

Kāpiti Coast District Council Proposed District Plan

Te Ohu Taiao Workshop Notes & Actions

Topic:	Workshop #13 Chapter 6 Working Zones
Meeting Date:	15 December 2015
Venue:	Mamaku Room, Council Offices, Rimu Road, Paraparaumu

Attendees

Name	Title/Role
Sherilyn Hinton	Principal Policy Planner
Mahinarangi Hakaraia	Nga Hapū o Ōtaki Representative
Ann-Maree Ellison	Te Āti Awa ki Whakarongotai Representative
Hohepa Potini	Ngāti Toa Rangatira Representative
Michelle Conland	Planning Support for Te Ohu Taiao

Matters discussed¹

Item
<p>1 Chapter 6 Background</p> <ul style="list-style-type: none"> • Chapter 6 concerns urban areas where business activities are the primary activities include business, retail, commercial, offices, industrial, service, manufacturing, warehousing etc. • The working zones provide most of the employment opportunities in the District (excluding rural area, home occupations in residential area etc). • Includes town centres, village/ neighbourhood centres, business/service and industrial areas. • Implements multiple objectives: 2.3, 2.11, 2.17, 2.16, 2.19 • Chapter 6 is 171 pages long (the 2nd longest PDP chapter by 1 page). It has 28 Policies, 238 Rules across 7 zones, 8 Appendices • 7 zones & 13 precincts/areas – different structure than the ODP.
<p>2 Main changes from the ODP</p> <ul style="list-style-type: none"> • ODP has four separate commercially based zones within several different chapters; the PDP brings all of these under one chapter and addresses in a more comprehensive/coordinated way. • PDP approach and provisions are more explicitly linked to Council's overall strategic growth management approach. • PDP has more detailed/directive policies that attempt to provide a clear policy framework for the working zones. • Development incentives are introduced where incorporation of environmental sustainability initiatives into commercial & industrial development (eg height limit increase by max 1.5m where 40+ points earned; car parking reduction if contaminant treatment)

¹ Te Ohu Taiao (TOT) comments are italicised.

3 Main changes from the ODP - continued

- PDP uses Operative District Plan as base + builds on it by providing a more directive/stronger policy and rule framework for activities within centres & other business areas.
- Introduces the concept of a consolidated urban form: development focused in existing business/centre areas & identified growth areas
- Introduces a centres hierarchy (ie. a clear role & function for each centre, with supporting zone framework & rules)
- Limits out-of-centre retail & emphasises consolidation of existing & planned centres
- Explicitly recognises the importance of urban design & its contribution to successful centres
- Introduces a Paraparaumu District Centre Structure Plan – its role is to set out how development is to take place. Sets out where roading connections should be ideally placed.
- In most cases, PDP rules do not depart significantly from ODP in terms of how “restrictive/permissive” they are (exceptions include the PDP’s Industrial Zone and tighter restrictions on non-industrial activities eg retail & offices).
- Ch6 approach seeks to consolidate business & industrial activities by:
 - providing for the consolidation & intensification of the sub-regional centre at Paraparaumu. *In Paraparaumu where is the town centre?* Shown on the maps as A1, A2 and B (large areas not yet developed though).
 - other centres as consolidation focal points for retail, commercial & civic activities
 - the consolidation of industrial activities through the Industrial Zone
- *What is the main road of Paraparaumu?* Depends on what you are talking about – shopping street, civic, access to the beach etc – Rimu Road, Kāpiti Road.
- Multi-faceted reasons for managed approach
- Council supports economic growth and development but wants to see it in the right areas – more efficient use of resources, and minimises adverse effects, including ad-hoc business growth.
- RPS supports the direction PDP is taking – “a compact well designed and sustainable regional form”

4 Chapter 6 – other considerations

- Research and reports – Structure Plan for Paraparaumu Town Centre (2012)
- Private plan changes – including Private PC73 Airport (2010), Wharemauku Precinct (2014)
- *Is there the population to support the proposed big box retailing etc* – not necessarily. Certainly the reports state that there is not the population to support two town centres.
- *Question about the Airport and whether it will ever have international flights.* Transmission Gully and extending the runway in Wellington are likely to change the dynamics.
- Independent review – policies need to be straightforward and readable. Some policies in this chapter are very long.

5 Submissions and Key Submitters

- 99 submitters, approx. 430 submissions points
- Coastlands
- Ngahina Developments Ltd
- St Heliers
- Kapiti Coast Airport Holdings Ltd
- Winstones – concerned about this chapter duplicating or confusing the Ch 7 Rural zones. Environment concept rather than zones.
- Progressives, Foodstuffs (now withdrawn)
- Business owners from Kapiti Road, Te Roto Drive, Rimu Rd, Ihakara Street areas
- Local consultants (Land Matters Ltd, Cutriss Consultants etc)

6 General SEV changes

- Corrections of minor errors and minor wording improvements/ clarifications, consistency, removing duplications
- Structural & terminology amendments to clarify policy & rule provisions
- Recommended changes include (=> nb: consistent with CH5 changes):
 - Removal of term “working environment” across Ch6 (& plan) and replacement with “working zones” (confusing concept; introduces uncertainty into application of Ch6 policies & rules)
 - Creation of Chapter 2A (follows Ch2 Objectives) and re-location of the District-wide business policies into this new chapter, eg. Policy 6.6 business activities not within working zones – these apply to business activities in other zones eg rural, residential
 - Amendment of chapter name to “Working Zones” – Sherilyn would prefer Business Zones
 - Definitions added for ‘business activities’, ‘centres’, ‘district centre zone’ to assist interpretation of provisions
 - Permitted activity rule tables – general standards relocated to beginning of table

7 Key SEV changes – District Centre Zone Structure Plan

- A revised Paraparaumu District Centre Zone Structure Plan (Appendix 6.7) + amendments to the supporting Ch6 provisions (policies, rules, plan maps) to ensure consistency.
- Changes retain overarching approach & principles, but remove unnecessary detail and elements with weak evidence base.
- Not trying to change the substance of the structure plan – key changes are transport networks, unnecessary detail deleted, boulevard concept deleted. Expressway has changed some aspects including the link road, more precise locations for dunes
- Make subdivision within the District Centre Zone Structure Plan area a Controlled activity (rather than Restricted Discretionary) to be more enabling of subdivision that is consistent with the Structure Plan.
- *Are there wāhi tapu within this area and what does this mean if subdivision is a controlled activity. Is there a mechanism for iwi to have a conversation if it is controlled? Dune areas of most concern – esp if not very modified. Only matters of control are Historic Heritage Features – so must be scheduled.*
- *At what level is iwi involved in the resource consent process? What is the current mechanism? (Action 1)*

8 Key SEV changes – Industrial Zone provisions

- Amendments to the Industrial Zone provisions to be more enabling/provide for slightly more development flexibility and recognise existing uses/activities (whilst still protecting the district's industrial zoned land for industrial uses)
- *Same restrictions – 7am-5pm? Transport and access requirements? Noise? Yes the same as commercial – 7am – 11pm, except during public holidays. Provides for deliveries afterhours etc.*
- *Kāpiti Cheeses right next to Te Roto Drive – would have been allowed by resource consent.*
- Submissions asking for name to be changed to 'Industrial' to 'Industrial/Service', same as the ODP but this may cause confusion regarding what the rules relate to.
- amending permitted rule for small scale retail activities to be slightly more enabling for food & beverage outlets. *What are the effects of selling food that is not made on site? Wouldn't you want the food prepared off-site in an industrial zone?* Sherilyn is to review these provisions further.
- Rules for Ōtaki South Precinct are more lenient due to a recent plan change, and its more rural location.

9 Key SEV changes – Airport Zone provisions

- Amendments to the Airport Zone provisions to provide some relief for issues raised in the Airport's submission
- *If the plan change isn't granted does it come back to these provisions?* Not necessarily, the intention is to hear them in the same timeframe. PDP first possibly, and then private plan. No interim decisions are to be issued.
- Amendments made where there are some merits – the Airport are the key submitter on this zone, as well as Coastlands.
- New building rules (Rule 6G.2.2, 6G.3.2) traffic threshold standard to recognise WLR replacement by Expressway + the construction of some infrastructure elements that have been done. PDP provisions were out of date. Airport is seeking to have traffic threshold standards deleted.
- *Would be good for the airport to have a more appropriate access, rather than through the residential area.* Current access was supposed to be temporary but if not part of the consent conditions then they can choose not to change the access.
- Amendments to the plan maps to reflect changes to the Airport Core & Airport Mixed Use areas (but both areas retain same footprint size/m2) – more accurately recognises airport operational areas c.f. business development areas (airport terminal is to stay where currently is – no plans to move it anymore)
- Tweaks made to noise rules but Airport is seeking a lot more changes.

10 Post SEV changes – subject to further considerations

- Policies – there are a lot of them and some of them are very wordy, some need to be shifted into Ch2A.
- Consider further refinements/improvements to key definitions (eg. yard-based retail, 'Industrial/Service'), and consider new definitions to help resolve issues (eg. trade supplies). And that the relationships between terms are clear as well. Some are very specific to this chapter only.
- Considering renaming Working zones to Business zones.

Actions

#	Action Description	Responsibility	Timeframe (if applicable)
1	<i>At what level is iwi involved in the resource consent process? What is the current mechanism?</i>	Consent Manager	

Meeting Close Out

Date notes issued to parties	
Method of Issue	