

BEFORE THE HEARINGS PANEL

IN THE MATTER of the Proposed Kapiti
Coast District Council Plan
Review 2012

AND Submissions by **Coastlands
Shoppingtown Limited**

**Submitter No. 218 and
Further Submitter No. 55**

**BRIEF OF EVIDENCE OF JAMES LUNDAY
(URBAN DESIGN)
ON BEHALF OF COASTLANDS SHOPPINGTOWN LIMITED**

24 March 2016

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**BRIEF OF EVIDENCE OF JAMES LUNDAY ON BEHALF OF COASTLANDS
SHOPPINGTOWN LIMITED**

1. INTRODUCTION

Qualifications

- 1.1. My full name is James Dickson Lunday. I live in Auckland. I am a director of the urban design and architecture firm Common Ground Studio Limited in Auckland.
- 1.2. I am a Planner and Urban Designer with over 37 years' experience, 24 of them in New Zealand.
- 1.3. I hold a Diploma of Architecture, a Bachelor of Arts (First Class Honours), a Bachelor of Planning (First Class Honours), a Diploma of Urban Design, and a Masters of Urban Design (Distinction) both of the latter from Oxford Brookes University.
- 1.4. In 2015, I completed the Foundation Course of the Ministry for the Environment "Making Good Decisions Programme" that focuses on helping elected and non-elected decision-makers make better RMA 1991 decisions.
- 1.5. I am registered on the Ministry of the Environment website as a Planning Commissioner.

Experience

- 1.6. I have 37 years' experience in architecture, strategic planning, heritage planning, urban regeneration and urban design. I have worked in Government, academic and private sector roles.
- 1.7. My work history includes:
 - Architect for the City of Glasgow Corporation;
 - Urban Designer/Landscape Planner for the State Government of Victoria, Australia;

- Director of Urban Regeneration for the Civic Trust, United Kingdom;
 - Executive Director of the Auckland Heritage Trust;
 - Senior Lecturer at the University of Auckland;
 - Principal of Common Ground Studio Limited; and
 - Self Employed Urban Design Consultant.
- 1.8. I have been a practicing Urban Designer since 1982 when I was appointed to the position of Urban Designer and Landscape Planner for the Ministry for Planning and Environment, Victoria, Australia. In this role, I was involved in the restructuring of Melbourne with a focus on infrastructure / land-use led economic recovery with an aim of making Melbourne the most Liveable City in Australia. Additionally, I had involvement in the regeneration of the CBD as the centre of retail and culture for Victoria (initiating such projects as the Lanes, and Southbank). Separately, I also worked for Townscape Advisory Services where we assisted failing provincial Town Centres to improve their competitiveness in attracting and retaining retail businesses.
- 1.9. In 1985, I returned to Europe to take up the position of Project Director of Regeneration for the Civic Trust, London. In that role, I was in charge of Urban Renewal Projects. Civic Trust's major focus was the urban regeneration of failing towns and communities. While I was in this position the Civic Trust became a founder of the Urban Villages Forum, established to develop new settlements to absorb growth in the United Kingdom.
- 1.10. In 1989, I left Europe and was appointed to the position of Executive Director of the Auckland Heritage Trust. I also accepted an academic position at the University of Auckland.
- 1.11. I was a senior lecturer in the School of Architecture, Property and Planning at the University of Auckland between 1989 and 2002. I lectured in landscape planning, urban design, economic development and heritage planning.

- 1.12. I have published extensively in my field, particularly with respect to achieving sustainable urban development. In 2000, I co-authored a book titled Manual for Sustainable Neighbourhood Development.
- 1.13. I am a past member of the Auckland City Council, Manukau City and Queenstown Urban Design Panels.
- 1.14. I was the principal and founder of Common Ground Urban Design and Architecture Limited (now known as Common Ground Studio Limited). In that role, I manage a multi-disciplinary practice focused on urban design and development.
- 1.15. I now work as an independent Urban Design and Development advisor with a focus on growth area development.
- 1.16. In New Zealand, I have completed a number of large-scale strategic planning exercises resulting in master-planned or urban design-led plan changes, variations and design projects. Major projects that I have been involved in include:
- Pegasus Town in north Canterbury;
 - Homestead Bay, Queenstown;
 - Jack's Point, Lake Wakatipu, Queenstown;
 - Albany City, Auckland;
 - Waikanae North;
 - Ngarara Farm, Waikanae;
 - Taupo Eastern Urban Lands;
 - New Lynn's Transit-Orientated Development (TOD);
 - Tamaki's TOD;
 - Glen Eden's TOD;
 - The Quad Development, Leonard Issit Drive – the heart of Auckland Airport's business district; and
 - Queenstown and Darwin Airports – retail expansion.
- 1.17. I am also involved in consulting work on major town developments, growth strategies, and waterfront redevelopment in Australia, China, Sri Lanka and Kuwait.

Background

- 1.18. I have had a long history, professionally, with the Kapiti Coast that directly relates to the issues surrounding the objectives in the PDP for Kapiti, and the changes sought by Private Plan Change 84 and submissions to PDP Centres Objectives made by Kapiti Coast Airport Holdings. I was the joint Project Director and Urban Designer for the Western Link Road and subsequently worked on issues arising from the change of designation of the Link Road to an expressway.
- 1.19. I subsequently appeared as a witness for Coastlands in support of Council's PC72A in challenge to an appeal by St Heliers Capital Limited which sought to take advantage of the expressway to relocate retail away from the existing Town Centre of Paraparaumu.
- 1.20. During 2008/2009, I was appointed the joint Project Director of the re-design of the Western Link Road (WLR) for Kapiti (McKays Crossing to Peka Peka). I led a design team composed of Common Ground Studio, Opus International and Kapiti District Council. The Kapiti Coast District Council (KCDC) and NZTA were the clients for this project.
- 1.21. In addition, I have led two major plan changes in Waikanae, as well as being involved in community workshops in Raumati, proposals for Otaki and Peka Peka and design issues relating to location of Paraparaumu swimming pool. I therefore have a good understanding of the Kapiti Coast, its community, environment, economy and its land-use/infrastructure issues. I have access to a large amount of detailed work that was produced for the Western Link Road and our other projects in Kapiti.

2. CODE OF CONDUCT

- 2.1. Although not necessary in respect of council hearings, I confirm I have read the Expert Witness Code of Conduct set out in the Environment Court's Practice Note 2014. I have complied with the Code of Conduct in preparing this evidence and I agree to comply with it while giving oral evidence before the hearing committee.

Except where I state that I am relying on the evidence of another person, this written evidence 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 expressed in this evidence.

2.2. My evidence focuses on the Urban Design and Centres objectives and submissions in response.

(a) Urban Design

2.3. Urban Design has a direct relationship to the very framework of movement and land uses. It involves social and community well-being, sense of place and vitality and inclusiveness of centres.

2.4. The Proposed District Plan addresses these matters primarily in the following objective:

Objective 2.19 – Urban Design

To promote high quality urban design so that have liveable and safe public and private places and spaces are liveable and safe, and which:

- a) enhance the local economy, environment and community;*
- b) are sustainable, enduring and resilient;*
- c) provide a strong sense of place reflecting cultural values and distinct community identities;*
- d) are enjoyable, comfortable, welcoming and provide a diversity of experiences;*
- e) are vibrant and are easy to move around and through; and*
- f) have a positive relationship between public and private spaces.*

2.5. I support the Urban Design Objective and consider that good urban design reinforces the existing centres. This in turn protects and reinforces the community investment in these centres over decades(libraries, galleries, swimming pool, cinemas etc).

- 2.6. In addition, I think stronger recognition should be given to the role of Rail as a Transit Centre. The existing centres of Paraparaumu and Waikanae are based around the rail. Best practice urban design supports Transit Oriented Developments (Centres based around a station and bus interchange). I note this is included in Objective 2.17 and deals with well connected transport networks for the town centre in terms of economic and employment promotion but consider that this should also be referred to specifically in respect of the urban design objective.

(b) Objective 2.17 Centres

- 2.7. The explanation for the Centres Objective 2.17 within the PDP quite concisely captures the issues surrounding their centres' strategy. I have edited the Council's explanation of the objectives to highlight the core issues that I support:

2.7.1. "The District has a number of centres of varying scale, ranging from those with a sub-regional and district wide influence to those with a neighbourhood function. The Kapiti Coast's urban form reflects its history of small coastal bach settlements and the centres that grew up along the railway line. These centres are where the exchange of goods and services and associated land-use effects are concentrated. They also have a significant social component as a focus of many community activities, and the physical amenity and character of these areas is crucial to the perceptions people have of the urban communities and the District as a whole. "

2.7.2. "The District's centres support activities outside of usual retail and office business hours. Mixed use buildings provide a variety of activities within town centres. An on-going issue for the Council is to ensure that buildings are located and designed to be suitable to the use mix and ensuring privacy and noise mitigation. Mixed use development within the

centres is preferred in locations which are close to public transport and open space. "

2.7.3. "The role of each of the centres within the District is set out in the centres' hierarchy. Development that is inconsistent with the role of a centre could weaken the role and viability of other centres in the hierarchy and may have a range of adverse effects including cumulative effects, on both the centre and other centres within the District. Specific consideration needs to be given to the effect of developments pressures, such as those created around the Expressway interchanges, which may affect the viability and vitality of the District's centres. "

2.7.4. "The extent and range of commercial activities provided for within the District's Industrial Zones, including the Airport Zone, is limited to manage reverse sensitivity issues, scarcity of the industrial land resource, and to ensure that such areas avoid adverse effects on the function and amenity of the Paraparaumu Sub Regional Centre and Town Centres. "

2.8. Objectives Kapiti Plan: Objective 2.17- Centres

To have vibrant, safe and economically viable centres that function as key employment and economic nodes and as a focus for social and community life, as public transport and local service hubs, and as places for living, entertainment and recreation that:

- a) *provide the primary focus for commercial and community activities within the District;*
- b) *support community cohesion and a sense of place;*
- c) *reinforce a compact, well designed and sustainable district and regional form, through promoting and reinforcing a close proximity and good accessibility between living, business and employment areas.;*
- d) *encourage economic, and employment opportunities and business activities in a manner which promotes:*
 - i) *the Paraparaumu Sub-Regional Centre as the principal commercial, cultural, civic and tourist Centre for K piti Coast the District, to be developed in a manner that*

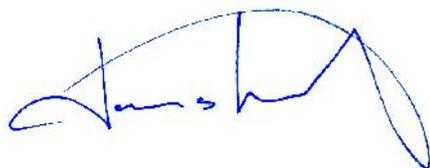
- a. *achieves an integrated and compact town centre, linking all Precinct's through a permeable transport environment well connected network offering a choice of direct routes and a high quality building built environment;*
- b. *provides for a broad range of mutually compatible activities and employment opportunities that are integrated with public transport;*
- c. *is supported by opportunities for moderate density residential living; and*
- d. *consolidates commercial and community activities within Precincts 'A' and 'B';*

ii) the District's Town Centres at a scale and form that provides the urban focus for the commercial, tourism, education, entertainment, community and civic activities as well as opportunities for medium density residential living, where these meet the needs of the surrounding township community.

iii) the District's local centres to provide for commercial activities, within a residential context, to primarily serve the local convenience, community and commercial needs of the surrounding residential community.

- 2.9. I support both the explanation and the objectives of the PDP that aim to reinforce the development of the existing centres and limit retail and commercial development moving towards the expressway.
- 2.10. St Heliers Capital Limited (see para 690 of the Officers Report) and Kapiti Coast Airport Holdings Limited (see Officers Report para 679, and 682) seek relaxation of the centres' objective to enable retailing to develop on the land owned by those parties.
- 2.11. The implications of the Expressway and the intersections at Paraparaumu and Waikanae have not changed since the St Heliers' appeal. Commercial development and retail will follow the expressway and locate near the intersection if the land use and district plan allowed for that. Further changes to the airport land that allow general retail not related to airport activities and in particular removal of restrictions on permanent residential will all undermine the long term use and viability of a functioning airport.

- 2.12. In my opinion, this would be to the detriment of the existing Town Centres of Paraparaumu and Waikanae. It is imperative for the successful transition of the centres when the existing State Highway is replaced by the expressway that the restrictions to growth of commercial centres outside the existing centres be kept in place. This view was upheld in the Environment Court by Judge Dwyer *St Heliers Capital Ltd v Kapiti Coast District Council* (Decision No. (20140 NZ EnvC 162).
- 2.13. Through years of community engagement and studies as recent as *Transforming Paraparaumu and Waikanae Town Centres* (2015) the thrust of the community aspirations and subsequent Objectives and Policies have been to protect and enhance the existing centres within the Kapiti Coast. This is not achieved if the district plan does not support this approach. For example, in Hamilton the existing centre has been degraded due to rezoning for new centres.
- 2.14. I therefore support the Objectives in the Kapiti Plan that seek to reinforce and enhance the existing centres (Objective 2.17 Centres and Objective 2.19 Urban Design). I oppose the submissions of Kapiti Coast Airport Holdings Limited that seek to amend the retail hierarchy of the Kapiti Coast paving the way for a new Mixed Use town centre on the Airport Land and St Heliers Capital Limited which seeks to develop retail on its land (as traversed in the PPC72A appeal).
- 2.15. I support the Council planners assessment of submissions to the Centres objectives (3.20.2) and the recommendations on further submissions(3.20.3).



James Lunday

24 March 2016