

6 Working Environment

The chapter primarily implements Objective 2.3 Development Management, 2.17 Centres, 2.16 Economic Vitality and 2.19 Urban Design (set out in chapter 2). The following objectives are also relevant to resource management issues for the Working Environment:

- 2.1 Tāngata whenua
- 2.8 Strong Communities
- 2.11 Character and Amenity
- 2.12 Housing Choice and Affordability
- 2.13 Infrastructure and Services
- 2.14 Access and Transport
- 2.15 Incentives

6.1.1 Policies

Introduction

The working environment of the Kāpiti Coast includes the urban areas where business activities are the primary activity (i.e. the *working zones*) and other areas where business activities are undertaken in conjunction with other activities, such as in living and rural environments. Business activities include retail, commercial and industrial activities. Other activities which are complementary and supporting to business activities are undertaken in working environment and these may include cultural, community, civic, recreational, entertainment, education, religious and residential activities. Business activities are focused within specific centres and areas within the District. A high level of amenity is envisaged for the working environments in the District. Where business activities are undertaken in other environments, they are generally ancillary to the primary activities within the environment.

Once development associated with business is established it is likely to exist for a number of generations. Changing the form and structure of established urban areas can be difficult and expensive. Therefore, it is important to achieve a robust form of development that is responsive in the long term to the changing needs of the Kāpiti District's many communities.

The careful management of the design, location, scale and function of business activities and development within the District, may be able to enable or contribute to the achievement of the following outcomes:

1. reduce the current low employment retention rate of the district and increase business creation and retention;
2. make efficient use of, and allow the efficient provision of, services and physical resources within communities, especially those associated with centres which are known to be underperforming;
3. consolidate commercial activities within centres to provide for the more efficient provision of activities and services provided, and enhance certainty in public and private sector confidence in physical infrastructure in these locations;
4. respond to changes in the demographic structure of the population, noting that the age profile with a significantly higher average age in the District, a high proportion of children and a lower than average proportion of working age people.
5. reduce vehicle trip frequency, trip generation and distance, and improve modal choice,

6. efficiently and effectively provide public infrastructure such as roads, civic facilities and amenity improvements;
7. cluster in defined locations so as to better manage adverse environmental effects, especially of industrial activities;
8. recognise and avoid reverse sensitivity effects; and
9. enable socially cohesive and resilient communities.

The following issues are covered in this chapter:

- business distribution and consolidation
- centres hierarchy and intensification
- amenity and local character
- business activities not located within the working zones
- residential activities in working zones
- built and urban form in working zones

The chapter is split into two component parts, comprising:

- District-wide provisions (policies only) that relate to business activities occurring across the District and all activities within the *working zones*; and
- provisions relating specifically to the seven *working zones*.

Rules and standards relating to business activities in other zones will be located in the relevant chapters (i.e. the rural environment, living environment).

Many *sites* in the working environment are characterised by special features as shown on the planning maps. Chapters relating to special features (i.e. natural hazards, historic heritage and natural environment) also contain relevant provisions applying to the working environment.

Policy 6.1 – Consolidation of business activities

Business activities within the District will be enabled to create consolidated and convenient business areas within identified working environments, to:

- a) **meet the economic needs of businesses and provide the community with convenient access to goods and services, and opportunities for employment and social interaction;**
- b) **ensure an adequate supply of land to meet commercial and industrial demands so as to encourage economic growth and development;**
- c) **integrate with the provision of strategic and community infrastructure, including the transport network;**
- d) **limit development where environmental constraints or servicing capacity inadequacies exist, unless those constraints and inadequacies can be adequately addressed; and**
- e) **differentiate and manage business activity, through:**
 - i. **providing for varying levels of retail and commercial activity to meet the community's social and economic needs, principally within identified centres, primarily at the Paraparaumu Sub-Regional Centre **within District Centre Zone Precinct A** and the Town Centre Zone, and with more localised needs provided for within the Local Centre Zone;**
 - ii. **providing for a range of industrial activities, principally in the Industrial Zone where their scale and extent of effects can be appropriately catered for, whilst meeting the district's economic needs; and**
 - iii. **enabling a range of business activities to be undertaken in the Airport Zone where these:**

Reference

Objectives
2.3, 2.8,
2.13, 2.16
& 2.17

- a. these remain compatible with Airport operations;
- b. these avoid reverse sensitivity effects within industrial activities undertaken at the Airport;
- c. limited retail activities do not form a centre; and
- d. business activities support the District's centres hierarchy and the role and function of individual centres.

[Comment:]

- SHCL seeks to delete reference to the District Centre Zone Precinct A from subclause (e)(i) because that wording adopts an unnecessarily constraining approach to the Paraparaumu Sub-Regional Centre. The range of retail and commercial activities capable of being undertaken varies between the Paraparaumu Sub-Regional Centre precincts but with the intent of enabling compatible and complementary activities to be located appropriately within the Centre. In contrast, the original wording (and some of the rules) focused development inappropriately and counterproductively into Precinct A.
- SHCL seeks a more balanced set of provisions. The changes proposed to the Policy and the following Explanation are intended to strike such a balance.]

Explanation

The primary emphasis for business growth within the District is the consolidation of business activities, providing for intensification of the Sub-Regional Centre at Paraparaumu; and other centres as consolidation focal points for retail and commercial activities. Industrial activities are also provided for within the Industrial Zone.

The continued development of retail and office activity outside the Paraparaumu Sub-Regional Centre (which encompasses the District Centre Zone and the Outer Business Centre Zone), Town Centre Zones and Local Centre Zones would disperse the District's retail and commercial activities to the detriment of the efficient operation, function, viability and sustainability of the District's centres, especially the Paraparaumu Sub-Regional Centre. The consolidation of retail and commercial activities also allows for the intensification of the existing low density activities within the centres to improve agglomeration and efficiency of the centres.

The consolidation of retail and commercial activities within existing centres, such as Paraparaumu Sub-Regional Centre and Waikanae Town Centre, assists in minimising adverse impacts on the road network, and provides greater certainty for both business investment and strategic and community infrastructure provision. The consolidation of business activity centralises traffic patterns around Paraparaumu Sub-Regional Centre as a regionally significant centre and other centres. The consolidation of business activities results in intensified traffic within these areas, which can be managed efficiently and also reduce the traffic impact on other sections of the roading network. Concentrating businesses in one area and thus centralising traffic also provides significant efficiencies in terms of reducing overall trip kilometres and traffic generation. This is also supported by the rail stations at Waikanae Town Centre, Ōtaki Rail Town Centre and Paraparaumu Sub-Regional Centre which provide alternative modal choice and improve accessibility for those reliant on public transport.

Managing business development in the District in this way also enables integrated management of amenity related improvements, and through the provision of transport and community related infrastructure. The consolidation of business activity within centres and industrial areas can result in improved amenity and urban design due to increased

certainty in private and public infrastructure investment. Integration of urban form and growth can be achieved by linking residential consolidation, commercial growth and the transport network to maximise mobility and access options to shops, services, workplaces and open space and achieve a sense of place, safety and security.

While the concentration of retail activities results in significant benefits through efficiencies from the consolidation of activities and infrastructure, it is not necessary to concentrate all retail activities ~~can be catered for~~ in these locations. Specifically, yard based trade or wholesale based activities, or enterprises ancillary to industrial or rural activities and other ~~These~~ retail formats may be appropriate in other commercial or industrial locations where they will not compromise the vitality of existing centres.

The consolidation of industrial activities provides for critical mass and the ability to diversify employment, and the range of facilities that service such nodes. The consolidation of industrial activities also has positive effects for the transport networks, including the ability to reduce congestion and conflict between industrial and commercial generated traffic. This also enables traffic nuisance and amenity effects to be internalised, for example through the ability to prioritise and reduce conflict on roading that specifically serves the Industrial Zone and to achieve a critical mass for distribution freight and greater levels of investment and retained employment. Traffic impact assessments enable whether the integrity of the movement function of the road network will be maintained. Some limited retail activities may be appropriate in the Industrial Zone where such activities are ancillary to the on-site industrial use and will not have an adverse effect on the viability of the District's centres.

The business activities provided for within the Airport Zone is further explained in the specific policies relating to the Airport Zone. A range of retail and commercial activities are provided for in the Airport Zone, and further development of retail and commercial activities in the Airport Zone is currently provided for within the rules and standards but further retail and commercial activities beyond this are not supported or consistent with the policy framework of this Plan.

Policy 6.2 – Business distribution

The distribution, scale and form of business activities both in terms of the nature of the activity, and the potential local and strategic effects of their operations will be managed in accordance with the following principles:

- a) **retail activity** will be primarily focused within the *District Centre Zone*, *Town Centre Zone* and *Local Centre Zone*, and otherwise avoided where it will disperse business activity to the detriment of the efficient operation, function, viability and sustainability of the District's centres;
- b) **commercial activity**, including offices, will be consolidated in the *District Centre Zone*, *Outer Business Centre Zone*, *Town Centre Zone* and *Local Centre Zone* and will be only provided for in the Industrial Zone where it is ancillary to industrial activities;
- c) **industrial activities** will be primarily located in the *Industrial Zone*, and industrial activities which add value to primary production activities may be located in the Rural Zones;
- d) development of properties in the existing working environment will be encouraged, to make efficient use of buildings, land and existing investment in public infrastructure, utilities, transport and other facilities;
- e) the productivity and productive potential of the rural environment will be protected; and

Reference

Objectives
2.16 &
2.17

f) *sensitive natural areas* will be avoided.

This policy relates to all business activities, including *retail, commercial* and *industrial* activities.

Explanation

The location of businesses in the District, and in relation to each other, can affect the growth and efficiency of the local economy. The clustering benefits of co-locating similar and complementary businesses and industries include:

- supporting the growth and diversification of the local employment base;
- maximising the efficient provision and use of infrastructure provided, in particular access to the transport network and freight routes;
- achieving economies of scale through the co-location of retail and commercial activities;
- focusing investment within specific centres and zones and making efficient use of private and public infrastructure investment; and
- managing the adverse effects of dispersed business development.

Within the areas identified for business activities the District Plan rules will provide sufficient flexibility to enable ongoing business investment and growth for the District.

Policy 6.3 - Centres hierarchy sets out further requirements for the development of retail and commercial activities within the Centres Zones.

This policy should be applied in conjunction with policies:

- Policy 3.3 - Protection
- Policy 3.4 - Enhancement
- Policy 3.5 - Environmental off-setting

Policy 6.3 – Centres hierarchy

The role, function, distribution, size and design of each centre is set out in a

ReferenceObjective
2.17

centres hierarchy so they collectively meet community needs and enable employment, goods and services to be accessed efficiently and equitably by the community. Development and subdivision within each centre will be of a type, scale, intensity and design appropriate to the position of that centre in the hierarchy.

The hierarchy of centres within the District is as follows:

- a) **Paraparaumu Sub-Regional Centre:** The Sub-Regional Centre is to provide the primary focus for business and commercial activities for the District, outside the central business district of Wellington, including providing a full range of retail, commercial, administrative, cultural, community, entertainment, education, religious and recreational facilities, apartments and medium density housing, and public and private office development. The *Paraparaumu Sub-Regional Centre* encompasses the *District Centre Zone* and the *Outer Business Centre Zone*.
- b) **Town Centres:** Town centres are to provide for both retail facilities that provide 'convenience' goods and a range of 'comparison' goods to serve the major weekly household shopping needs of the local community, as well as a range of other business, cultural and community facilities and services. Large format retail will be limited in town centres. Town centres may also service a 'niche' destination retail market. Town centres may also have higher density residential activities, where identified as appropriate. The town centres are located within the *Town Centre Zone* at Ōtaki Main Street, Ōtaki Rail, Waikanae, Paraparaumu Beach and Raumati Beach.
- c) **Local Centres:** Local centres are to enable limited local retail, facilities and services which serve the daily convenience needs of a local, walkable community. Large format retail will be avoided in local centres. The local centres are located within the *Local Centre Zone* at Paekākāriki, Raumati South, Kena Kena, Meadows, Te Moana Road, Mazengarb Road, Waikanae North Development Zone Precinct 6 – Mixed Use and Ngarara Zone Waimeha Neighbourhood Development Area.

The centres zoned in the hierarchy have been identified in the District Plan Maps.

Explanation

The Centres hierarchy provides a framework for delivering the commercial urban form envisaged in the District's urban environments. The grouping of a wide range of facilities in integrated centres will benefit the community by encouraging economic and shared use of facilities, providing a meeting place for communities, and encouraging ready access by both public and private transport.

The centres hierarchy sets out roles for each of the centres within the District, and development inconsistent with the role of a centre could weaken the role and viability of other centres in the hierarchy. Redevelopment opportunities exist within the existing centres and are likely to be of greater scale and intensity in the larger centres and of lesser scale and intensity in smaller centres. While each centre performs a specific function within its catchment, all of the centres exist within a network which meets the various civic and commercial needs of the community. The connection and integration of the centres with a transport network supports the functioning of the centres as a hierarchy.

Developments that are of a type, scale or form that are inconsistent with the role of a centre 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 which may affect the viability and vitality of the District's centres hierarchy.

The *Paraparaumu Sub-Regional Centre* is identified as a 'regionally significant centre' in the proposed Wellington Regional Policy Statement. The size and range of facilities within the *Paraparaumu-Sub Regional Centre* is related to the size, location and characteristics of the population it serves. In addition to the retail and commercial function of the *Paraparaumu Sub-Regional Centre*, the Centre is also the primary civic centre within the District.

The Paraparaumu District Centre Zone Structure Plan ensures that the provision of infrastructure, distribution of land uses and the scale and form of development achieves the role of a Sub-Regional Centre and meets the needs of the community, for further guidance refer to Policy 6.3 – Centre Hierarchy and Policy 6.10 – District Centre Zone.

The structure plan in Appendix 6.7 provides for the integrated development of the Paraparaumu District Centre Precincts. **[Comment: this is the first mention of the Structure Plan. This statement does not need amendment, even though SHCL seeks changes to the Structure Plan itself.]**

The town centres have been identified in the District Plan Maps as the following areas in the Centre Zone: Ōtaki Main Street Centre, Ōtaki Rail Centre, Waikanae Centre, Paraparaumu Beach Centre and Raumati Beach Centre.

The local centres and shops have been identified in the District Plan Maps as the following areas: the Paekākāriki Village; Raumati South, Kena Kena and Meadows local shops; and spot zoning at Te Moana Road and Mazengarb Road in the Local Centre Zone, and precincts in the Waikanae North Development Zone and Ngarara Zone.

The Airport Mixed Use Precinct within the Airport Zone is not a centre and the policy framework sets out requirements to ensure retail and commercial activities undertaken within the Precinct do not have adverse effects on the centres hierarchy.

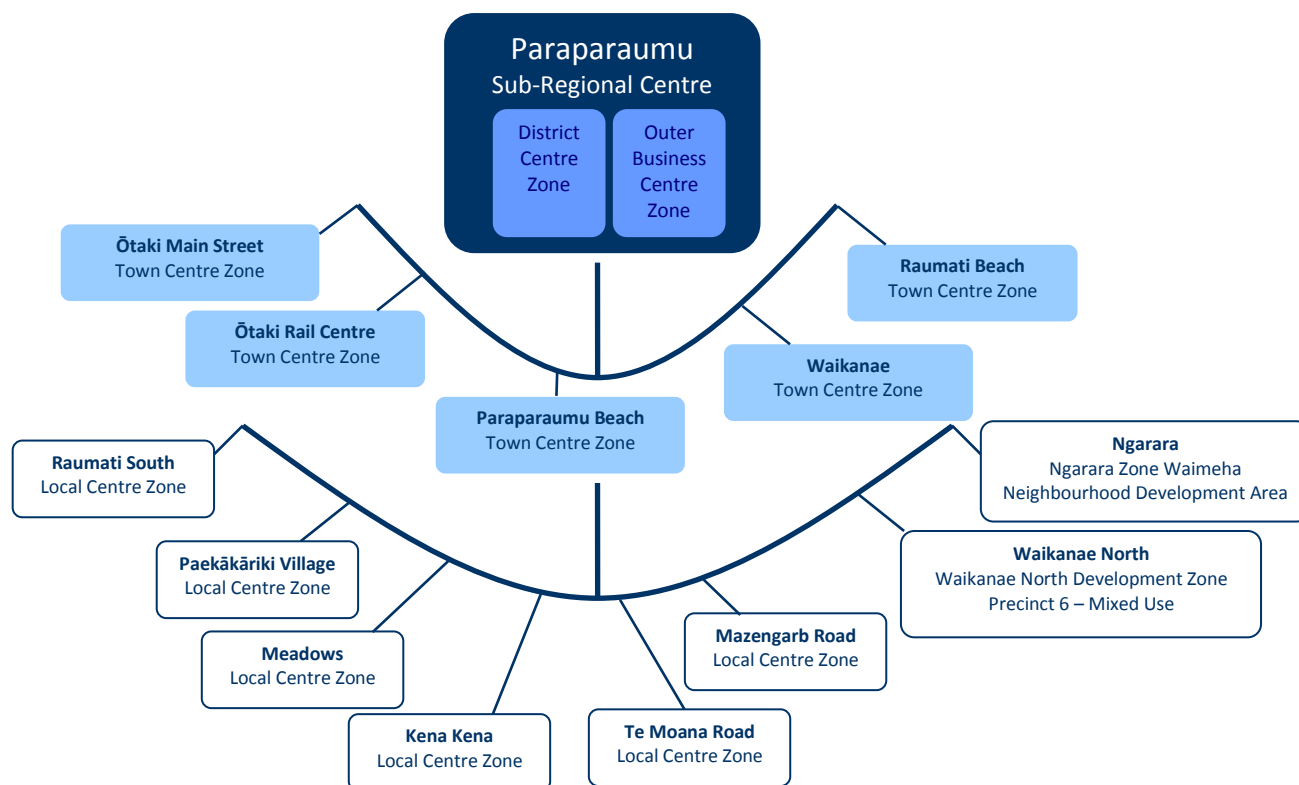


Figure 6.1: Diagrammatic representation of the centres hierarchy

Policy 6.4 – Zone and precinct framework

Subdivision and development in the working environment will support the efficiency and vitality of the working environment, including the centres hierarchy, through the following zone and precinct framework, as identified on the District Plan Maps:

- a) **Paraparaumu Sub-Regional Centre**
 - i. **District Centre Zone**, including;
 - a. **Precinct A**;
 - b. **Precinct B**;
 - c. **Precinct C**;
 - ii. **Outer Business Centre Zone**, including;
 - a. **Paraparaumu North Gateway Precinct**;
 - b. **Ihakara Street West Precinct**;
- b) **Town Centre Zone**;
- c) **Local Centre Zone**, including;
 - i. **Meadows Precinct**;
 - ii. **Waikanae North Development Zone Precinct 6 – Mixed Use**
 - iii. **Ngarara Zone Waimeha Neighbourhood Development Area**
- d) **Civic and Community Zone**;
- e) **Industrial Zone**, including;
 - i. **Ōtaki South Precinct**; and
- f) **Airport Zone**, including
 - i. **Airport Core Precinct**;
 - ii. **Airport Mixed Use Precinct**;
 - iii. **Airport Buffer Precinct**;
 - iv. **Aviation Heritage Precinct**.

Reference

Objectives
2.16 &
2.17

Explanation

The District's working environment includes a variety of business areas that have specific characteristics or are proposed for specific development. The zoning framework provides for business activities as the primary land use activity across the working environment zones. The zoning framework establishes a method of managing subdivision and development in these areas in a manner that is appropriate to the intensity, form and nature of development anticipated ~~specific type of business provided for~~ in each zone. The framework sets out seven zones through which development is managed in the working environment. Within each zone smaller specific precincts are also identified to manage location specific issues or desired outcomes. The precincts do not cover the entire zone, they generally identify where there is a need for location specific rules that relate to a specific centre or zone and in some case a structure plan may apply.

[Comment: The focus of the provisions should be the anticipated intensity, form and nature of development. Those factors will inform the range of activities provided for in each zone. In contrast, the notified wording jumps immediately to the specific type of business provided for in each zone. SHCL considers that that approach is flawed.]

The distribution of retail activity, in particular, is critical to the viability of centres. A concentration of speciality retail activity, in addition to supermarkets and department/variety stores, acts as a catalyst for the location of the community services and other activities which benefit the community. The centres tend to contain a range of community services, such as community centres, recreation facilities and government service centres. These services tend to locate in business centres for high visibility and accessibility by the community. Refer to Policy 6.1 (Concentration of business activities and Policy 6.2 (Business distribution) for discussion on this.

Refer to zone specific policies in this chapter for provision relevant to specific zones and precincts.

Policy 6.5 – Activities in the working environment

Business and employment activities are the primary land use and function of the *working zones* in the District. The location, scale, size and design of subdivision and development in the working environment will be undertaken with regard to the following principles:

- a) *sensitive natural features* are protected;
- b) local and on-site amenity is enhanced;
- c) local built identity and character values are retained;
- d) connectivity within and to the *working zones* is provided;
- e) transport choice and efficiency are maximised, including integration with public and community transport;
- f) built form is compatible with the surrounding environment;
- g) facilities are integrated within the centre or other *working zones*; and
- h) *temporary events* will be provided for in centres where they are consistent with the scale, role and function of the centre.

Reference

Objectives
2.2, 2.3,
2.5, 2.14,
2.16, 2.17
& 2.19

Explanation

The working zones are the primary location for business activities within the District. Within the working environment business activities take place in a variety of forms, scales

and locations, however they are all required to implement the above principles to achieve the objectives of this Plan.

The District Plan's Natural Environment, Infrastructure and Historic Heritage chapters provide additional policy guidance with respect to management of activities which affect sensitive natural features, amenity, heritage, connectivity and transport choice and efficiency. The General Provisions chapter (Chapter 12) also sets out requirements for *temporary events*.

The District Plan also recognises that some non-business activities may be appropriately located within the working environment; however, such activities are expected to be compatible with working activities and contribute to the viability and vibrancy of the working environment. Refer to Policy 6.6 - Retail, commercial and industrial activity not within the working zones and Policy 6.24 - Industrial development outside the Industrial Zone for further guidance.

Policy 6.8 – Urban form and design of centres provide further guidance on the management of amenity effects on working environments and the interaction of development for the achievement of connectivity, amenity and urban design goals.

This policy should be applied in conjunction with policies:

- Policy 3.3 - Protection.
- Policy 3.4 - Enhancement.
- Policy 3.5 - Environmental off-setting

Policy 6.6 – Retail, commercial and industrial activity not within the working zones

Retail activities located outside of the District Centre Zone, Town Centre and Local Centre Zone; commercial activities located outside of the Working Zones and industrial activities located outside of the Industrial Zone, will be avoided where:

- a) it may, either individually or cumulatively, disperse retail and commercial activity to the detriment of the efficient operation, function, viability and **vibrancy sustainability** of the district's centres, especially *Paraparaumu Sub-Regional Centre Precinct A*; **[Comment: 1) The Paraparaumu Sub-Regional Centre needs to be addressed and managed as a whole. There is a rational basis for providing for different intensities and forms of development in different parts of that Centre but the District Plan should recognise that activities located within the Centre will support and reinforce it as a whole. 2) The replacement of the word "sustainability" with "vibrancy" is consistent with Policy 30 in the Wellington Regional Policy Statement.]**
- b) the proposed retail activity serves a market beyond the daily convenience needs of the immediate local residential neighbourhood;
- c) it is an inefficient use of existing infrastructure;
- d) there are adverse effects on amenity values, local environmental quality or infrastructure capacity;
- e) the proposed activity compromises the efficient operation of infrastructure; or
- f) where such activities have the potential to generate adverse reverse sensitivity effects on permitted activities.

Reference

Objectives
2.16 &
2.17

In determining whether or not retail or commercial activities outside of these areas are appropriate in terms of this policy, particular regard will be given to the following design and amenity considerations:

- a) whether or not the activities adversely affect the function, role, viability and vitality of the centres and other working environments;**
- b) whether or not the activities are an inefficient use of infrastructure;**
- c) the location, scale and intensity of the proposed activities;**
- d) the location, size and design of the proposed buildings, and any visual or landscape mitigation proposed;**
- e) the effects on the safety of and access to the local transport network;**
- f) the design and capacity of proposed access and car parking for staff, customers, visitors and service/delivery vehicles;**
- g) the hours of operation, including the timing and frequency of delivery/service vehicles;**
- h) the effects on local character and amenity values;**
- i) the effects of nuisance effects (including noise, odour, light, glare, hazardous substances and dust); and**
- j) whether or not any proposed signage on the site is associated with the activity, visually distracting to motorists or dominating or detracting from the amenity of the surrounding environment.**

Explanation

The development of business activities, specifically retail, commercial and industrial activities, outside of the identified centres and other working environment zones can lead to an inefficient urban form as discussed in Policy 6.1 - Consolidation of business and Policy 6.2 - Business distribution. Adverse effects of dispersed and out of centre business development, include:

- increased demand on the transport network due to the increased number and length of trips required to access dispersed activities
- loss of accessibility to services and facilities due to dispersed nature not being efficient for public transport service
- loss of economic agglomeration benefits resulting from the co-location of complementary activities
- increased nuisance effects affecting sensitive land uses such as residential areas
- declining amenity values in centres
- inefficient use of existing infrastructure provided in identified centres and working zones
- reduced certainty of re-investment in public infrastructure and public investment in identified centres and working zones.

This policy requires these activities to be avoided in locations where there are the adverse effects specified in the policy. This policy is implemented in the Plan through the Zone rules and standards which set out activity consent categories for buildings and retail, commercial and industrial activities.

Where the development does not result in the adverse effects specified in the policy, the management of other adverse effects may be possible through the consideration of the location, scale, layout, design and operation of the development or activity and the assessment criteria set out in this policy consider the amenity and design elements of the proposal.

Refer to Policy 6.3 - Centres Hierarchy and Policy 6.20 - Land use and built form in the Industrial Zone for guidance on the location of business activities within the District and

Living Environments Chapter Policy 5.31 - Non residential activities which provides guidance for the establishment of non residential activities in living environments.

Policy 6.7 – Intensification of centres

The growth and development of activities in existing identified centres will be provided for in a manner which contributes to a vibrant, efficient, high amenity and economically viable centre. Subdivision and development which increases the concentration of business activities will be provided for, if undertaken in the following manner:

- a) does not detract from the role, function, ~~and~~ viability **and vibrancy** of other **higher or similar order** centres; **[Comment: 1) SHCL considers that it would be counter-productive to prevent the growth of higher order centres simply because that may compete with and compromise the amenity of smaller, less attractive lower order centres. 2) The other changes are consistent with Policy 30 in the Wellington Regional Policy Statement, which focuses on maintaining the vitality and vibrancy of higher order centres.]**
- b) is consistent with the identified role and function of the centre;
- c) increases the range of compatible and complementary land uses and activities within the centre;
- d) supports a high level of access and connectivity within the centres and between the centres, recreational and residential areas;
- e) contributes to a high amenity environment and provides a strong sense of place; and
- f) where appropriate, provides for and increases residential activities.

Reference

Objectives
2.16 &
2.17

Explanation

The consolidation of business activities, as set out in Policy 6.1, enables the development of vibrant and viable centres and the efficient use of infrastructure and facilities. Policy 6.7 provides for the intensification of activities within these consolidation areas to enable the economic development of the District's centres in accordance with the objectives of this Plan. However, the intensification of development and activities can lead to the intensification of adverse effects, such as reduced centre vitality, noise, overshadowing, traffic and a loss of amenity, which need to be managed.

Refer to Policy 5.6 - Residential activities in the Working Environment in the Living Environment Chapter for guidance on the development of residential activities within the working environment.

Policy 6.8 – Urban form and design of centres

Subdivision, land use and development of the District's Centres shall be undertaken in a manner that achieves efficient integration with necessary infrastructure, reinforces the District's consolidated urban form and the sense of

Reference

Objectives
2.16 &
2.17

place of townships, and provides for a high quality interface between built form and public space. To achieve this, the following principles will be applied:

Urban form and integration with infrastructure

- a) the scale, intensity and form of development will be consistent with the role of the centre within the centres hierarchy and with the capacity of local infrastructure networks;
- b) development will provide for, and wherever possible enhance, connectivity within the centre in which it occurs;
- c) development that is well integrated with the surrounding public environment – including public spaces, reserves, facilities and streets – will be promoted;
- d) wherever possible, development will be integrated with public transport networks and facilities
- e) edge conditions will be actively managed to support the overall integrity of each Centre's boundaries.

Built form, streetscape and sense of place

- a) built form will be responsive to and reflect the unique identity, heritage and sense place of the centre in which it is located and the immediate and surrounding environment, including natural features and landforms;
- b) the location, scale and size large format retail will be appropriate to the role and function of the centre and will be avoided in local centres
- c) **building design will be attractive** and, wherever possible, demonstrate innovative and sustainable building design; **[Comment: There does not appear to be any mechanism proposed to ensure that this aspect will be realised within centres. Buildings are permitted activities, subject to compliance with development controls. Those development controls address matters such as building envelope but are not particularly useful in terms of ensuring a high quality urban design outcome. This is not a matter that is covered by SHCL's submission but its witnesses would support an approach whereby all buildings in centres would require restricted discretionary activity consent to enable a qualitative assessment of built form.]**
- d) built form will promote the integration of public spaces, reserves and streets with developments to add visual interest and diversity to the appearance of the centres;
- e) development of both public and private areas will support the valued characteristics and, wherever possible, add to the visual interest and uniqueness of the District's Centres;
- f) built form will recognise and provide for existing local character values including those associated with identified character areas and precincts;
- g) a positive relationship between development and the street will be achieved in accordance with the Streetscape Strategy and Guidelines set out in the Subdivision and Development Principles and Requirements 2012 and the Crime Prevention Through Environmental Design Guidelines set out in Appendix 5.5 and the following principles:
 - h) buildings will provide well-defined, active edges to **identified all**-public frontages and spaces; **[Comment: There is a rationale for requiring active edges in identified locations (eg: in the core of centres) but doing so universally (ie: along all road frontages) is unnecessary and potentially counter-productive as it will act as a disincentive to investment.]**
 - h) buildings located at key street intersections will have a strong presentation to the intersection;
 - i) effective lighting will be provided to enable night-time use and safety;

- k)j) service lanes will be provided where direct front access cannot be achieved;**
- l)k) street design will ensure the safe movement of public transport, private vehicles, bicycles and pedestrians;**
- m)l) _____ generous on-street parking will be provided for efficiency, convenience and as a means to keep the public realm active and safe;**
- n)m) _____ trees and landscaping will be designed to provide relief from the built form; and**
- o)n) _____ building and site design will provide for public shade and shelter.**

Explanation

Well connected and high amenity centres are more economically viable and better able to serve the economic and social needs of the community through the provision of employment opportunities, provision of goods and services and as a focal point for civic and community services.

A centre which is easily accessed by active, public and private transport modes ensures that the community and catchment it serves is able to access and support the businesses and facilities within the centre.

The scale and form of development is important to ensuring that the centre develops in accordance with the role set out in the centres hierarchy. Allowing development which exceeds the scale appropriate to the role of the centre may have significant effects on the viability of other centres within the District.

The level of amenity provided by developments can influence the success of a centre as a destination for the local and wider community. Where communities and businesses have a choice of centres to patronise or invest in, the level of amenity significantly contributes to the viability of the centre.

The streetscape is the key location for public interaction within centres and the interface between the transport network and the businesses. The development of a high quality public streetscape is critical to achieving a high amenity and accessible environment and therefore a vibrant and economically viable centre. Building setbacks, location of car parking areas, active retail frontages and provision of foot paths may affect the amenity and quality of the streetscape and therefore managed through the rules and standards.

Built form that recognises the local surroundings and heritage contributes to a high level of amenity within the centre. An integrated and comprehensive development provides for the opportunity to ensure the built form provides a high level of access, sense of place and quality design in a manner that is appropriate to the specific centre.

In addition to seeking a high level of design across all centres within the District, there are specific design guides and structure plans for some centres, i.e. Paekākāriki, Meadows and the District Centre Zone Precincts and specific rules and standards for Raumati Beach Town Centre Zone.

The historic village identity of the settlements in the District is closely tied to the individual identities of many of the centres in the District. The built form of the District's centres contributes to village identity and character. The Local Outcome Statements for each community across the Kāpiti Coast sets out their desire to retain the coherence of their neighbourhood character and to retain a valued sense of place. New development in centres does not have to replicate existing conditions to achieve a sense of place and

sometimes, it is just as important to add new elements to the built environment and to stimulate the development of a 'future context'.

Policy 6.9 – Paraparaumu Sub-Regional Centre

Subdivision and development will contribute to a vibrant, well-connected and safe sub regional centre at Paraparaumu which includes a wide mix of activities and has a high level of amenity. Subdivision and development in the *Paraparaumu Sub-Regional Centre* will be managed under two zones, supported by four precincts, to ensure that:

- a) the greatest intensity of building and activity occurs in the *District Centre Zone*, including the Paraparaumu *District Centre Zone Precincts A, B and C*; **and**
- b)** the *Outer Business Centre Zone*, including the *Paraparaumu North Gateway Precinct* and the *Ihakara Street West Precinct*, provides for peripheral centre activities and creates a buffer for more sensitive activities in adjoining zones;
- c)** the Centre takes advantage of and leverages off its visual exposure to the Expressway and the proximity of the Kapiti Road Expressway interchange to maximise its attractiveness to local residents and passing traffic and to minimise potential adverse effects arising from improved accessibility between the District and Wellington; and
- b)d)** the quality and breadth of retail and other commercial activity provided within the Centre is improved so that it can compete more effectively with other centres in the region and provide the Sub-Regional level of service anticipated for it.

[Comment: These additions are necessary to take account of the Expressway and its potential implications.]

Reference

Objectives
2.16, 2.17
& 2.19

Explanation

The Proposed Wellington Regional Policy Statement identifies the *Paraparaumu Sub-Regional Centre*. Policy 6.3 (Centres Hierarchy) sets out the role of the *Paraparaumu Sub-Regional Centre* as the primary district-wide centre in the District. The *Paraparaumu Sub-Regional Centre* comprises two zones, *District Centre Zone* and *Outer Business Centre Zone*. Four precincts are identified within the *District Centre Zone* and two precincts are identified within the *Outer Business Centre Zone* to manage development in these specific areas. The two zone approach provides for a centre core in the *District Centre Zone* where the greatest intensity of centre activities occurs and the *Outer Business Centre Zone* provides for peripheral centre activities and provides a buffer to adjacent sensitive activities.

Within the *District Centre Zone* the precincts are identified and development in this precinct will be managed through a structure plan, refer to Policy 6.11 (District Centre Zone Precincts) and Appendix 6.7. Within the *Outer Business Centre Zone* the *Paraparaumu North Gateway Precinct* and the *Ihakara Street West Precinct* are identified to manage location specific issues and desired development outcomes in this precinct, refer to Policy 6.14 (Paraparaumu North Gateway Precinct) for further guidance.

[Comment: SHCL seeks changes to the Structure Plan but does not necessarily seek its deletion.]

While the Paraparaumu Sub-Regional Centre is the most significant retail and commercial centre in the District, the range, depth and quality of retailing provided is of a lower

standard than would be expected for a centre of this location and size. The construction and operation of the Expressway will increase accessibility between the District and Wellington. That raises the possibility that the Centre will be able to attract more trade but also poses a risk that, unless it can improve its retail offer and exposure to passing traffic, the existing level of retail expenditure leakage from the District will increase and the vibrancy, amenity and functionality provided by the Centre will decrease as a consequence. In the circumstances, the provisions governing the Centre need to maximise its integration with the Expressway and provide opportunities for incoming high-quality retailers to establish in appropriate locations, subject to ensuring. Such activities do not compromise the function and vitality of the Centre itself. [Comment: This passage reflects the analysis set out in the report prepared by Tim Heath for Council. It is consistent with the advice of SHCL's consultants.]

Policy 6.10 – District Centre Zone

Reference

The *District Centre Zone* will be developed for a range of activities which recognise the importance of the area as the core of the *Paraparaumu Sub-Regional Centre*. This area will be developed in a way which achieves an integrated and compact core District Centre, providing for a broad range of mutually compatible activities and employment opportunities that are integrated with public transport, and that provide a strong community focal point.

Objective
2.17

The following land uses will be provided for in the *District Centre Zone* in locations identified on the District Centre Zone Structure Plan in Appendix 6.7:

- a) retail and commercial areas will be provided to activate the following streets:
 - i. existing State Highway One;
 - ii. Rimu Road;
 - iii. the future link road between Rimu and Kāpiti Roads;
- ~~b) a residential area between Wharemauku Stream and the future link road~~
commercial and residential activities will be enabled, along with appropriate compatible and complementary retail, between the historic District Centre core (in the vicinity of the railway and State Highway 1) and the Expressway;
- ~~b)–;~~
- c) clustered community facilities;
- d) ~~offices and service commercial area;~~
- e) ~~a large consolidated storm water area and wetland to provide for flood storage, ecological values and amenity for residents and other users of the area;~~ and
- f) recreational opportunities along the Wharemauku Stream, Drain 3 and other stormwater management facilities.

Activities in the vicinity of the watercourse will require additional analysis in terms of potential effects on stormwater flows.

[Comment: The changes set out above are consistent with the alterations sought by SHCL to the Structure Plan. SHCL seeks greater flexibility for activities in Precinct C and amendment of the Structure Plan so that the area subject to the Stormwater notation will be subject to additional resource consent requirements rather than being effectively precluded from commercial development. The Council's approach with respect to the Stormwater area is contrary to Part 2 and section 85 of RMA.]

Explanation

The *District Centre Zone* forms the economic, social and civic core of the *Paraparaumu Sub-Regional Centre*. The *District Centre Zone* provides for a diverse range of commercial, civic, cultural, entertainment, recreational and residential activities. The multi-functional nature of the Zone provides economic opportunity and employment while also contributing to the City's sense of place and civic wellbeing. The Centre has a strong retail focus with a wide range of comparison goods retail activities, including large format retail and speciality fine grain retail activities which provide a retail offer to serve the District.

Recognising retail activity as a core activity of the Sub-Regional city Centre, the Plan places emphasis on the *District Centre Zone* as the primary business centre in the District, and seeks to ensure retail development elsewhere in the District does not undermine economic and social function of the Sub-Regional city Centre at the top of the Centres Hierarchy.

The District has a high level of retail spending leakage from the District. Some leakage from the District can be expected given the centre's location within the Wellington Region, the number of people from within Kāpiti who work outside the District, and proximity to the Wellington Central Business District. However, the level of retail spending leakage is significantly higher than that which would be expected and demonstrates that the needs of the resident population are not being met as well as they could be within the District. This is an issue for the District, for example, in terms of lost employment opportunities and inefficient use of land.

The retail spending leakage is most critical to the *Paraparaumu Sub-Regional Centre* which serves a District-wide catchment. Within the Sub-Regional Centre the *District Centre Zone* is the core location for retail activities. The retail areas within the *District Centre Zone* currently have a limited retail offer, a high degree of retail leakage and relatively poor retail functionality for population size and are further constrained by limited connectivity, in terms of providing an integrated and walkable centre.

Retail spending leakage can be reduced through the provision of a better range and quality retail offer, a better retail environment, built form, amenity and a public realm which better meets the economic and social requirements and wellbeing of the community.

There is significant current land capacity and potential within the existing retail provision within the *District Centre Zone* to accommodate additional for higher quality retail product development and physical environment to develop. This would reduce retail spending leakage and meet the desired role and function within the wider *Paraparaumu Sub-Regional Centre*. The issue is presently one of performance rather than available land capacity. In order to enhance the Centre's performance, the provisions need to enable compatible and complementary retail activity to establish between the historic core of the Centre and the Expressway so as to maximise visibility of the centre from the Expressway and convenience of access.

A key aspect to developing the vitality and economic viability of the District Centre Zone is the provision of an urban environment that encourages people to want to work, live, visit and shop there. Well designed public spaces and buildings are critical to securing and sustaining the on-going economic and social benefits associated with the function of the Paraparaumu Sub-Regional Centre. A range of land uses also contributes to the vitality of the centre and the Structure Plan (Appendix 6.7) provides for medium density housing and apartments in the District Centre and community and civic area to allow for the ongoing and future use of these activities as a key function within the *District Centre Zone*.

[Comment: The relatively minor changes sought to this Explanation reflect the alterations needed for consistency with the revised provisions proposed by SHCL. As noted below, the critical issue for Paraparaumu is the location of land available for retail activities, as opposed to its capacity. There is a distinction between theoretical capacity and practical capacity. Much of the land that the Council proposes to allocate to retail activities is badly located, particularly with reference to the Expressway which will significantly change traffic patterns within the district. The relief sought by SHCL is intended to enable resource consent applications to be made for large format retail in locations that are more attractive to retailers including, most notably, the land in Precinct C adjacent to the Expressway.]

Policy 6.11 – District Centre Zone Precincts

The District Centre Zone has been divided into four precincts to recognise the role and function of this area as an integrated whole in terms of being the Sub-Regional Centre for the wider District. Development in the District Centre Zone will be undertaken in accordance with the District Centre Zone Structure Plan in Appendix 6.7. The specific policies relating to each precinct are described below:

a) District Centre Precinct A

The District Centre Precinct A, identified in the District Plan Maps, relates to two parts: the existing commercial mall and large format retail area between State Highway 1 and Rimu Road, identified as Precinct A1, and the area to the west of Rimu Road, identified as Precinct A2. It shall be managed to maintain its purpose as the **primary retail and commercial core within the Paraparaumu Sub-Regional Centre** through significant revitalisation to improve both amenity values and functional diversity. Retail activities will be provided for in Precinct A2 to provide a retail and commercial fringe to, and reinforce the amenity and function of the existing retail and commercial core. **[Comment: The word “primary” appears to be superfluous given that there is unlikely to be a second core for the Centre.]** This precinct will be developed in the following manner:

- i. transport circulation and integration within the surrounding District Centre Precincts, as well as the rail interchange, is improved;
- ii. a roading connection directly between State Highway 1 and Rimu Road is provided to enable a spine road integrating District Centre Precincts A, B and C;
- iii. diversity and choice in terms of the shopping and social experience for the wider Kāpiti Coast community is created, as well as a variety in sizes of commercial enterprises and entertainment activities being enabled to establish;
- iv. the extent and diversity of employment within the Precinct is retained and increased;
- v. retail and commercial activities adjoining Rimu Road are provided for where these provide an active edge, and where activities remain compatible with the role of Precinct A as the primary commercial core of the District Centre;
- vi. enable apartment and mixed use activities to occur alongside the eastern edge of the green network of the Wharemauku Stream in a manner that enhances the recreational values of stream margins;
- vii. the amenity values for pedestrians that utilise the adjoining public realm is substantially improved; and
- viii. building development adjoining Rimu Road will have active frontages and avoid blank facades.

Reference

Objectives
2.17 &
2.19

b) District Centre Precinct B

The District Centre Precinct B, identified in the District Plan Maps, shall be managed to provide for consolidated community activities and act as the civic focal point for the Paraparaumu Sub-Regional Centre. This precinct will be developed in a manner that:

- i. will provide transport circulation and integration within the surrounding District Centre Precincts, while reinforcing the development of Rimu Road as the District Centre Main Street;
- ii. will consolidate community uses and civic facilities as adjoining Iver Trask Place and Ngahina Street; and
- iii. will provide for substantial stormwater management facilities where these also provide for ecological and recreational values.

c) District Centre Precinct C

The District Centre Precinct C, identified in the District Plan Maps, shall be managed to provide a strong interface between the District Centre and the Expressway and to accommodate development that is compatible with and complementary to the balance of the Centre and reinforces the Sub-Regional status and competitiveness of the Centre ~~provides for future development area subject to the resolution of stormwater management,~~ and shall be developed in the following manner:

- i. transport circulation between the Expressway and the balance of the District Centre ~~integration within the surrounding District Centre Precincts~~ will be provided in a manner that integrates the Precinct into the District Centre as a whole;
- ii. adverse effects that would otherwise decrease the efficiency and effectiveness of Kāpiti Road as a transport corridor, including public transport, will be managed;
- iii. amenity values of Kāpiti Road will be maintained or enhanced;
- iv. ~~the dune system as a key visual and landform feature within the Precinct will be protected and promoted;~~
- v. the intensive establishment of complementary activities, including retail, commercial and residential activities ~~in locations specified in the Structure Plan in Appendix 6.7, but not retail~~, will be provided for where activities remain compatible with the role and function of Precinct A as the primary commercial core of the District Centre;
- vi. ~~allowance for some retail activities, in the location specified for commercial activities in the Structure Plan in Appendix 6.7, will only be provided in the long term when economic and social well-being analysis demonstrates:~~
 - a. ~~a need for additional retail capacity to address District's retail leakage and failure to address this in Precinct A;~~
 - b. ~~the additional retail capacity is required to accommodate retail demand associated with household growth, which is in addition to projected retail demand; and~~
 - e.a. the additional retail capacity will contribute to the functioning and performance of the District Centre;
- vii. apartment living activities will be provided for in conjunction with commercial activities; and
- viii. any development that is proposed to be established in the areas identified in the Structure Plan in Appendix 6.7 as being subject to stormwater issues should only be enabled where measures are taken to avoid exacerbating stormwater concerns ~~substantial stormwater management facilities will be provided for where these also provide for ecological and recreational values.~~

[Comment: A series of changes are sought to the Precinct C provisions:

- **The notified provisions are drafted in a negative way whereas SHCL considers that the District Plan should recognise the resource offered by Precinct C and enable appropriate development.**
- **SHCL considers that the dunes identified as “Dune Protection Area” in the Structure Plan do not have ecological, amenity or other values that justify setting aside that land from development.**
- **The notified provisions effectively preclude development in those extensive areas of Precinct C that are subject to a “stormwater” notation. That provision is contrary to section 85 of RMA and is unnecessary. SHCL proposes provisions that will require resource consent for developments in those areas.]**

Explanation

The District Centre Zone Structure Plan in Appendix 6.7 provides for integrated land use and development, addresses infrastructure servicing, the natural environment, and recognises the existing built form. The Structure Plan identifies three precincts which recognise a specific role and function for each area within the integrated Sub Regional District Centre. The policy guides the long term strategic planning of each of the precincts in a manner that will over time reinforce and strengthen the centre and the range of uses provided in the commercial core and fringe areas. The precincts set out the appropriate land uses in each precinct and the manner in which development will be undertaken.

The Structure Plan intends that retail activity should be consolidated within the District Centre so as to best provide for the retail, commercial and social needs of the District’s community. It recognises that for a number of years the existing development within Precinct A1 has not been fully delivering its potential and function in terms of providing for retail needs. This is largely a factor of the limited range and quality of retail activities within Precinct A1, and also the limited amenity and connectivity within this Precinct.

It is anticipated that Precincts A1 and B will remain the pedestrian oriented core of the District Centre, with a full range of retail and commercial activities and community facilities. Precinct C forms an important linkage between the historic core of the Centre (comprising Precincts A and B) and the Expressway, however, and it will be important, if the Sub-Regional function of the Centre is to be realised and maintained into the future that Precinct C be developed in a way that connects the historic core of the Centre to the Expressway interchange in terms of both transportation and activities. The provision of appropriate retail and commercial development in Precinct C, in a manner that is compatible with and complementary to the balance of the Centre, will reinforce the physical presence of the Centre between State Highway 1 and the Expressway and strengthen its overall competitiveness and functionality.

~~The Structure Plan makes clear that, while there is considerable leakage from the District, this is not a problem of land supply, and that increasing land supply for retail activity would further erode the ability for the District Centre to develop in a way that would support the long-term social and economic viability and vitality of the Centre. Precinct A, which includes both Precinct A1 and Precinct A2, has sufficient retail land capacity, including capacity for the development of high quality retail development.~~

~~There is no identified need or demand for additional retail capacity in Precinct C. An additional retail area in Precinct C would only be considered if there is demand from household growth beyond that which has currently been included in retail demand projections and in the long term, if it enables a reduction in retail spending leakage out of~~

~~the District. The latter would be considered should there be a sustained gradual decline of quantity or quality of retail and commercial activities provided in District Centre Precinct A and a failure to address the additional leakage that is occurring from the District. Any future allowance for retail activities in Precinct C would be to better provide for community prosperity, self-sufficiency, and the District's social and economic well-being, and ensure that retail activities are not artificially constrained if District Centre Precinct A continually declines in its ability to provide for the District's social and economic well-being. Based on current projections additional retail capacity in Precinct C to achieve these outcomes would not be contemplated to eventuate before 2022. Any future additional retail at that time would be limited in size and scale to ensure it does not replace or adversely affect the existing retail and commercial core in Precinct A. This approach is in the context of wider consolidation policies and objectives for centres development in terms of wider amenity and quality, efficient use of existing infrastructure and land.~~

[Comment: The notified provisions effectively required retail activity to be located within Precinct A. As a consequence, the ability for development in Precinct C to extend the Centre to the Expressway and attract trade from the Expressway was compromised, without necessarily benefiting the Centre.]

SHCL and its witnesses do not accept the rationale set out in the notified provisions for those constraints on retail in Precinct C. SHCL proposes, instead, that large format retail should be allocated Restricted Discretionary status in Precinct C, with the Council reserving a discretion with respect to potential effects on and compatibility with the core Centre. That will enable appropriate and complementary development to occur in Precinct C, which will benefit the Centre as a whole but without compromising the historic core of the Centre.

SHCL considers that Council's focus on capacity for retail development is misdirected. Council has focused on theoretical capacity but has ignored the extent to which that theoretical capacity is attractive to developers and hence contributes to practical capacity. SHCL considers that much of the land identified by Council for retail development in the District Centre is in locations that are not well served by the traffic network and are not attractive to retailers. As a consequence, those new retailers are not entering the Centre, which has contributed to its poor performance. In contrast, Precinct C is adjacent to the Expressway and in particular the interchange. It therefore offers an attractive location for incoming retailers and developers should be encouraged in that area, provided their developments will be complementary to rather than compete with the core of the Centre. That will be achieved through the Restricted Discretionary activity status proposed by SHCL for large format retail.]

Policy 6.12 – Civic and Community Zone and Precinct B of the District Centre Zone

Development and subdivision in the Civic and Community Zone and Precinct B of the District Centre Zone, identified in the District Plan Maps, will provide for

Reference

Objectives
2.13, 2.17
& 2.19

community, civic, cultural, education, health and recreation uses, facilities and services which serve the local community and District. The Civic and Community Zone will have a civic focus for the Community and provide for a network of facilities which meet the needs of the Community now, and into the future. Subdivision and development in the Civic and Community Zone and Precinct B of the District Centre Zone will be undertaken in accordance with the following principles:

- a) retail and commercial activities will only be provided for where they are limited in scale and are ancillary to community, civic, cultural, education, health or recreation uses;
- b) the co-location, sharing and efficient use of facilities and associated infrastructure will be supported;
- c) design will be high quality and contribute to a high level of amenity within the locality;
- d) development and landmarks will be appropriate to and reflect the natural, cultural and historical identity of the District;
- e) public spaces will provide for the assembly of people and places where people can safely meet, play and interact;
- f) viewshafts of key landforms, including ~~remnant dunes and~~ Kāpiti Island, will be maintained and framed by streets and buildings; **[Comment: The reference to remnant dunes has been deleted for the reasons set out elsewhere.]**
- g) buildings will have active frontages, including frequent entrances and windows and architectural details, which are appropriate to the use of the building;
- h) streets and development will be designed at a high quality pedestrian scale to create a slow street traffic environment;
- i) public spaces will provide for the clear and easy movement of people within the zone;
- j) development will be undertaken in accordance with the Crime Prevention Through Environmental Design Guidelines in Appendix 5.5;
- k) access through and around facilities, buildings and public spaces will be clear and convenient for all visitors and workers; and
- l) universal design principles will be adopted in buildings, infrastructure and streets.

Explanation

The Civic and Community Zone and Precinct B in the Paraparaumu District Centre Zone are the primary location for civic and community facilities within Paraparaumu. The provision of area specifically for community, civic, cultural, education, health and recreation uses, facilities and services is important for the social well being of the community and the provision of these services and facilities in centres enables efficiencies in service provision and allows for accessibility via transport mode choice.

Policy 6.13 – Outer Business Centre Zone

Subdivision and development in the Outer Business Centre Zone, including the Paraparaumu North Gateway Precinct will provide for high amenity commercial development in a manner which remains compatible with the role and function of

Reference

Objectives
2.16 &
2.17

District Centre Zone Precinct A as the ~~primary~~ retail and commercial core of the Paraparaumu Sub-Regional Centre, is appropriate along an arterial road environment and is compatible with the adjoining residential areas. Subdivision and development in the Outer Business Centre Zone will be undertaken in the following manner:

- a) adverse effects that would otherwise decrease the efficiency and effectiveness of Kāpiti Road as a transport corridor, including public transport, will be managed;
- b) apartment living and medium density residential developments will be encouraged east of Moana Road to consolidate residential densities within close proximity to District Centre Zone Precinct A and the rail interchange;
- c) retail activities will be limited to the Paraparaumu North Gateway Precinct and Ihakara Street West Precinct where they demonstrate they will not have adverse effects on the role, function and vitality of centres;
- d) amenity values of Kāpiti Road will be maintained or enhanced;
- e) vehicle parking and manoeuvring will be provided for on-site and preferably at the rear of the site;
- f) activities which produce high levels of nuisance effects will not be provided for;
- g) buildings will have *active frontages*, including frequent entrances and windows, along the primary road frontage;
- h) building bulk, size and height will be of a scale and design suitable to the lower density surrounding environment;
- i) activities and development will recognise the proximity of sensitive land uses in nearby zones; and
- j) buildings will have a minimal and consistent setback from the road boundary.

Explanation

The *Outer Business Centre Zone* is located in the fringe of the *Paraparaumu Sub-Regional Centre*. The overarching objectives seek to reinforce the existing hierarchy of centres within the working environment. An important element in achieving these objectives is to ensure that the form and scale of activities in the *Outer Business Centre Zone* are managed in a way that maintains and reinforces the vibrancy and viability of the *District Centre Zone*.

This includes limiting the development of retail activities, as the *District Centre Zone* is the primary location for retail activities within the *Paraparaumu Sub-Regional Centre*. The *Outer Business Centre Zone* provides opportunities for business activities requiring space extensive premises with convenient access to the arterial road network and located in close proximity to the city centre. In this way, the Plan seeks to reinforce the existing centres hierarchy by ensuring the *Outer Business Centre Zone* is able to provide for a scale and form of activities that are not able to be provided in the *District Centre Zone*. The limited provision for retail activities within the *Paraparaumu North Gateway Precinct* is to allow for yard based retail activities which may not be appropriate within the core retail area of the *District Centre Zone* due to the space extensive car park and outdoor storage requirements of this type of activity and may be at odds with the active frontages sought in the *District Centre Zone*.

Most of the *Outer Business Centre Zone* shares an extensive interface with the living environment. This interface is particularly sensitive as the effects associated with business activities have the ability to adversely impact on the use and enjoyment of neighbouring residential areas. The amenity values of residential areas could be adversely affected by factors such as; scale and intensity of activities; the design and

external appearance of buildings and site layout; traffic generation; vehicle access; hours of operation; noise; parking; access to daylight; glare and vibration. Given the extent of this interface, Council seeks to ensure that the adverse environmental effects associated with the development and operation of business activities are actively managed.

Policy 6. 14 – Paraparaumu North Gateway Precinct

Subdivision and development for business activities in the Paraparaumu North Gateway Precinct, identified in the District Plan Maps, will reinforce the precinct's primary function as a gateway to Paraparaumu and will be undertaken in a manner that:

- a) is an appropriate size, design scale and type, given the urban-rural fringe location of the Precinct;
- b) enables tourism (including visitor accommodation), education and craft-based activities;
- c) limits the location, type and scale of retail activities to minimise effects on the District's centres, including the District Centre Zone;
- d) avoids adverse effects on:
 - i. the function, role and vitality of the District's Centres;
 - ii. the safe, efficient function of the District's transport network and hierarchy;
 - iii. the natural and rural character of the surrounding area.

Reference

Objectives
2.2, 2.9,
2.16,
2.17 &
2.19

Explanation

The *Paraparaumu North Gateway Precinct* is part of the *Outer Business Centre Zone*. The Precinct is located on the urban-rural fringe and this context should be recognised in the design, location and scale of development within the Precinct. As highly visible location and gateway to Paraparaumu, the retention of the rural character of the area is achieved through landscape and amenity rules and standards.

The type and scale of retail within this Precinct is limited to retail which will not adversely effect the function, role and vitality of the District's Centres.

Policy 6.15 – Paekākāriki Village Centre

Subdivision and development in the Paekākāriki Village precinct in the Local Centre Zone will be undertaken in a manner that is consistent in character, use and scale as set out in the Paekākāriki Village Centre Design Guide in Appendix 6.1.

Reference

Objectives
2.7, 2.11 &
2.17

Explanation

The Paekākāriki Village Centre is the small and well-defined business area which forms the 'main street' for the Paekākāriki Village. The Paekākāriki Village Centre has a distinctive built form which sits within a broader context of the Paekākāriki Village and landscape. While the buildings and activities with the Paekākāriki Village Centre are diverse, there are a number of predominant patterns and common features which contribute to the Centre's character and a cohesive streetscape. The Paekākāriki Village Centre Design Guide (Appendix 6.1) sets out ways new buildings can be located and

designed to complement the local character of the existing environment and contribute to the collective quality of the Village Centre.

Policy 6.16 – Connectivity to and in centres

Subdivision and development will be designed and located to enhance connectivity and access to public transport, shops and services and centres in accordance with the following principles:

- a) logical and efficient transport routes and facilities will connect new developments with the surrounding context;
- b) public spaces and streets will be provided to support a range of activities;
- c) transport routes and nodes will be integrated with adjoining land uses
- d) street connections will be provided to adjoining neighbourhoods;
- e) active and public transport routes and infrastructure will be provided for;
- f) missing transport links will be completed;
- g) ~~traffic-generating activities and~~ busy roads ~~dividing centres or~~ acting as a physical barrier to the connectivity of a centre will be avoided; and
- h) landmarks and transport nodes will be linked with strongly defined paths.

[Comment: It is a fundamental characteristic of centres that they accommodate traffic generating activities. The intention is to enable patrons of those activities to use the public transport services that are concentrated in and serve the centres.]

Reference

Objectives
2.8, 2.14 &
2.17

Explanation

Pedestrian priority in the District's centres means high traffic generating activities need to be carefully managed. Supermarkets, shopping malls and department stores are all forms of retail activity which are high generators of vehicle traffic. Development should be located and designed in such a way that potential adverse effects on the transport network, particularly traffic movement, efficiency and safety, and adverse effects on pedestrians and passenger transport users are appropriately managed.

Policy 6.17 – Local shops and home occupations outside the working zones

Development of small scale local shops, and home occupations, will be provided for in the *Residential Zone* and *Beach Residential Zone* where:

- a) adverse effects on the amenity values of the local environment are minimised;
- b) they are located and designed to strengthen and serve walkable communities;
- c) the role, function and scale of the activity is limited to providing access to daily convenience shops and services to a local, walkable catchment only; and
- d) they co-exist with the predominant residential activities without resulting in new centres, extensions to existing areas zoned for business activities or undermining the economic vitality and viability of centres.

Reference

Objectives
2.8, 2.16 &
2.17

Explanation

In general, the development of business activities in residential areas is not envisioned in this Plan; however, the importance of enabling community well-being through the provision of local facilities and employment opportunities is recognised. Retail, commercial and industrial activities can have effects on the local amenity values and also detract from the economic vitality of existing centres. This policy only envisages small scale business activities within residential areas where they are undertaken in a manner which is appropriate to the residential environment and the effects associated with them can be remedied or mitigated.

Refer to Policy 5.32 Home Occupations in the Living Environment Chapter for policy guidance on home occupations.

This policy should be read in conjunction with Policy 6.6 - Retail, commercial and industrial activity not within the working zones. Note that this policy on local shops and services acknowledges the benefits of a very limited and specific type of business activity which may be appropriate outside of working environment zones if undertaken in a small scale and specific manner as set out in the policy.

Policy 6.18 – Connectivity in the Industrial Zone

Subdivision and development in the Industrial Zones will be efficiently connected with the transport network to provide a high level of connectivity for freight and employees in accordance with the Kāpiti Coast *transport network hierarchy* set out in Chapter 11 - Infrastructure.

Reference

Objectives
2.14 & 2.6

Explanation

The provision of an efficient transport network for industrial activities relates to the efficient layout and provision of transport infrastructure within the Industrial Zone and also to the accessibility and efficiency of the wider transport network. It is important for Industrial Zones to have good access to transport networks and infrastructure, including roads, rail and airports, so businesses can achieve transport and distribution efficiencies.

Policy 6.19 – Mixed use development in working zones

Certain types of residential activities, including apartments, will be supported in centres where they are associated with or overlooking open spaces and have

Reference

Objective
2.16

good access to public transport. New residential units in mixed use developments will:

- a) enhance the viability and vitality of the centre;
- b) locate above or behind business activities;
- c) recognise the function and amenity of working environments;
- d) provide a high level of on-site amenity for residents;
- e) protect the safety, accessibility and efficiency of the transport network; and
- f) support high amenity street frontages.

Residential activities will be provided for in the Industrial Zone in the form of caretaker live/work units where they:

- a) are limited in size and scale;
- b) are ancillary to industrial activities;
- c) provide a high level on-site amenity for residents is provided; and
- d) will not lead to reverse sensitive effects

Explanation

In centres and business areas, residential activities support activity outside of usual retail and office business hours. Mixed-use buildings provide for a variety of activities within town centres. Uses within a building are best located in a pattern and layout suitable to the use mix: retail and business activity at ground level to assist street activation; and residential uses, requiring privacy and noise mitigation, located above street level. Mixed use development within the centres is preferred in locations which are close to public transport and open space.

Refer to Policy 5.6 - Residential activities in the Working Environment in the Living Environment Chapter.

Policy 6.20 – Land use and built form in the Industrial Zone

A range of industrial activities within the Industrial Zone will be provided for in a manner which avoids or mitigates impacts on adjoining sensitive activities and areas.

The location, type, scale and built form of subdivision and development in the Industrial Zone will be managed to mitigate adverse effects, whilst meeting the District's economic needs. Subdivision and development in the Industrial Zone will be undertaken in the following manner:

- a) building entrances will be obvious from the street through visible entrances, landscaping design or the form of the building;
- b) sufficient on-site service areas, including car parking, will be provided;
- c) service areas will be screened and planting and landscaping will be provided for visual interest;
- d) appropriate access to the arterial road network will be provided and direct access to local residential streets will be avoided;
- e) buildings will be located and designed to minimise visual impact, including effects on prominent dunes, ridgelines and other sensitive areas;
- f) the proliferation of signage will be avoided; and
- g) amenity, functionality and safety of the streetscape in the Industrial Zone will be maintained and, where possible, enhanced through the application of the Crime Prevention Through Environmental Design Guidelines set out

Reference

Objectives
2.16 &
2.19

in Appendix 5.5 and the Streetscape Strategy and Guidelines set out in Subdivision and Development Principles and Requirements 2012.

Explanation

The *Industrial Zone* is able to accommodate a variety of land uses which are not able to be accommodated in other environments in the District. This needs to be balanced with the recognition at the edges of the *Industrial Zone* there are more sensitive activities such as residential activities which may be negatively affected by some industrial activities. The District Plan rules and standards include controls to manage amenity effects.

This policy seeks to achieve a high quality public realm to support a strong interface between street and development which contributes to a high amenity working environment. Within the context of the *Industrial Zone*, a high amenity streetscape comprises a safe and functional public realm which serves to ensure efficient operation and integration of development and the transport network.

Further reference should be made to transport policies in Chapter 12.

Policy 6.21 – Other development in the Industrial Zone

Sensitive activities in the Industrial Zone will be avoided.

Residential, retail and commercial activities which are not ancillary to a primary industrial activity will be avoided to prevent the uptake of industrial land by activities that:

- a) are an inefficient use of the industrial land resource;**
- b) are provided for in other environments;**
- c) may affect the viability, function and amenity of the Centres Zone;**
- d) would be incompatible with the character and standards of amenity of the Industrial Zone; or**
- e) may result in reverse sensitivity issues with permitted or consented activities.**

Reference

Objective
2.16

Explanation

The *Industrial Zone* needs to be protected from inefficient land uses and reverse sensitivity effects resulting from the establishment of sensitive activities and land uses in *Industrial Zone*. Furthermore, locating retail and other centres-based activities in the *Industrial Zone* will have adverse effects on the *Industrial Zone* through the loss of land available for industrial activities and also on the viability of centres within the District.

Sensitive activities do not include caretaker residences which are ancillary to industrial activities.

Policy 6.22 – Industrial fringe

Building bulk, outdoor storage, signage, noise and vibration will be managed at the interface between the Industrial Zone and neighbouring Zones to minimise adverse effects of industrial activities on open spaces, residential areas, centres, strategic arterial routes and major community connector routes.

Reference

Objectives
2.11, 2.16
& 2.19

Explanation

Industrial activities can produce adverse environment effects, including traffic, noise, dust, odour, vibrations, light and air pollution. Adjoining and nearby residential areas are sensitive to these environmental effects and as such there is a risk of reverse sensitivity effects where proposed new uses may be particularly susceptible to the nuisance effects often attributed to industrial land uses. Industrial uses at the fringe of the *Industrial Zone* can be designed in a way which limits the nuisance effects on neighbouring residential areas.

Policy 6.23 – Ōtaki South Precinct

Subdivision and development in the Ōtaki South Precinct, identified in the District Plan Maps, will be provided for in a manner which is consistent with the Ōtaki South Precinct Structure Plan and complies with all of the following principles:

- a) **development is designed to address the residual risk from flooding from the Ōtaki River and the direct risk from stormwater flooding and flooding from other watercourses;**
- b) **development is integrated into the existing environment by respecting the existing landform and the surrounding river environment, and avoiding adverse effects on groundwater, surface water and the Ōtaki River;**
- c) **traffic and visual effects are managed; and**
- d) **development does not compromise the viability of existing centres and industrial areas.**

Reference

Objectives
2.3, 2.5
2.11 &
2.16

Explanation

The *Ōtaki South Precinct* may be developed for a range of potential uses, including industrial, limited types of retail activities, office developments, live-work units and caretaker accommodation, in a manner that avoids potential flood hazards, manages adverse effects, integrates the development into the existing environment and enhances public access for the wider benefit of the District.

Specific rules and standards for the *Ōtaki South Precinct* allow for the effects from the development of the land to be appropriately assessed and managed, and so that the character and amenity of the area are retained and enhanced. As part of the design of the subdivision and development, extensive testing of the land may be required depending on the location and intensity of development in order to satisfy the Council that the measures to address stormwater treatment and disposal will work in the long term and that the measures will not become a maintenance burden for Council.

Development within the *Ōtaki South Precinct* will generate additional traffic on the roading network, including State Highway 1. Consideration of these effects would include addressing the implications of potential changes to the networks including upgrades to State Highway 1 and/or proposed expressways and would need to factor in and consider potential traffic flows from within the *Ōtaki South Precinct*.

Policy 6.24 – Industrial development outside the Industrial Zone

Industrial activities proposed to be located outside of the identified Industrial Zone will be avoided where:

- a) they may disperse industrial activity to the detriment of the efficient operation, function, viability and sustainability of the district's Industrial Zones; or
- b) there are adverse effects on amenity values or local environmental quality.

Reference

Objectives
2.3, 2.11 &
2.16

Explanation

There are adverse effects of dispersed industrial development, including inefficient urban form, increased demand on the transport network due to the increased number and length of trips required to access dispersed activities, loss of economic agglomeration benefits resulting from the co-location of complementary activities, increased nuisance effects on sensitive land uses such as residential areas, declining amenity values and inefficient use of existing infrastructure provided in the *Industrial Zone*, reduced certainty of re-investment in public infrastructure and public investment in the *Industrial Zone*.

Policy 6.25 – Former primary production on-site processing sites

The conversion of sites previously used for on-site processing associated with primary production activities within the Rural Zones will be managed in a manner which:

- a) does not have adverse effects on the functionality or viability of centres and industrial zones; and
- b) will not preclude the future use of the facilities for on-site processing.

Reference

Objectives
2.8, 2.11,
2.16 &
2.17

Explanation

The re-use of former on-site processing sites in the rural environment for industrial or service uses provides for the efficient use of investment, infrastructure and facilities. However such activities may have effects which are not acceptable within the rural environment, including activities that would contaminate and prevent future food processing or may detract from the efficiency and functioning of other working environments.

Policy 6.26 – Airport Zone Precincts

Subdivision and development will provide for sustainable aviation, business and employment opportunities through the efficient utilisation of land for aviation and

Reference

Objective
2.1, 2.7,
2.8, 2.16 &

associated activities and providing for appropriate non-aviation business activities, while recognising the relationship of tāngata whenua with the land and retaining amenity for surrounding residents, in accordance with the Airport Precincts, identified in the District Plan Maps, as follows:

- a) the efficient use of the airport for aviation purposes will be safeguarded and aviation and aviation related activities will be provided for within the 'Airport Core Precinct';
- b) a range of activities will be provided for to support aviation activities and provide for non-aviation commercial and other employment opportunities, with very limited retail activities in the 'Airport Mixed Use Precinct' where the nature and scale of activities does not have adverse effects on the role and function of the District's centres, including the *Paraparaumu Sub-Regional Centre*;
- c) historic heritage, including the airport control tower and the museum, will be protected in the 'Airport Heritage Precinct';
- d) aviation and business activities within the Zone will be buffered from adjoining residential, rural and open space zoned properties in the 'Airport Buffer Precinct' to ensure:
 - a. the amenity of these adjoining properties are protected;
 - b. public access routes and Cycleways, Walkways and Bridleways(CWB) linkages are provided;
 - c. the ancestral connection of tāngata whenua with the Airport Land is recognised;
 - d. stormwater is managed;
 - e. open space is provided; and
 - f. ecological and conservation values are protected and enhanced.

Explanation

Kapiti Coast Airport is a significant resource for aviation and non-aviation activities and strategically important for the economic development of the District. The *Airport Zone* provides for existing and new aviation activities and related services should be maintained and enhanced with new investment in aviation related assets and activities. The *Airport Zone* also provides for commercial and other non-aviation employment generating activities where this is consistent with the principles of sustainable development.

The management of activities and development within the *Airport Zone* is divided into precincts to provide for long term strategic planning of the discrete areas within the *Airport Zone*. The precincts are described below.

The *Airport Core Precinct* provides the community and airport users with certainty that one primary runway and one limited use (imperative) crosswind runway (shown as runway 12/30) and associated land for a modern terminal and associated facilities will be retained and safeguarded.

The *Airport Mixed Use Precinct* provides for aviation activity to grow beyond the *Airport Core Precinct*. Non-aviation business and commercial activity and development is provided for to support the sustainability of the *Airport Core Precinct* activities. Certain specified activities are non-complying (i.e. residential activity, offensive trades, certain retail and commercial activities etc), discretionary (i.e. work associated with *historic heritage* buildings) or controlled activities (i.e. the external design, appearance and location of buildings and associated development) to enable the Council to manage potential adverse effects. *Supermarkets, department stores* and more than one small scale retail grocery outlet are prohibited activities.

The *Airport Mixed Use Precinct* allows for the accommodation of larger format, vehicle orientated retail activities, as well as wholesale/trade activity. Such activities typically require large site areas, large expanses of hard surface parking, and large scale buildings. Such activities are not complementary to and do not fit within the existing retail areas in centres. Accordingly, the character of these types of activities is in conflict with the core *District Centre Zone* retail amenity. Limited smaller format retail and commercial service activity is also required primarily to serve the needs of people employed in the *Airport Zone*. However, these are activities that are limited in scale, location and type to ensure they do not cause adverse effects on the role and function of the District's centres hierarchy or the viability of individual centres. The retail activities provided for within the *Airport Mixed Use Precinct* limited in scale and type and do not form a centre within the District's centres hierarchy set out in Policy 6.3 - Centres hierarchy.

The *Airport Buffer Precinct* covers land suitable for open space purposes, pedestrian, bicycle access trails and bridleways, stormwater management and conservation for the amenity benefit of land that adjoins the *Airport Zone*. In order to ensure these objectives are realised, an Environmental Management Plan for the buffer is required to be prepared by the Airport owners in consultation with the Council and other appropriately qualified expert advisers prior to the first development within the *Airport Mixed Use Precinct*.

The buffer will serve an important function in mitigating the potential impacts of development on adjoining properties. Landscaping within the buffer should be designed to mitigate the visual impact of the development of the Airport area when viewed from surrounding areas, while promoting conservation/ecological values, and providing safe access routes.

The control tower and aviation museum are prominent facilities which are valued by the community and contribute to a sense of place. The *Aviation Heritage Precinct* will protect the tower, the museum and the surrounding land by providing for some separation between these buildings and the larger scale buildings permitted in the *Airport Mixed Use Precinct*, and by inclusion of the control tower in the Schedule of Historic Heritage (Schedule 10.1).

Tāngata whenua have an ancestral connection with the Airport land. While the Airport land is needed for, and to support, current and future aviation purposes, the owner of the Airport acknowledges the need to provide for the ancestral connection of tāngata whenua and to offer opportunities for kaitiakitanga. This is expected to be primarily achieved through the ongoing relationship between the owner of the Airport and tāngata whenua representatives, and through obtaining any necessary Historic Places Act 1993 approvals. The ancestral connection of tāngata whenua with the Airport land will be provided for by providing opportunities for tāngata whenua to exercise kaitiakitanga over the *Airport Buffer Precinct*, and to recognise that earthworks activities need to be subject to accidental discovery and other protocols and Historic Places Act 1993 approvals. Two specific areas have been identified which should be the subject of further investigation prior to any earthworks commencing in those areas.

Policy 6.27 – Operational Safety and Efficiency in the Airport Zone

The function of the Kapiti Coast Airport as a significant transport infrastructure node will be supported by ensuring that the following principles are achieved:

Reference

Objectives
2.14 &
2.16

- a) the operational safety of the Airport for recreational and general aviation will be protected from hazards of encroachments by buildings, structures and trees, inappropriate development within flight paths and associated safety margins and glare from buildings;
- b) the continued use of the Airport for weather monitoring activities will be provided for and the operational requirements of weather monitoring will not be compromised by other activities on surrounding Airport land;
- c) the amount of noise permitted from the use of the Airport for aviation purposes will be regulated to avoid unreasonable exposure of residents to noise through air noise boundaries, a night time curfew and limitations on aircraft engine testing.

Explanation

Tall buildings, structures or trees may compromise air safety if they are located within defined air spaces around the Airport. Accordingly, take-off and approach surfaces have been defined for aircraft approaching and leaving Kapiti Coast Airport. Height restrictions and land use controls are necessary to ensure that these flight paths remain clear from such obstructions as tall buildings, aials or similar structures and trees.

A large proportion of aircraft operations at Kapiti Coast Airport relate to flight training and occasional recreational flying. Sun flashes and glare off buildings while on a landing approach can be disruptive to such aircraft operations. Glare can be mitigated through detail in relation to design and roof form, but mitigation is more commonly achieved through the use of pre-coated building materials or painting upon completion of the building.

An important weather monitoring facility exists at the Airport. It is strategically important in providing information for local and New Zealand forecasting (including for aviation) and also forms part of a global network for climate change monitoring. The location of buildings and other activities near to the monitoring site need to be controlled to help ensure that its operational requirements are not compromised.

Some aircraft noise is an unavoidable consequence of an airport. Noise levels need to be set to give security and certainty to the required investment in aviation infrastructure. However, aviation noise has the potential to adversely affect amenity, particularly for residents underneath the flight paths and close to the Airport.

Permitted activity aviation noise levels and the management of noise sensitive activities within the Outer Control Boundary provide a reasonable balance between these two conflicting interests.

Policy 6.28 – Built form and design in the Airport Zone

Subdivision and development will be well designed and respect its setting by ensuring that:

Reference

Objectives 2.11, 2.17, & 2.19

- a) **the visual impact, including the bulk, form, massing and colour of buildings, from Kāpiti Road and the extension of Ihakara Street, public open spaces, adjoining residential properties and from all roads and walkways accessible to the public road network will be managed and an overall design cohesiveness will be achieved while still maintaining an individual presence**
- b) **visual impact of car parking areas will be managed;**
- c) **visual connections to Kāpiti Island and the Tararua Ranges will be maintained;**
- d) **Crime Prevention Through Environmental Design (CPTED) principles will be implemented, where appropriate;**
- e) **water and energy efficiency measures are integrated into design;**
- f) **restrictions on the timing of development will be implemented to manage traffic effects; and**
- g) **the impact from stormwater run off on surrounding water bodies will be minimised and natural values will be protected and enhanced, through a stormwater management plan.**

Explanation

Alternative forms of transport such as walking and cycling are encouraged throughout the District. The proposed paths along the two proposed sections of the Wharemauku Stream and the rest of the stream path will create an important pedestrian, cycle link and bridleway between the Paraparaumu Beach area and the Paraparaumu Sub-Regional Centre. This link will provide both commuter access and recreational opportunities. Details of the design and location of the path shall be submitted as part of the Environmental Management Plan and shall incorporate Crime Prevention Through Environmental Design (CPTED) principles in its design.

The Wharemauku Stream is an important stream for the community, as reflected in the Wharemauku Stream Community Freshwater Plan.

Stormwater management plans will need to address the issues raised in the Design Guide, including achieving hydraulic neutrality for the site (with peak flows based on a 1 in 5 year, 1 in 10 year and in 1 in 100 year design rainfall event) and the use of low impact stormwater design, and comply with the Kāpiti Coast District Council Subdivision and Development Principles and Requirements 2012.

Hydraulic neutrality in general requires peak stormwater flows from the site after development to be restricted to no greater than pre-development levels, a 1 in 5 year, 1 in 10 year, and 1 in 100 year event. In addition, the net impact on flood levels in the receiving watercourse will need to be assessed to ensure no adverse effects on flood risk in the area. In addition to this, consideration will need to be given to the treatment of stormwater in relation to individual uses. On-site measures may include rain water tanks, rain water gardens, roof gardens or swales. Consideration will also need to be given to the use of the site and, if appropriate, measures to ensure that water quality is not adversely affected.

Development within the *Airport Zone* will need to comply with the site access and the roading standards of the Plan. Such development will generate traffic on the external road network and contribute to the need for improvements. To ensure that development within the *Airport Zone* does not outstrip the capacity of the road network, certain "floorspace thresholds" controls have been set. These controls specify certain roading improvements to be undertaken in parallel with increasing areas of gross floor area. The proposed rules allow some control flexibility, provided that a traffic assessment of the effects on the local

road network and broader State Highway network within the District is undertaken. In recognition of the primary purpose of the Zone, i.e. aviation related activities, the threshold controls do not apply to activities within the *Airport Core Precinct*. This is because the threshold controls applying to the *Airport Mixed Use Precinct* assume that the *Airport Core Precinct* will be fully developed almost immediately upon these rules coming into effect.

If the situation should arise where approved development in the *Airport Mixed Use Precinct* proceeds in advance of the completion of the Western Link Road (WLR) due to unforeseen circumstances delaying the completion of the WLR, any potential adverse traffic effects will be addressed by traffic management measures (eg traffic signal timings) implemented by the roading authority to ensure that any such effects are not unnecessarily imposed upon existing road users along Kāpiti Road and the wider road network. The floorspace thresholds in relation to the “Western Link Road” will be reviewed once the outcome of the proposed McKay’s to Peka Peka expressway is known and the traffic impacts in relation to development from Kapiti Coast Airport and other anticipated development which is allowed under the Proposed District Plan is known.

The Airport is located in a prominent site adjacent to a residential area and alongside a major through road that links *Paraparaumu Sub-Regional Centre* and Paraparaumu Beach. The proposed extension to Ihakara Street will also be an important link in the road network. In this important location, development of the scale provided for could have a significant adverse impact on the amenity of the surrounding residents, and the town as a whole. In order to mitigate the effects of the development of the Airport site, particular controls are necessary.

Summary Table

The following table is intended as a guide only and does not form part of the District Plan. Refer to specified rules for detailed requirements. Pe refers to Permitted Activities, C to Controlled Activities, RD to Restricted Discretionary Activities, D to Discretionary Activities, NC to Non-Complying Activities and Pr to Prohibited Activities.

[Comment: Given that this table is not a rule, it has not been amended in this attachment. Consequential changes will be needed to reflect any alterations to activity status made within the rules themselves. It is therefore omitted from this annotated text.]

6.1.2 District Centre Zone Rules and Standards

Rule 6A.0. Applicability of Rules 6A.1 – 6A.5

Rules 6A.1 to 6A.5 shall apply only to land and activities within the District Centre Zone. For the avoidance of doubt, where a site comprises more than one zoning, the provisions of each zone shall be considered. Unless otherwise specified, all rules, standards and matters of control/discretion shall apply to all of the District Centre Zone. Where there is a conflict between any rule or standard in this chapter and any other chapter, the more stringent rule or standard shall apply.

- Notes:** [1] Notwithstanding the activity category defined by Rules 6A.1 to 6A.5 for any activity in the District Centre Zone, attention is also drawn to the rules:
- [a] in Chapters 3, 9, 11 and 12 which apply to matters which apply across all zones in the District – for example, transport, financial contributions and hazardous substances; and
 - [b] in Chapters 3, 4, 9, 10 and 11 that apply to special features identified on the Planning Maps – for example listed Historic Heritage items.
- The rules in these chapters may identify the activity as (or result in the activity being) a different activity category than expressed below. Additional clarity on activity category determination is provided in Chapter 1 (Section 1.1).

6A.1. Permitted Activities

The following activities are **permitted** activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
1. Any activities which are not specified as Permitted, Controlled, Restricted Discretionary, Discretionary, Non-Complying or Prohibited activities and comply with all permitted activity standards in this chapter and all permitted activity standards		All policies in this chapter

6A.1. Permitted Activities

The following activities are **permitted** activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
under Rules 3A.1, 4A.1, 9.B.1, 9C.1, 9D.1, 9E.1, 10A.1, 11A.1, 11B.1, 11C.1, 11P.1, 12B.1, 12C.1 and 12D.1 unless otherwise specifically stated.		
2. Activities adjoining or facing Living Zones.	1. Hours of operation for activities on sites adjoining or facing the Living Zones shall be limited to between 7.00am and 11.00pm, 7 days a week.	Policy 5.13
3. Discharge of Airborne Contaminants.	1. Activities shall not generate airborne contaminants which create a nuisance at or beyond the boundary of a site. Nuisances include: a) Dust b) Offensive or objectionable odour.	Policies 3.3 & 5.13
4. Lighting.	1. Light level from the activity on the site shall not exceed 10 lux, measured 1.5 metres inside the boundary of any adjoining Rural or Living Zone.	Policies 5.13 & 7.4
5. <i>Outdoor Storage.</i>	1. Sites shall be maintained so that they are clear of all rubbish, except waste materials which are temporarily stored pending disposal elsewhere, and all materials (including goods, machinery, vehicles, boxes, crates, pallets and waste material) shall be stored in a neat and tidy manner. 2. Activities adjacent to the Living Zones and storage areas containing refuse, by-products or raw materials (unless fronting a service lane) shall be screened by a 2 metre high close-boarded fence or equivalent shrubs or trees.	Policy 5.13
6. Vehicle Access.	1. Each site shall have a formed vehicle access with the following minimum requirements: a) 2.5 metres in width b) 2.8 metres in unobstructed height (i.e. clear from vegetation, buildings and structures.) Note: This provision is to allow for the entry and exit of fire fighting vehicles access from a formed legal road.	Policy 9.21

6A.1. Permitted Activities

The following activities are permitted activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
7. <i>Retail, commercial and residential activities</i> in Precinct A1 and A2 identified in the District Plan Maps. In Precinct A2 identified in the District Plan Maps, these activities shall be limited to the generation of less than 100 vehicle movements in any hour until all key elements of the Structure Plan in Appendix 6.7 are in place.	<ol style="list-style-type: none"> 1. Retail activities within Precinct A2, identified in the District Plan Maps, shall have a maximum ground level retail floor space of 500m². 2. <i>Residential</i> activities shall only be located above the ground floor level or be separated from all street frontages by <i>retail or commercial activities</i>, except in Precinct A2, identified in the District Plan Maps, where residential activities may be located on the ground floor level where they directly front the Wharemauku Stream reserve (or there is a only legal road between the residential activity and the Wharemauku Stream reserve). 3. Residential activities shall: <ol style="list-style-type: none"> a) Provide an outdoor living court or balcony of at least 6m². b) Residential activities shall have a main pedestrian 'front door' accessed from the street. c) A minimum of 1 car park per unit shall be provided. 	Policies 6.1, 6.2, 6.3, 6.4, 6.5, 6.9, 6.10 & 6.11
8. <i>Community facilities</i> , education facilities, performing arts facilities and health facilities in Precinct B identified in the District Plan Maps.	<ol style="list-style-type: none"> 1. Activities shall meet the <i>Civic and Community Zone</i> Permitted Activity Standards and the building Permitted Activity Standards applicable to the District Centre Zone (rule 6A.1.11 below). 	Policies 6.1, 6.2, 6.3, 6.4, 6.5, 6.9, 6.10, 6.11 & 6.12
9. <i>Retail, Commercial and residential activities</i> in Precinct C, identified in the District Plan maps, in the locations set out in the Structure Plan in Appendix 6.7. These activities shall be limited to the generation of less than 50 100 vehicles movements in any hour until	4. In the area identified for commercial activities in the Structure Plan in Appendix 6.7, residential activities shall only be located above the ground floor level or be separated from all street frontages by commercial activities. Where residential activities are incorporated into a development that includes retail and commercial activities, they shall be located above the ground floor level or separated from all street frontages by retail or commercial activities. [Comment: SHCL proposes to remove the activity notations from the Structure Plan and this provision accordingly needs recasting. Retail activities have been added in the interests of completeness and consistency given the changes to planning status proposed by SHCL.]	Policies 6.1, 6.2, 6.3, 6.4, 6.5, 6.7, 6.8 & 6.9

6A.1. Permitted Activities

The following activities are permitted activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
<p>all key elements of the Structure Plan in Appendix 6.7 are in place. [Comment: 1) Retail activities have been added in the interests of completeness and consistency given the changes to planning status proposed by SHCL 2) SHCL proposes to remove the references to activities from the Structure Plan and the textual changes reflect that. 3) The increase in the vph threshold is to provide consistency with the approach adopted elsewhere in the Centre. There is no basis for treating Precinct C differently from Precincts A and B in that regard.]</p>	<p>2. In the area identified for residential activities in the Structure Plan in Appendix 6.7:</p> <p>a) Commercial activities shall not be undertaken except visitor accommodation</p> <p>b) Residential activities (other than those incorporated into a development that includes retail or commercial activities) shall meet the following standards:</p> <ol style="list-style-type: none"> i. comprise at least one <i>household unit</i>. ii. have a minimum development area of 200m² per <i>household unit</i> and a minimum average area of 250m² per <i>household unit</i> across the development. iii. each <i>household unit's site</i> shall be capable of containing an 8 metre diameter circle. iv. a ground floor <i>habitable room</i> shall face the street in any <i>residential building</i> that fronts one. v. <i>residential buildings</i> that front a street shall have a main pedestrian 'front door' accessed from the street. vi. garages, irrespective of access, shall be recessed a minimum 1.0 metre behind the front façade of a residential buildings (irrespective of whether the front façade fronts a street, a common lane, a rear boundary, etc.) vii. a height in relation to boundary control of 2.1 metres + 45° shall apply from all boundaries facing the southern half of a compass including north-south faces, and one of 3 metres + 45° shall apply to all boundaries facing the northern half. This standard shall not apply from the road frontage boundary. viii. maximum building length is 12 metres before a recess with a minimum dimension of 3 metres x 3 metres is required. This recess shall also have a maximum height of no less than 1 metre lower than the adjacent building mass. In addition, no more than 2 units may be terraced unless the connection is via a single storey garage, in which case an unlimited number may terrace to avoid long repetitive rows of units. ix. the maximum height of a front boundary fence, or any fence within the front yard, shall be 800 millimetres. x. each unit shall provide a private outdoor living space of at least 30m², with a minimum dimension of 2.5 metres and the ability to accommodate a circle with a 4 metre diameter. This space shall be directly accessible from a <i>habitable room</i>; however it shall not be located between a <i>residential building's</i> front and a street. xi. site coverage shall not exceed 50%. 	

6A.1. Permitted Activities

The following activities are permitted activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
	<ul style="list-style-type: none"> xii. a minimum of 1 space per unit is required. xiii. Any new residential building shall comply with all permitted activity standards under Rule 11A.1.13. 	
10. Food and beverage in Precinct C, identified in the District Plan maps	3-1. [Comment: SHCL considers that this activity category those that follow it can appropriately be enabled as of right in Precinct C as they will not give rise to adverse effects on the existing Sub regional Centre core, either individually or cumulatively. In particular, food and beverage is an activity that is reasonably and appropriately enabled in the vicinity of commercial activities (including the office and other activities enabled as of right in Precinct C). These activities will provide a necessary service to any employees in or visitors to the area. In practice, they are likely to provide a different dining experience and different level of amenity from food and beverage outlets in the core of the Sub regional Centre. A failure to provide for food and beverage activities will significantly reduce the attractiveness of any commercial activity in Precinct C and compromise its ability to contribute to the amenity of the District Centre.]	
11. Retail stores selling convenience goods but not comparison goods of less than 150 m² gross floor area per retail outlet in Precinct C, identified in the District Plan maps.	4-2. [Comment: This category has been drafted to exclude small shops selling comparison goods (eg: clothing shops), which typically form an important component of district and sub-regional centres. Conversely, small shops selling convenience goods typically have a very localised catchment and provide a service for workers in and visitors to the surrounding area. They are a necessary component if Precinct C is to be an attractive location for commercial activities.]	
12. Service Stations in Precinct C, identified in the District Plan maps	3. [Comment: It is unclear whether service stations are currently enabled in Precinct C and intention of this entry is to make it clear that they are able to locate in this strategically valuable site adjacent to the Expressway interchange.]	
13. Home Improvement Retail in Precinct C, identified in the District Plan maps	4. [Comment: SHCL's understanding is that stores in this category are typically and appropriately located on the periphery of centres where they can reinforce the economic strength of the centre but avoid compromising the amenity of the Centre core. In addition, such activities are typically accessed by private motor vehicle and Precinct C is particularly well located in that regard given its proximity to the Expressway and Kapiti Road. The Proposed Plan already provides for this activity in the Airport Zone and	

6A.1. Permitted Activities

The following activities are permitted activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
<p><u>14. Building Suppliers; Farming and Agricultural Suppliers; Office Furniture, Equipment and Systems Suppliers; and Trade / Wholesale in Precinct C identified in the District Plan maps.</u></p>	<p>5. [Comment: These are all defined terms. They are not activities that will adversely affect the historic core of the Sub-regional Centre but they will help to assist the recovery of the broader District Centre zone. "Trade/Wholesale" is a defined term with reference to the Airport Zone but there is no reason why that activity should be provided for on the Airport site but not on Precinct C. The definition of "Trade/Wholesale" will need to be amended to incorporate reference to Precinct C.]</p>	
<p>12.15. <u>Recreation, community, cultural and lighting activities in the Dune Protection Area identified in the Structure Plan in Appendix 6.7. [Comment: SHCL seeks deletion of the Dune Protection Area within the Structure Plan.]</u></p>	<p>1. Activities shall meet the permitted activity standards in the Open Space (Local Parks) Zone, with the exception of the building and structure standards.</p> <p>2. Earthworks shall be for the purposes of the construction of a pedestrian or cycle way and shall not exceed 20m² in any 12 month period.</p>	<p>Policies 3.3, 3.23, 8.2 & 8.8</p>
<p>13.16. <u>New buildings and additions and alterations to existing buildings.</u></p>	<p>1. The maximum height of any building from original ground level shall be 12 metres in Precincts A and B and no building shall be more than 3 storeys above the original ground level. <u>The maximum height of any building from original ground level shall be 20 metres in Precinct C</u> [Comment: The SHCL submission seeks a 20 m height limit in Precinct C to promote more efficient development. SHCL considers that there will be no adverse visual or other effects generated by that increased height limit.]</p> <p>2. The minimum height of any building from original ground level shall be 8 metres in the locations identified as 'corner marker buildings' in the Structure Plan in Appendix 6.7. [Comment: SHCL considers that these notations should be removed from Precinct C in the Structure Plan because of the different intensity, form and layout of development anticipated that area.]</p> <p>3. In Precinct A, identified in the District Plan Maps, where a <i>building</i> adjoins, or is within 2 metres of the front boundary of a <i>site</i>, or a main internal pedestrian route, the building shall contain at</p>	<p>Policies 6.8, 6.10, & 6.11</p>

6A.1. Permitted Activities

The following activities are **permitted** activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
	<p>least 75% of the ground level road boundary façade and facades on main internal routes as active retail frontages including pedestrian entrances and clear glass for the display of goods except buildings only used for residential activities in Precinct A2, identified in the District Plan Maps.</p> <p>4. In Precinct A, identified in the District Plan Maps, buildings shall be located within 10 metres of any existing retail activities on the site or adjacent sites and provide links via footpaths to the pedestrian entrances of adjacent premises.</p> <p>5. In Precinct A, identified in the District Plan Maps, buildings shall contain a minimum of one pedestrian entrance/exit per 15 metres of frontage to legal roads, main internal routes and public open spaces or have smaller retail and commercial activities fronting the legal road, vehicular circulation route, right of way or public open space.</p> <p>6. In Precinct B, identified in the District Plan Maps, buildings shall contain at least 50% of the ground level road boundary façade and facades on boulevards as active frontages including pedestrian entrances and clear glass with views to activities in the building.</p> <p>7. In Precinct C, identified in the District Plan Maps, buildings for commercial and retail uses shall contain at least 50% of the ground level road boundary façade and facades on boulevards as active frontages including pedestrian entrances and clear glass with views to activities in the building.</p> <p>8. All buildings shall fit within a <i>height envelope</i>, which is made up of “recession planes” which incline inwards and upwards from all the property’s boundaries. Each recession plane commences at a point 2.1 metres above the property boundary where it adjoins the boundary of living zones and inclines inwards at an angle of 45 degrees. The exception to this is that garages located in the side or rear yard and not more than 2.4 metres in height may infringe the height envelope. Where there is a right-of-way or an access strip/leg immediately adjacent to, and on the other side of, the property boundary, the recession plane shall be measured from a point 2.1 metres above a point midway across the right-of-way or access strip/leg.</p>	

6A.1. Permitted Activities

The following activities are **permitted** activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
	<p>9. Any building which is setback 2 or more metres from the road boundary shall provide (or, in respect of existing trees, retain) at least one specimen tree capable of growing to 5 metres in height within 10 years of planting for every 10 metres of site frontage. Any landscaping provided in accordance with this standard shall be included in the landscaping car park requirement.</p> <p>10. All buildings, other than temporary or accessory storage buildings, shall be lit with exterior lighting at pedestrian entrance areas at a minimum of 10 lux.</p> <p>11. In Precinct A, Precinct B, and Precinct C, identified in the District Plan Maps, along boulevard frontage identified in the Structure Plan in Appendix 6.7, verandahs shall be provided to the following standards, except in situations where the adjoining buildings on both sides do not have a verandah (excluding roads fronting the Wharemauku Stream reserve where all buildings shall provide a verandah) and where the building is set back from the frontage by more than 3 metres:</p> <ul style="list-style-type: none"> a) Minimum depth of 3 metres. b) In all cases verandahs shall be at least 0.5 metres behind the kerb face. <p>12. Verandahs shall extend along the entire frontage of the building and shall adjoin existing verandahs on adjacent buildings.</p> <p>13. Verandahs shall have exterior lighting at pedestrian entrance areas at a minimum of 10 lux.</p> <p>14. Verandahs shall be provided on all buildings fronting on to shared spaces.</p> <p>15. All buildings on sites adjoining Living Zones shall meet the permitted activity standards for buildings in the adjoining Living Zone (including height, yard, height-in-relation-to-boundary).</p> <p>16. Buildings shall be sited a minimum of 4 metres from the boundary of the Living Zones.</p>	

6A.1. Permitted Activities

The following activities are permitted activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
	<p>17. Except in Precinct C, identified in the District Plan Maps, no building shall be set back more than 2 metres from the legal road boundary or main internal route edge.</p> <p>18. In Precinct C, identified in the District Plan Maps, buildings shall be set back less than 2 metres from the legal road boundary or main internal route edge or shall be set back more than 10 metres for open space and shall not be used for vehicle access and parking. Any setback less than 2 metres shall be entirely paved for pedestrian circulation (except for ancillary landscaping). This rule does not apply to ancillary buildings; that is buildings used for a purpose which is secondary to the main use of the site, provided that the ancillary buildings are located to the rear of the main building on the site. [Comment: Precinct C is not intended to be a pedestrian oriented environment and, accordingly, there is no rationale for preventing the use of space between buildings and roads for car parking purposes. Provision of carparking in those locations is convenient and promotes visibility and hence safety for visitors to the site.]</p> <p>Note: These setbacks allow for future small scale activities.</p> <p>19. No building <u>in Precinct A or Precinct B</u> shall be setback from the road boundary at locations identified as 'corner marker buildings' in the Structure Plan in Appendix 6.7. [Comment: SHCL considers that these notations should be removed from Precinct C in the Structure Plan because of the different intensity, form and layout of development anticipated that area. If the notations are retained in Precinct C then this provision needs to be amended as noted above.]</p> <p>20. Pedestrian pathways shall be provided with a minimum width of 2 metres and be separated from traffic movements from all car parking areas to the building entrances and between building entrances.</p> <p>21. The maximum block length of the development shall be 150 metres. For the purposes of this standard, the maximum block length shall also apply to any internal roading proposed.</p>	

6A.1. Permitted Activities

The following activities are permitted activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
	<p>22. No vehicle entrances to car parking or loading areas shall be located:</p> <p>a) on Rimu Road in Precinct A2, identified in the District Plan Maps; or</p> <p>b) on Kāpiti Road in Precinct C, identified in the District Plan Maps. [Comment: Precinct C has a lengthy frontage to Kapiti Road. It is appropriate that developers be able to use either or both that frontage and the frontage to the proposed Boulevard.]</p> <p>23. The payment of financial contributions in accordance with chapter 12 of this Plan.</p> <p>24. Any new residential <i>building</i> shall comply with all permitted activity standards under Rule 11A.1.13.</p> <p>25. All <i>buildings</i> shall comply with Rule 9A.1.1</p>	
<p>14.17. Construction of roads (including necessary earthworks) identified in the Structure Plan in Appendix 6.7.</p>	<p>1. All roads and associated infrastructure shall be constructed to the standards specified in Chapter 11.</p> <p>2. Boulevards shall meet the following standards:</p> <p>a) Street trees shall be planted between on-street car parks at a minimum distance of 35 metres.</p> <p>b) On street parking shall be provided along the entire street</p> <p>c) A minimum distance of 50 metres shall be provided between vehicle accessways.</p> <p>d) A minimum traffic lane width of 3 metres shall be provided.</p> <p>e) A minimum footpath width of 2.5 metres shall be provided.</p> <p>f) On road cycle lanes, meeting requirements in chapter 11, shall be provided.</p> <p>Loading and service access shall not be directly from these streets.</p> <p><u>Note: As the boulevards proposed by Council will be wider and higher quality roads than the streets required for development of the relevant sites, landowners and developers affected by the boulevard notation will only be required to contribute to the cost of constructing a street and Council will be responsible for the marginal cost of developing these boulevards to a standard higher than a local road reflecting the street notation.</u></p>	<p>Policies 6.8, 6.19, 11.29 & 11.30</p>

6A.1. Permitted Activities

The following activities are **permitted** activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
	<p>[Comment: This provision seeks development of a higher quality of roadway than is required for development of the relevant sites. It is, therefore, in the nature of a public work, carried out for the benefit of the public generally. Such additional works ought to be addressed through designation and purchase by the Council rather than through the imposition of controls on development. That is particularly so given the requirement that Permitted Activities be limited to 50 vehicle movements per hour unless all key elements in the Structure Plan been implemented. If this requirement is to be retained then the District Plan should explicitly note that landowners and developers will only be required to contribute to cost of constructing a local road, rather than the increased cost related to provision of a Boulevard, and that the Council will fund the additional works. Alternatively, the provision should be deleted.]</p> <p>3. Where any boulevard is adjacent to a Dune Protection Area, these shall be known as shared spaces, as defined in the Structure Plan in Appendix 6.7 and shall meet the following standards:</p> <p>a) There shall be no kerb and channel.</p> <p>b) An uninterrupted walking surface shall be provided.</p> <p>c) Street trees shall be planted at a minimum interval of 35 metres.</p> <p>d) A minimum traffic lane width of 3 metres. [Comment: SHCL considers that the Dune Protection Area should be deleted from the Structure Plan.]</p> <p>4.3. All other streets shall meet the following standards:</p> <p>a) On street parking shall be provided along at least 50% of the street.</p> <p>b) A minimum traffic lane width of 3 metres.</p> <p>c) A minimum footpath width of 2.5 metres.</p> <p>d) On road cycle lanes, meeting requirements in chapter 11, shall be provided.</p>	
18. Industrial Activities.	1. Industrial activities shall be located above the ground floor level or be separated from all street frontages by retail or commercial activities.	Policies 6.1, 6.2, 6.3, 6.4, 6.5, 6.9, 6.10, 6.11, 6.19 &

6A.1. Permitted Activities

The following activities are **permitted** activities, provided that they comply with all corresponding permitted standards (unless otherwise specified).

Permitted Activities	Standards	Reference
		6.24

6A.2 Controlled Activities

The following activities are **controlled** activities, provided that they comply with all corresponding controlled standards (unless otherwise specified).

Controlled Activities	Standards	Matters over which Council reserves control	Reference
1. Boundary adjustments and subdivisions where no additional lots (other than reserves or legal road to be vested in Council) are created, or any subdivision that is a controlled activity under Rule 11A.2.1	<ol style="list-style-type: none"> 1. Each <i>lot</i> shall have inalienable legal and physical access to a legal road. 2. No further development potential shall be created as a result of the subdivision (i.e. through the creation of a small lot and a larger lot which can then be further subdivided and would not have met all restricted discretionary activity standards including minimum or average lot sizes prior to this subdivision occurring). 3. Public roads, public water supply systems, sanitary drainage systems and surface water drainage systems shall be available to serve the subdivision. 4. Each lot, including any balance area, shall be able to accommodate a building which complies with the permitted activity standards. 5. The maximum <i>block length</i> of the development shall be 150 metres. For the purposes of this standard, the maximum <i>block length</i> shall also apply to any internal roading proposed. 6. The relevant standards under Rules 6A.3.1 shall be complied with, including any 	<ol style="list-style-type: none"> 1. Design and layout of the subdivision and earthworks. 2. <i>Vehicle access</i> points onto legal road including the State Highway Network. 3. Visual, character and amenity effects. 4. Design, size, shape and location of reserves and esplanades. 5. The location of any associated building site(s) relative to the natural hazards, <i>historic heritage</i> features and <i>sensitive natural features</i>. 6. Natural hazard management. 7. Council's Subdivision and <i>Development Principles and Requirements</i> 2012. 8. The imposition of financial contributions in accordance with chapter 12 of this Plan. 9. Imposition of encumbrances on titles to prevent or limit further subdivision. 10. Imposition of conditions under sections 108 and 220 of the RMA. 	Policies 6.5, 9.2, 11.17, 11.18, 11.19, 11.20, 11.21, 11.30, 11.36, 12.1 & 12.2

	<p>additional restricted discretionary activity standards for subdivision attached as notations to structure plans. Where the zone standards and standards attached as notations differ, the notations shall take precedence.</p> <p>7. The Esplanade Reserve and Esplanade Strip provisions of Schedule 8.1 shall be complied with.</p>	<p>11. Within Precinct A2, the alignment of road reserves so that views (including glimpses) of Kāpiti Island are maintained from at least three points along Rimu Road.</p>	
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6A.3 Restricted Discretionary Activities

The following activities are **restricted discretionary** activities, provided that they comply with all corresponding restricted discretionary standards (unless otherwise specified).

Restricted Discretionary Activities	Standards	Matters over which Council will restrict its discretion	Reference
1. Any subdivision of land which does not comply with any one or more of the controlled activity standards under Rule 6A.2.1.	<ol style="list-style-type: none"> 1. Each <i>lot</i> shall have inalienable legal and physical access to a legal <i>road</i>. 2. Each <i>lot</i>, including any balance area, shall be able to accommodate a building which complies with the permitted activity standards. 3. Public roads, public water supply systems, sanitary drainage systems and surface water drainage systems shall be available to serve the subdivision. 4. The maximum <i>block length</i> of the development shall be 150 metres. For the purposes of this standard, the maximum <i>block length</i> shall also apply to any internal roading proposed. 5. A development plan showing indicative buildings and landscaping shall be provided. 6. For sites which are adjacent to Living Zones, development shall meet the Permitted Activity Standards of the adjacent Living Zone for building separation, setbacks and screening. 7. Any additional restricted discretionary activity standards for subdivision attached as notations to structure plans. Where the zone standards and standards attached as notations differ, the notations shall take precedence. 	<ol style="list-style-type: none"> 1. Design and layout of the subdivision and earthworks. 2. <i>Vehicle access</i> points onto legal road including the State Highway Network and any effects on the transport network. 3. Visual, character and amenity effects. 4. Design, size, shape and location of reserves and esplanades. 5. The location of any associated building site(s) relative to the natural hazards, <i>historic heritage</i> features, <i>sensitive natural features</i> and <i>dominant ridgelines</i>. 6. Natural hazard management. 7. Council's Subdivision and <i>Development</i> Principles and Requirements 2012. 8. Imposition of encumbrances on titles to prevent or limit further subdivision. 	Policies 6.5, 9.2, 11.17, 11.18, 11.19, 11.20, 11.21, 11.30, 11.36, 12.1 & 12.2

6A.3 Restricted Discretionary Activities

The following activities are **restricted discretionary** activities, provided that they comply with all corresponding restricted discretionary standards (unless otherwise specified).

Restricted Discretionary Activities	Standards	Matters over which Council will restrict its discretion	Reference
	8. The Esplanade Reserve and Esplanade Strip provisions of Schedule 8.1 shall be complied with.	9. Imposition of conditions under sections 108 and 220 of the RMA 10. The imposition of financial contributions in accordance with chapter 12 of this Plan. 11. The provision of walking, cycle pathways and bridleways. 12. Within Precinct A2, the alignment of road reserves so that views (including glimpses) of Kāpiti Island are maintained from at least three points along Rimu Road.	
2. New buildings and additions and alterations to existing buildings where no more than one or more of the following permitted activity standards is not met: Comment: SHCL considers there is no basis for elevating activity status simply because more than one activity standard has not been met. Restricted Discretionary Activity status is sufficient to	1. For active retail frontages in Precinct A, identified in the District Plan Maps, the distance between pedestrian entrances shall not exceed 18 metres.	1. Location, layout, size and design of proposed development. 2. Consideration of the standard(s) not met. 3. Visual, character, amenity, streetscape and stream effects, including effects those values which are intended to be created but do not yet exist. Comment: This provision does not read logically.	Policies 6.8, 6.9, 6.10 & 6.11

6A.3 Restricted Discretionary Activities

The following activities are **restricted discretionary** activities, provided that they comply with all corresponding restricted discretionary standards (unless otherwise specified).

Restricted Discretionary Activities	Standards	Matters over which Council will restrict its discretion	Reference
<p><u>enable Council to assess and make an appropriate decision with respect to any proposal.</u></p> <ul style="list-style-type: none"> a) Active retail frontages b) Height envelope c) Landscaping d) Lighting e) Verandahs f) Buildings adjacent <i>living zones</i> g) Building setback h) Pedestrian pathways i) Vehicle entrances. 		<ul style="list-style-type: none"> 4. Council's Crime Prevention through Environmental Design Guidelines and Subdivision and Development Principles and Requirements (2012). 5. <input type="checkbox"/> Effects on landform and landscape. 6. Traffic and Transport effects. 7. Design and appearance of buildings. 8. Location and design of parking, traffic circulation areas, loading and access. 9. Public safety. 10. Context and surroundings. 11. Cumulative effects. 12. Whether any <i>nuisance effects</i> are created. 13. The consistency with the relevant objectives and policies. 	

6A.3 Restricted Discretionary Activities

The following activities are **restricted discretionary** activities, provided that they comply with all corresponding restricted discretionary standards (unless otherwise specified).

Restricted Discretionary Activities	Standards	Matters over which Council will restrict its discretion	Reference
<p>3. <u>Large Format Retail in Precinct C, identified in the District Plan maps where those activities are not provided for as Permitted Activities.</u> [Comment: This is a new category of activity for Precinct C. It is intended to enable landowners to seek consent for any retail activity in excess of 500 m² gross floor area as a Restricted Discretionary Activity. That will enable an assessment of the effects of the proposal on the District Centre and will, in practice, encourage complementary rather than competitive activities. The wording of this category may need revisiting if the relevant definitions are revised.]</p>		<p>1. <u>Effects on the vitality of centres.</u> 2. <u>Economic effects.</u></p> <p>[Comment: These matters have been selected for relevancy and consistency with the similar activities elsewhere in the Plan.]</p>	
<p>4. <u>Any works in that part of Precinct C identified in the District Plan maps that is subject to the “stormwater”</u></p>		<p>1. <u>Whether the proposal generates any adverse effects on stormwater flows on and in the vicinity of the application site.</u></p>	

6A.3 Restricted Discretionary Activities

The following activities are **restricted discretionary** activities, provided that they comply with all corresponding restricted discretionary standards (unless otherwise specified).

Restricted Discretionary Activities	Standards	Matters over which Council will restrict its discretion	Reference
<p><u>overlay notation.</u>[Comment: This activity category is intended to apply to any earthworks or structures in that portion of Precinct C that is subject to the “stormwater” notation. It imposes criteria that must be considered when assessing such proposals. Unlike the Council’s notified provisions (which seek to preclude development until downstream stormwater issues which are the responsibility of Council resolved) it anticipates development occurring in this area, subject to a resource consent process.]</p>		<p><u>2. Whether the proposal generates any adverse effects on the integrity of structures and amenity and safety of occupiers in the vicinity of the application site.</u></p> <p><u>3. Whether the proposal achieves hydraulic neutrality for the site (with peak flows based on a 1 in 5 year, 1 in 10 year and in 1 in 100 year design rainfall event).</u></p> <p><u>4. The content and efficacy of any Stormwater Management Plan submitted with the application.</u></p>	
<p>3-5. Development that does not meet the permitted activity rule for vehicle movements in any hour (Rule 6A.1.7 and Rule 6A.1.9) but complies with all other permitted activity standards in Precinct A2, Precinct B and Precinct C, identified in the District</p>	<p>1. Shall meet the permitted activity standards for activities and buildings for the relevant precinct identified in the District Plan maps.</p> <p>2-1. Shall meet the car parking, loading and access permitted activity standards in Chapter 11.</p> <p>3-2. Shall be undertaken in accordance with the Structure Plan requirements set out in Appendix 6.7.</p>	<p>1. Location, layout, size and design of proposed development.</p> <p>2. Consideration of the standard not met.</p> <p>3. Council’s Crime Prevention through Environmental Design Guidelines and Subdivision and Development</p>	Policies 11.29 & 11.36

6A.3 Restricted Discretionary Activities

The following activities are **restricted discretionary** activities, provided that they comply with all corresponding restricted discretionary standards (unless otherwise specified).

Restricted Discretionary Activities	Standards	Matters over which Council will restrict its discretion	Reference
<p>Plan maps, until the roads identified in the Structure Plan in Appendix 6.7 as boulevards are operational. [Comment: This category relates to non-compliance with vehicle movement generation. That matter is innately related to traffic effects and the Activity Category, standards and matters of discretion should be related to that topic. In contrast, the notified provisions invite a broad enquiry that goes far beyond the issues raised by additional vehicle movements per hour.]</p>	<p>4.3. Traffic generation shall not exceed 200 vehicle movements in any hour.</p>	<p>Principles and Requirements (2012).</p> <p>4.—Visual, character, amenity and streetscape effects, including effects those values which are intended to be created but do not yet exist.</p> <p>5. Traffic and Transport effects.</p> <p>6. Location and design of parking, traffic circulation areas, loading and access.</p> <p>7. Public safety.</p> <p>8.—Context and surroundings.</p> <p>9.—Cumulative effects.</p> <p>10.—Whether any nuisance effects are created.</p> <p>11.—The consistency with the relevant objectives and policies.</p> <p>12.—Effects on the vitality of centres.</p> <p>13.—Economic effects.</p>	

6A.3 Restricted Discretionary Activities

The following activities are **restricted discretionary** activities, provided that they comply with all corresponding restricted discretionary standards (unless otherwise specified).

Restricted Discretionary Activities	Standards	Matters over which Council will restrict its discretion	Reference
		14.8.	

6A.4 Discretionary Activities

The following activities are **discretionary** activities.

Discretionary Activities	Assessment Criteria	Reference
<p>1. Any activities which are not listed as Permitted, Controlled, Restricted Discretionary, Non Complying or Prohibited activities and do not comply with one or more permitted activity standards in this chapter unless otherwise specifically stated.</p>	<p>1. Consistency with the relevant Plan policies, including (but not limited to) all policies in this Chapter.</p>	<p>All policies in this chapter</p>
<p>2. New buildings and additions and alterations to existing buildings where more than one of the following permitted activity standards are not complied with:</p> <ul style="list-style-type: none"> a. Height envelope b. Landscaping c. Lighting d. Verandahs e. Buildings adjacent living zones f. Building setback g. Pedestrian pathways h. Vehicle entrances. 	<p>1. Consistency with the relevant Plan policies, including (but not limited to) all policies in this Chapter. [Comment: For the reasons discussed above, it is proposed that this category be assessed as a Restricted Discretionary Activity.]</p>	<p>Policies 6.8, 6.9, 6.10, 6.11 & 6.12</p>

6A.5 Non Complying Activities

The following activities are **non complying** activities.

Non Complying Activities	Reference
1. Activities which do not comply with the Permitted activity rules 6A.1.7-6A.1.10 or any Restricted Discretionary Activity Standard including land uses and development which are not in accordance with the Structure Plan in Appendix 6.7.	Policies 6.1, 6.2, 6.3, 6.4, 6.5, 6.8 & 6.12
2. Subdivision that does not comply with the Restricted Discretionary Standards.	Policies 6.5, 9.2, 11.17-11.21, 11.30, 11.36, 12.1 & 12.2
3. <i>Retail activities that are not Permitted or Restricted Discretionary Activities</i> in Precinct C, identified in the District Plan maps. [Comment: This category has been reworded to reflect the request by SHCL to have large format retail assessed as a Restricted Discretionary Activity in Precinct C.]	Policies 6.1, 6.2, 6.3, 6.4, 6.5, 6.8 & 6.12
4. New buildings and additions and alterations to existing buildings in the Dune Protection Area identified in the Structure Plan in Appendix 6.7. [Comment: SHCL considers that the Dune Protection Area should be deleted from the Structure Plan.]	Policies 3.3, 6.5, 9.2, 11.16, 11.17, 11.18, 11.19, 11.20, 11.21, 11.29 & 11.36
5.4. Activities which create offensive odours detected at the site boundary of the Living Zones.	Policies 5.13, 6.5 6.19 & 6.22
6.5. Offensive trades.	Policies 5.13, 6.5 6.19 & 6.22
7.6. New buildings and additions and alterations to existing buildings which exceed 12 metres in height or are more than 3 storeys above the original ground level <u>in Precincts A or B or which exceed 20 metres in height above the original ground level in Precinct C.</u>	Policies 6.8, 6.9, 6.10 & 6.11
8.7. New buildings and additions and alterations to existing buildings where the distance between pedestrian entrances exceeds 18 metres.	Policies 6.8, 6.9, 6.10 & 6.11

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Working Environment Appendices (in Volume 2)

The following Working Environment appendices can be found in Volume 2 of this plan.

1. **Appendix 6.1** - Paekākāriki Village Centre Design Guide
2. **Appendix 6.2** - Meadows Precinct Design Guidelines
3. **Appendix 6.3** - Meadows Structure Plan
4. **Appendix 6.4** - Structure Plan for Development of Lot 2 DP 441854 (Milne Drive, Paraparaumu)
5. **Appendix 6.5** - Ōtaki South Precinct Structure Plan
6. **Appendix 6.6** - Design Guide for the Airport Zone
7. **Appendix 6.7** - District Centre Zone Structure Plan
8. **Appendix 6.8** - Concept Plan for Industrial Land at Paraparaumu Quarry