit Exeter Road extension at the Aroha Avenue end.
- (3) Continuous pedestrian shelter must be provided along each side of the street except for that area occupied by vehicle access. The shelter must have a minimum height of 3m and a maximum of 4.5m above the footpath immediately below. The shelter must be located no closer than 600mm from the kerb line of the road and, where practicable, must have a minimum width of 2.5m.

- (4) Buildings must directly adjoin the street frontage for not less than 50 per cent of their length with no part of the building facade located further than 5m from the street frontage at ground level. Where the building facade is set back at ground level, the area between the building and the street frontage must be not less than 7.5m in length and be occupied by activities or amenities such as outdoor seating, display, landscaping or pedestrian amenities.
- (5) A minimum of 70 per cent of the street facade of buildings at ground level must comprise glazing and pedestrian entries.
- (6) Glazing and balconies must comprise no less than 30 per cent of the street facade of the upper levels of any building.
- (7) The minimum height of building facades at the street frontage must be 8m.
- (8) The maximum gross floor area of individual tenancies within buildings fronting the street must be 2500m².
- (9) Parking must not be located in front of a building at the level of the Exeter Road extension between the building and the road but parking may be located on the street. Parking at or above street level within a building must be located more than 10m from the edge of the footpath nearest the building.

I330.6.4. Location of site access

- (1) Vehicle access to the Saint Lukes Precinct and primary pedestrian access to buildings must be located generally in accordance with Precinct plan 1 - Activity areas. Access into individual tenancies and driveways to parking spaces and service areas accessory to the activities within buildings with frontage to Aroha Avenue may be provided in addition to the entries shown on Precinct plan 1 - activity areas.

I330.6.5. Parking, loading and access

- (1) For the first 45,473m² of gross floor area a minimum of 2018 parking spaces are to be provided and maintained to the Council's satisfaction.
- (2) For gross floor area in excess of 45,473m², parking spaces are to be provided on the Saint Lukes Precinct in accordance with the following rates as a minimum:
 - (a) for retail activities: one space for every 22m² of gross floor area;
 - (b) for cinemas: one space for every 11 seats;
 - (c) for dwellings: one space per dwelling in addition to the Table I330.6.5.1 below; and
 - (d) for other activities: the rates set out in E27.6.2.4 Parking rates - area 2.

Table I330.6.5.1 Parking rates

Unit size	Parking
Two bedrooms or more and/or 75m ² gross floor area (includes 1 bedroom with gross floor area of 75m ² or more)	Maximum 2 car parks per dwelling
Visitor spaces	1 space for every 5 dwellings (to the nearest whole number)
Loading spaces	1 space for 10 dwellings or more

- (3) All parking areas must be interconnected within the Saint Lukes Precinct.
- (4) Loading spaces must be provided in accordance with the requirements of E27.6.2 Number of parking and loading spaces
- (5) provided that surplus loading spaces existing prior to development of additional floor space can be used to satisfy this requirement.
- (6) Parking and loading areas must be dimensioned and formed in accordance with the requirements of E27.6.3 Design of parking and loading spaces.
- (7) Sufficient space must be provided on the Saint Lukes Precinct so that no reverse manoeuvring on or off public roads is necessary by vehicles using parking or loading spaces.

I330.6.6. Required pedestrian plaza

- (1) A pedestrian plaza having a minimum area of 300m² must be provided on the Saint Lukes Precinct, or on an adjacent property readily accessed from the Saint Lukes Precinct. The plaza will be required no later than the completion of a cumulative additional 19,250m² gross floor area as a condition of consent. The plaza may be roofed, may be separate or integrated with any buildings, and must:
 - (a) have a minimum horizontal dimension of 16m;
 - (b) be readily accessible from adjoining street(s) during the regular trading hours of Saint Lukes centre;
 - (c) provide shelter from the prevailing south-west winds;
 - (d) receive sunlight between the hours of 11am-2pm throughout the year;
 - (e) be designed for personal safety; and
 - (f) provide accessible and comfortable seating which is not reserved for patrons of restaurants, cafes or other eating places.
- (2) For clarity, an area within a building at the corner of Morningside Drive and Exeter Road that meets the assessment criteria in I330.8.2(2) below may satisfy this requirement.

I330.6.7. Required road works

- (1) Unless determined by the council to be unnecessary, the following physical alterations to the road network will be required as conditions of consent:
- (a) when a cumulative additional 11,000m² gross floor area of activities other than offices plus up to 1500m² gross floor area of offices is constructed on the Saint Lukes Precinct:
 - (i) the installation of new traffic signals, including pedestrian crossings, at the intersection of Morningside Drive and Exeter Road;
 - (ii) the provision of an additional left turn lane from Morningside Drive into Saint Lukes Road generally as shown on Saint Lukes: Precinct plan 3 - Proposed access layout.
 - (b) When a cumulative additional 19,250m² gross floor area of activities other than offices plus up to 5,000m² gross floor area of offices is constructed on the Saint Lukes Precinct:
 - (i) the construction of the Exeter Road extension.
 - (c) when Exeter Road has been constructed:
 - (i) the implementation of traffic calming measures on Aroha Avenue. In relation to Aroha Avenue, the implementation of traffic calming must be undertaken in consultation with key stakeholders. Such measures must be designed to have regard to the following traffic principles:
 - reducing vehicle speeds to maintain residential amenity and public safety on Aroha Avenue;
 - minimising the likelihood that Aroha Avenue will become a 'rat run' route via the Exeter Road extension for traffic unrelated to Westfield Saint Lukes or local residents, while ensuring that Aroha Avenue and Bournemouth Avenue have a part to play in providing connectivity between Sandringham Road and Morningside Drive;
 - ensuring the measures are not so severe as to become a nuisance and/or a problem for existing road users and local residents;
 - ensuring the measures are not so severe as to discourage its use by Westfield Saint Lukes traffic;
 - not encouraging undesirable driver behaviour;
 - avoiding measures that will create safety issues for pedestrians and cyclists; and
 - ensuring traffic calming measures appear as an integral part of the design and appearance of the road reserve.

Note 1

Avoiding the potential for the Exeter Road extension to be used as a 'rat run' will primarily be achieved with the design of the Exeter Road extension to address the matters in I330.7.1(2).

The provision of an additional left turn lane from Morningside Drive into St Lukes Road will entail the relocation of part of the footpath onto the Saint Lukes Precinct and the construction of associated retaining walls. That part of the Saint Lukes Precinct occupied by the footpath, but not the associated retaining walls, must be vested with the council at no cost to the council.

The residents of Aroha Avenue must be consulted by the council on both the design and implementation of the traffic calming measures on Aroha Avenue.

I330.6.8. Additional off-site road works

- (1) In addition to the road works identified as being required in Standard I330.6.7 above, some or all of the following works, or financial contributions to partially fund such works, may be required as conditions of consent to deal with effects on the road network generated by development on the Saint Lukes Precinct.
- (2) Adjustments to the road layout and permitted turning movements at the car park access points on Morningside Drive. These works must not be required before the completion of a cumulative additional 5000m² gross floor area.
- (3) The reconfiguration of Saint Lukes Road at its intersection with Wagener Place, and the existing traffic islands, to provide:
 - (a) improved pedestrian access between development on the south side of Saint Lukes Road and the Saint Lukes Precinct;
 - (b) an additional west bound lane on Saint Lukes Road;
 - (c) an extended right turn lane into Fowlds Avenue;
 - (d) an extended right turn lane into Morningside Drive; and
 - (e) cycle lanes.
- (4) These works must not be required before the completion of a cumulative additional 16,500m² gross floor area of activities other than offices plus up to 2500m² gross floor area of offices.
- (5) Improvements to the intersection of Saint Lukes Road and New North Road to provide:
 - (a) an extension to the westbound approach lanes; and/or
 - (b) a double right turn from Saint Lukes Road, eastbound approach, into New North Road.

- (6) These works must not be required before the completion of a cumulative additional 19,250m² gross floor area of activities other than offices plus up to 5000m² gross floor area of offices.
- (7) Conditions of consent requiring the implementation of works at any of the locations listed in Standards I330.6.6 and I330.6.7 above may be imposed on individual applications for resource consent when the need for such works is demonstrated. Conditions of consent may also be imposed requiring monitoring of the traffic conditions, including consideration of the adjacent frequent public transport network at any of the listed locations and reporting of the monitoring results to the council. Remedial works may be required if the council determines this is necessary.
- (8) The amount of any contribution to the cost of any required works, either by works or by financial contribution, will be that proportion of the actual cost of road works required as a result of the particular application. The proportion that is payable on any application will be determined taking into account the amount of traffic generated by the development for which resource consent is being sought, relative to existing traffic, and the extent to which that development will use up additional capacity provided by the improvement works. In calculating the financial contribution payable, consideration will also be given to the benefits accruing to other road users and property owners in terms of actual usage and increased capacity.

I330.6.9. Other required works

- (1) If any of the existing cherry trees currently growing within the berm on either side of Exeter Road are removed to facilitate development work on the Saint Lukes Precinct, an equivalent number of cherry trees of a planting grade of 160l or larger must be planted elsewhere on the Saint Lukes Precinct, such as within a plaza area or as street trees along Exeter Road extension:
 - (a) the plaque currently located within the berm on the eastern side of the southern leg of Exeter Road commemorating the planting of the existing trees must be relocated near to the replacement trees in a location to be agreed with the council.
- (2) The following additional works must be implemented no later than the completion of a cumulative additional 40,000m² gross floor area:
 - (a) the construction of buildings adjoining the southwest corner of the site (corner Saint Lukes Road and Morningside Drive adjacent to Height Area 2 on Precinct plan 2) and the northwest corner of the site (corner Morningside Drive and Exeter Road adjacent to Height Area 3 on Precinct plan 2);
 - (b) improved pedestrian accessibility between the Mount Albert library and the Saint Lukes Shopping Centre by improving the configuration of the pedestrian crossing to the mall, clearing vegetation and improving directional signage within the mall and on the library site, and by providing

a covered walkway between the library and the subject Saint Lukes Precinct.

I330.6.10. Financial contributions/development contributions

- (1) A private development agreement detailing the proportional contribution towards the cost of off-site works and other financial contributions/development contributions will apply to development contemplated by this precinct. The private development agreement must specify the amount of the financial contributions/development contributions to be expended on any upgrades of roads, services or open spaces in the local area in the vicinity of the Saint Lukes Precinct (including any upgrades of Aroha Avenue in addition to the required traffic calming measures) to be carried out by the Council.

I330.7. Assessment – controlled activities

I330.7.1. Matters of control

The Council will reserve its control to the following matters when assessing a controlled activity resource consent application:

- (1) activities providing parking for more than 100 vehicles:
 - (a) the suitability of parking management strategy which:
 - (i) mitigates against the effects of spill over of parking onto neighbouring streets; and
 - (ii) provides for efficient use of on-site parking.
 - (b) the extent to which a site traffic management strategy provides for:
 - (i) vehicular access to and from the Saint Lukes Precinct in a manner which ensures adequate sight distances and prevents off-site congestion;
 - (ii) safe and efficient servicing of tenants operating within the Saint Lukes Precinct;
 - (iii) circulation of traffic within the Saint Lukes Precinct;
 - (iv) pedestrian safety including the separation of pedestrian and vehicle access and circulation and, where appropriate, the provision of circulation spaces specifically designed for shared use;
 - (v) security measures to ensure that any nuisance resulting from the inappropriate use of parking areas on the Saint Lukes Precinct is controlled; and
 - (vi) bicycle parking in a convenient location.
 - (c) the sufficiency of a travel demand management plan which details measures that will be undertaken to encourage the use of public transport and other modes of transport as alternatives to the use of private vehicles,

and which is to be implemented at the time the resource consent is exercised and continued thereafter.

(d) the design of vehicle access so that it:

- (i) provides for a high level of pedestrian amenity;
- (ii) provides and enhances pedestrian and vehicular safety minimises pedestrian crossing distances;
- (iii) provides adequate signage;
- (iv) maintains the intended pedestrian focused environments on the south west corner of the site (corner of Saint Lukes Road and Morningside Drive) and the Exeter Road extension; and
- (v) provides for or enhances access for a range of users, e.g. cars, motorcycles and bicycles.

(e) the design of the layout of parking areas to provide for personal safety.

(f) ensuring that any required works in Standards I330.6.6 and I330.6.7 above are undertaken in conjunction with the development in order to mitigate effects generated by that development.

(2) construction of the proposed Exeter Road extension linking Exeter Road with Aroha Avenue:

- (a) the Exeter Road extension is designed as a pedestrian oriented, at-grade street, encouraging slow movement of vehicles and providing a high level of pedestrian priority and amenity;
- (b) a high-quality, high amenity, pedestrian environment is achieved on both sides of the street by the use of such design elements as wide footpaths, underground services, and the coordinated use of high quality materials, street furniture, signage and lighting;
- (c) traffic calming measures to encourage the slow movement of vehicular traffic and enhance pedestrian safety are implemented, including narrower than usual traffic lanes, tight tracking curves, textured road surfaces or other accepted traffic engineering mechanisms;
- (d) traffic engineering measures are implemented to discourage vehicles from using the Exeter Road extension as a shortcut between Exeter Road and Aroha Avenue;
- (e) measures to discourage heavy motor vehicles from using Exeter Road extension are implemented, including signage, and road geometry and informing the tenants of the centre in writing of this requirement;
- (f) a management plan for the operation of Exeter Road extension addresses maximising the use of that road to distribute traffic around the Saint Lukes

Precinct while allowing for occasional use for special events and taking account of potential adverse effects on residents of Aroha Avenue; and

- (g) The required works in Standard I330.6.7 above are undertaken in conjunction with the development in order to mitigate effects generated by that development.

I330.7.2. Assessment criteria

The Council will consider the relevant assessment criteria below for controlled activities:

- (1) activities providing parking for more than 100 vehicles:
- (a) Policy I330.3(2)
- (2) construction of the proposed Exeter Road extension linking Exeter Road with Aroha Avenue:
- (b) Policy I330.3(3)

I330.8. Assessment – restricted discretionary activities

I330.8.1. Matters of discretion

The Council will restrict its discretion to all the following matters when assessing a restricted discretionary activity resource consent application, in addition to the matters specified for the relevant restricted discretionary activities in the Auckland-wide or underlying zone provisions.:

- (1) new buildings and additions and alterations to existing buildings;
- (a) general criteria:
 - (i) building design and location;
 - (ii) stormwater;
 - (iii) water conservation and re-use; and
 - (iv) timing of required works.
 - (b) additional criteria for buildings on the Exeter Road/Morningside Drive and Saint Lukes Road/Morningside Drive corners:
 - (i) building mass;
 - (ii) additional criteria for buildings fronting Exeter Road extension:
 - building design;
 - additional criteria for pedestrian access to buildings:
 - visibility and accessibility;
 - movement;
 - amenity;

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- safety;
 - legibility;
 - passive surveillance; and
 - streetscape.
- (2) vehicle or pedestrian access not meeting the locational requirements of Standards I330.6.4 and I330.6.5 of this precinct:
- (a) vehicle access; and
 - (b) pedestrian access.
- (3) parking not meeting the requirements of Standard I330.6.5 of this precinct:
- (a) parking and loading spaces;
 - (b) kerbs; and
 - (c) building line designations.
- (4) loading areas not meeting the requirements of Standard I330.6.5 of this precinct:
- (a) parking and loading spaces;
 - (b) kerbs; and
 - (c) building line designations;
- (5) subdivision:
- (a) permitted activities or activities granted consent;
 - (b) consistency with Saint Lukes precinct;
 - (c) dominant activity on-site; and
 - (d) works, infrastructure and contributions.

I330.8.2. Assessment criteria

The Council will consider the relevant assessment criteria below for restricted discretionary activities, in addition to the assessment criteria specified for the relevant restricted discretionary activities in the Auckland-wide or zone provisions:

- (1) new buildings and additions and alterations to existing buildings - general criteria for building design:
 - (a) applications will be assessed in terms of, the extent to which:
 - (i) the design of those parts of any building visible from, and within 30m of, a road or residential or open space zone, is of high quality and, where appropriate, responds to and enhances the positive characteristics of the local streetscape;

- (ii) the scale, proportion and rhythm of architectural features and the fenestration, materials, finishes and colours (as appropriate) of proposed buildings addressing street frontages acknowledge the characteristics of the streetscape and provide street frontages with architectural design richness, interest and depth;
 - (iii) flat planes or blank facades devoid of modulation, relief or surface detail can be avoided;
 - (iv) any otherwise unavoidable blank walls are enlivened by display cases, artwork, articulation, modulation and cladding choice to provide architectural relief;
 - (v) long building frontages are visually broken up by variations in height, form and other design means such as variations in facade design and roofline, recesses, awnings, upper level balconies and other projections, materials and colours;
 - (vi) servicing elements are concealed where possible and not placed on facades unless integrated into the facade design;
 - (vii) exterior lighting is integrated with architectural and landscape design to minimise glare and light overspill onto adjacent properties and streets;
 - (viii) exterior signage and signage zones are integrated with the design of buildings;
 - (ix) any rooftop mechanical plant or other equipment is screened or integrated in the building design;
 - (x) buildings are designed to contribute to the prevention of crime through their design and configuration;
 - (xi) the location and design of buildings avoid or mitigate significant adverse shadowing effects, if any, on adjacent residential properties on Aroha Avenue and Cornwallis Street;
 - (xii) appropriate provision is made for the treatment and disposal of stormwater runoff from buildings and ancillary parking areas, including flood protection, in accordance with relevant standards;
 - (xiii) water conservation and water re-use has been considered where appropriate, having regard to costs and to the environmental benefits of groundwater recharge; and
 - (xiv) any required works in Standards I330.6.6, I330.6.7, I330.6.8 and I330.6.9 of this precinct are undertaken in conjunction with the development in order to mitigate effects generated by that development;
- (2) additional criteria for buildings on the Exeter Road/Morningside Drive and Saint Lukes Road/Morningside Drive corners:

(a) applications will be assessed in terms of the extent to which:

- (i) building mass at the corner of Morningside Drive and Exeter Road is fragmented to provide a generous pedestrian entry and level of amenity, and to visually, spatially and physically integrate the interior of the building with the street; and
- (ii) building mass at the corner of Saint Lukes Road and Morningside Drive architecturally reinforces, 'punctuates' and emphasises this prominent corner location by increased height, building mass, and/or the deployment of traditional urban design techniques such as providing a major pedestrian entrance or architecturally distinctive and vertically proportioned forms;

(b) additional criteria for buildings fronting Exeter Road extension:

- (i) applications will be assessed in terms of the extent to which building facades fronting the road contribute at street level to pedestrian vitality, interest and public safety, relative to a variety of architectural detail, and maximising visibility and access between buildings and adjacent pedestrian areas;

(c) additional criteria for pedestrian access to buildings:

- (i) applications will be assessed in terms of the extent to which:
 - entrances are clearly visible and easily accessible from the street and incorporate pedestrian shelter and amenity;
 - ease of movement, amenity, safety and legibility for pedestrians are provided or enhanced;
 - opportunities for passive surveillance are provided for or enhanced;
 - movement for a range of users, e.g. pedestrians, cyclists, people with disabilities, mobility scooters, is provided for or enhanced;
 - where pedestrian entries into the centre cannot be lined by active uses, for example where through a car park or corridor, a good quality of design and lighting is achieved, and vehicular and pedestrian traffic are separated to the extent practicable in order to minimise conflict; and
 - where pedestrian entrances are near public transport stops, they allow easy, direct and safe access into the centre and are lined by active uses;

(3) vehicle or pedestrian access not meeting the locational requirements of Standards I330.6.4 and I330.6.5 above:

(a) applications will be assessed in terms of the extent to which:

(i) vehicle access

- the extent to which the matters listed I330.7.1(1)(d) above are addressed and the extent to which vehicle access:
 - provides an effective connection to the Saint Lukes Precinct;
 - provides adequate sight distances;
 - prevents congestion caused by the ingress and egress entry and exit of vehicles.
- pedestrian access:
 - recognises pedestrian desire lines;
 - enhances overall site circulation, access and legibility;
 - provides easy connections to an extended pedestrian network linking adjacent sites and facilities e.g. Warren Freer Park and the Megacentre.

(4) parking and loading areas not meeting the requirements of Standard I330.6.5 above:

(a) applications will be assessed in terms of the extent to which:

(i) parking and loading areas:

- are properly graded, drained and sealed to prevent dust nuisance or concentrated runoff of water from the Saint Lukes Precinct;
- are located remote from residential zone boundaries. Where this is impracticable adequate screening should be provided in the form of fencing or landscaping, in order to reduce to an acceptable level any adverse aural or visual impacts on residentially zoned properties;
- have internal circulation designed to the satisfaction of the Council so that the particular requirements of individual proposals for safe and efficient vehicle circulation on site are attended to, and so that adverse effects on the roading network are prevented.

(ii) reduction in parking spaces: The following criteria apply only to parking areas (not loading areas) and only as they relate to the off-site effects of the activity:

- whether the amount of parking proposed is sufficient for the proposal having regard to:
 - the nature of the operation including the interaction between activities on the Saint Lukes precinct • the

availability and accessibility of public transport serving the Saint Lukes Precinct;

- the measures and commitments outlined in a travel plan for the Saint Lukes Precinct which will reduce the need for vehicle use to a level where parking demands can be satisfactorily addressed through efficient use of the proposed parking;
- the extent to which activity on the Saint Lukes Precinct have complementary parking demands.
- the effects of parking overspill from the reduction in parking on adjacent activities and on the transport network;
- the extent to which there is public parking on-street or off-street in the immediate vicinity with capacity and availability at the times required to serve the proposal;
- the extent to which the parking requirements of the proposal will be met by entering into a shared parking arrangement with another site in the immediate vicinity that has available parking spaces which are not required at the same times as the proposed activity;
- the extent to which it is physically practicable to provide the required parking on the site including in terms of the existing location of buildings and the availability of access to the road.

(iii) departure from loading spaces requirements:

- the effects of the proposed loading arrangements on the safe and efficient operation of the adjacent transport network;
- the specific business practice, operation or type of customer associated with the proposed activities;
- the extent to which an accessible and adequate on-street loading space is available nearby or can be created while having regard to other demands for kerbside use of the road.
- the extent to which the reduction in loading spaces will contribute to the efficient use of land and the growth and intensification provided for in the Saint Lukes Precinct.

(iv) favourable consideration may be given to the provision of stack parking subject to the following criteria:

- stacked parking occurs when access to a parking space is achieved through another parking space;
- stacked parking will generally only be allowed in special circumstances in order to alleviate adverse effects, where no feasible alternative exists;

- stacked parking may be allowed for one of the two required parking spaces for any residential development where each residential unit has two parking spaces physically associated with it;
- stacked parking may be a satisfactory means of providing staff parking where:
 - the staff parking area is clearly defined, marked and separated from other required parking on the Saint Lukes Precinct.

(v) kerbs:

- where a parking or manoeuvring area is adjacent to a road, a kerb or similar barrier, not less than 150mm high and at least 600mm from the road boundary, must be provided on those parts of the frontage not used for vehicular access.

(vi) building line designations:

- no required parking or loading spaces, manoeuvring area, or part thereof must be located between any building line designation and the road alignment shown on the planning maps.

(b) where it is desired to provide parking in excess of the Unitary Plan requirements, it may be feasible to operate stacked parking which must be specifically designed to the council's satisfaction. The satisfactory operation of the required parking area should not be compromised.

(5) subdivision:

(a) applications will be assessed in terms of the extent to which:

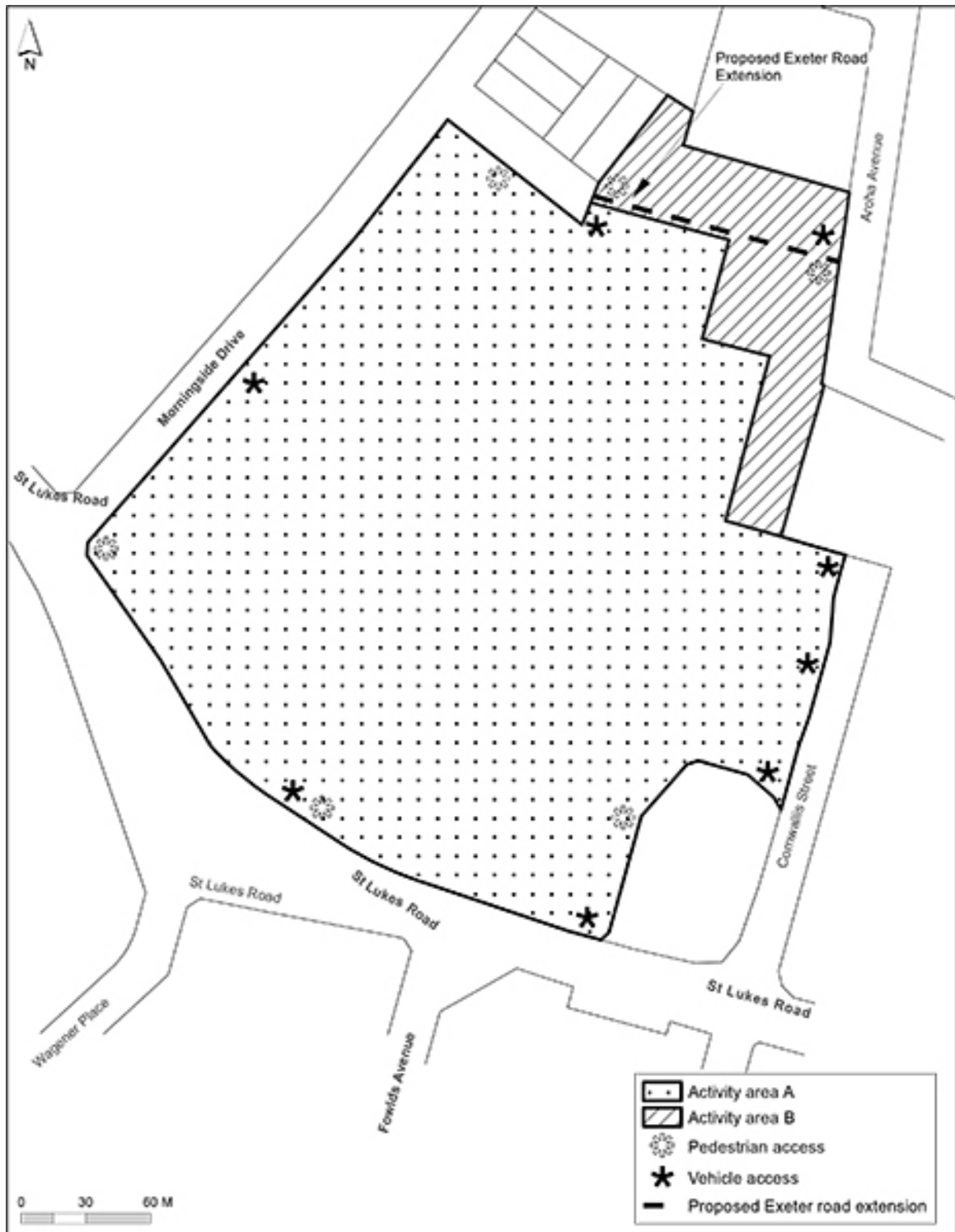
- (i) the proposed use of any new site or sites created is in accordance with the precinct's permitted activities or with an application for resource consent which has been granted or applied for concurrently;
- (ii) the subdivision is consistent with the precinct and will not adversely affect the operation and management of the dominant activity;
- (iii) the subdivision provides for the required works, infrastructure, and contributions in money as set out in Standard I330.6.10.

I330.9. Special information requirements

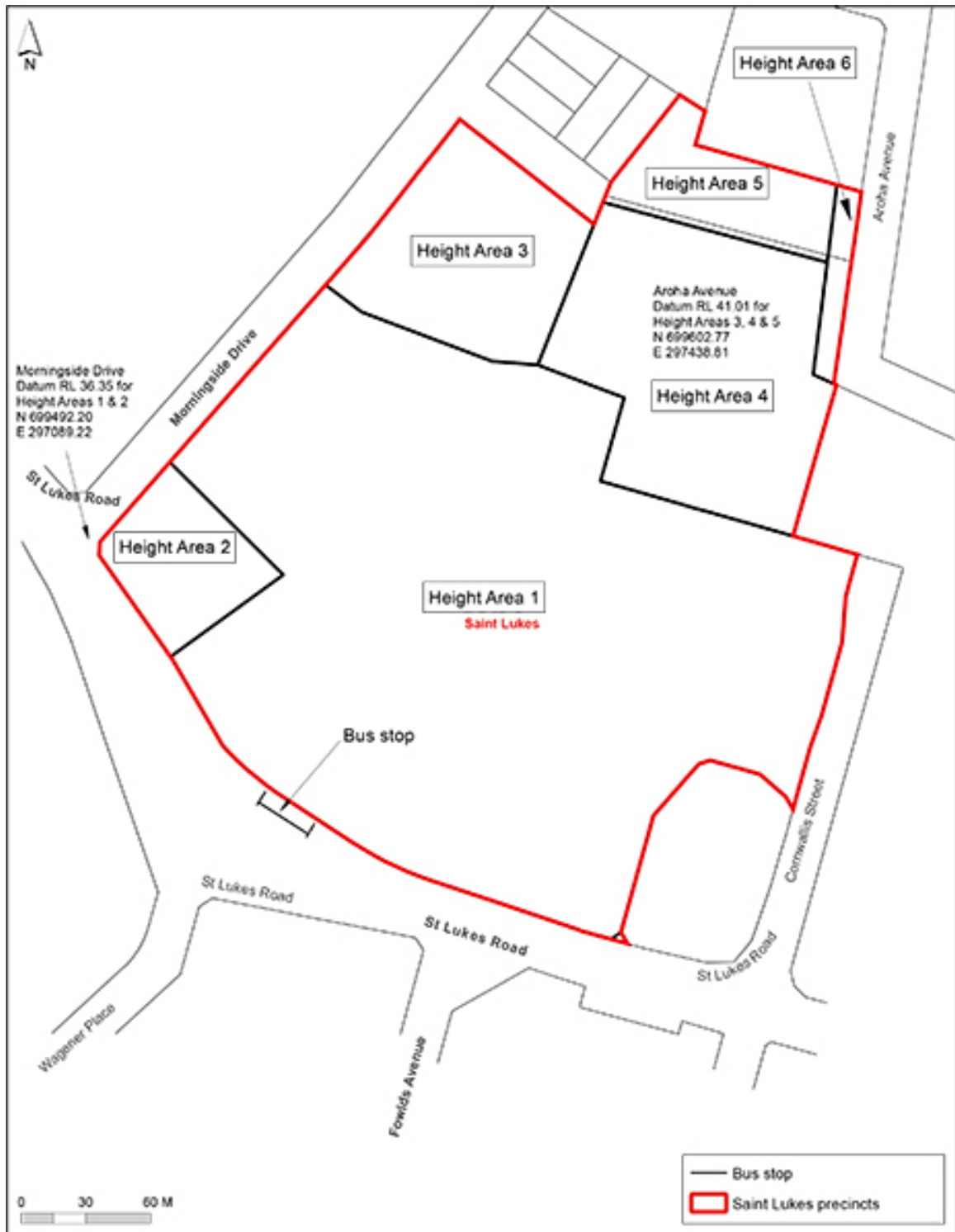
There are no special information requirements in this precinct.

I330.10. Precinct plans

I330.10.1 Saint Lukes: Precinct plan 1 - Activity areas



I330.10.2 Saint Lukes: Precinct plan 2 - Building height areas



I330.10.3 Saint Lukes: Precinct plan 3 - Proposed access layout

