

Appendix 6.7 District Centre Zone Structure Plan



- [Comment: SHCL proposes that the Structure Plan map be amended as follows:**
- **Removal of the activity notations from Precinct C. That is, the activity statuses in this area will be addressed through the activity table in Chapter 6.**
 - **Removal of the “Dune Protection Area” notation on the basis that SHCL considers that these dunes do not warrant protection.**
 - **Addition of a “stormwater” overlay on the south western part of the SHCL land (Precinct C). This notation will identify the area over which an additional Restricted Discretionary Activity consent will be required, with reference to stormwater impacts. Its extent will be the same as the “Stormwater” activity area in the notified version of the Structure Plan but the purpose and means of giving effect to the notation will be different.**
 - **Retention of the “boulevard” notation on Precinct C provided that the District Plan will state that, if the boulevard notation is maintained for the link road between Kapiti Road and Precinct B, Council will be responsible for the marginal cost of developing this route to a standard higher than a local road with a “street” notation. In the absence of such an explicit acknowledgement the “boulevard” notation should be replaced with a “street” notation.**
 - **Retention of the “street” notation in Precinct C between Ihakara Street and the link under the motorway but otherwise removal of the “street” notations from Precinct C. It is unnecessary for the Council to specify the location of minor streets in the Structure Plan.**
 - **Removal of the “Corner marker building” notations on Precinct C. If Precinct A is to be the pedestrian core then there is no need for corner marker buildings to be**

developed on the edge of Precinct C. These are valuable sites with excellent exposure and SHCL considers that market forces alone will ensure that suitably attractive and striking developments will occur on them provided the District Plan makes adequate provision for activities to occur in Precinct C. Alternatively, if the "Corner Marker Building" notation is retained on these sites then the rule preventing buildings being set back from the corners should be amended to exclude it from applying to Precinct C.]

The purpose of the Structure Plan is to plan for an integrated District Centre Zone within the Paraparaumu Sub-Regional Centre. The Structure Plan, in conjunction with the District Plan policies and rules, ~~identifies set out~~ the land use activities **enabled and built form anticipated for the District Centre Zone along with Council's proposed** movement network ~~and~~ open space network and **the areas in which** stormwater management **will need to be given particular regard for the District Centre Zone. [Comment: The revised wording reflects the form of Structure Plan that SHCL seeks. SHCL considers that the Structure Plan as notified constrained activities to a greater degree than is necessary or appropriate under the RMA.]**

The focus of the Structure Plan as a whole is to provide strategic planning to achieve the following:

1. Retail / commercial areas being located where these activate the following streets:
 1. existing State Highway One;
 2. Rimu Road;
 3. the link road between Rimu and Kapiti Roads; **[Comment: SHCL agrees that retail activities should be enabled along the link road but considers that the provisions should enable these activities to be set back from that road.]**
2. Encouragement to strengthen the role, ~~and~~ function **and competitiveness** of the ~~Centre existing Coastlands development~~ to better provide for the community's retail, social and commercial needs ~~than has been undertaken to date;~~ **[Comment: The District Plan should be concerned with the competitiveness and well-being of the Centre as a whole, not a component of it owned by a specific investor. The provision as drafted implies that activities of other parties should be constrained to benefit Coastlands, which amounts to promotion the interests of a trade competitor, contrary to the Act.]**
3. ~~A residential area between Wharemauku Stream and the 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; [Comment: The proposed wording reflects the activity status proposed by SHCL for these activities in Precinct C.]**
4. Clustered community facilities;
5. ~~The enablement of offices and service commercial areas;~~
6. **To identify the areas in the vicinity of the watercourse that will require additional analysis in terms of potential effects on stormwater flows** ~~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, with some development being deferred until this can be achieved;~~ **[Comment: The proposed wording reflects the method through which SHCL proposes that the stormwater issues be addressed.]**

7. Recreational opportunities along the Wharemauku Stream, Drain 3 and other stormwater management facilities.
8. Increased connectivity (the road, cycle and walkway network) throughout the area.
- 8-9. Recognise the implications of the implementation of the Expressway and the desirability of connecting the historic core of the Centre to the Kapiti Road Expressway interchange, in terms of both traffic flows and the enablement of appropriate activities that will reinforce the presence and role of the centre visually and strengthen it economically. [Comment: The Structure Plan provisions as notified made no reference to the Expressway and took no steps to respond to its presence and likely effects.]

The District Centre Zone Structure Plan identifies Precinct A, B and C within the District Centre Zone. Part of Precinct B is located within the Open Space Zone. The precinct boundaries shown on the Structure Plan are indicative and precise precinct boundaries are identified in the District Plan Maps. The purpose and role of the precincts is set out in Policy 6.11.

The Key Elements identified on the District Centre Zone Structure Plan are:

- a. The Precinct Boundaries
- b. Boulevards
- ~~a-c. The areas in the vicinity of the watercourse that will require additional analysis in terms of potential effects on stormwater flows~~
- ~~b. Land use activities (including retail, commercial, community and civic, residential, open space/stormwater and landscape buffer)~~
- ~~c. dune protection area~~

The other elements identified on the District Centre Zone Structure Plan are:

- a. Streets
- b. Walkways/cycleways
- c. Corner marker buildings
- d. Streams/drains
- e. Desired connections

proposed by Council.

[Comment: The boulevards proposed by Council will be higher quality roads than are required for development of the relevant sites. These boulevards are, 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 the 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, all references to boulevards should be deleted.]

The Structure Plan provides for the development of a movement network which will increase the connectivity through and to the District Centre Zone. Because of the lack of connectivity in the District Centre Zone, traffic thresholds are required at this time to

manage traffic effects.

The “boulevards” proposed by Council will be wider and higher quality roads than the “streets” required for development of the relevant sites and are in the nature of a public work, carried out for the benefit of the public generally. Accordingly, 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. [Comment: This passage reflects the earlier comment regarding cost allocation for boulevards.]

The Structure Plan and Chapter 6 rules provides for a range of land use activities which are appropriate within the Paraparaumu Sub-Regional Centre. The location, scale and design of these activities are managed through the rules and standards. ~~Retail activities are limited to Precinct A and further expansion of retail activities would have adverse effects on the vitality of the District Centre and could not be economically sustained.~~ [Comment: This wording reflects the relief sought by SHCL in Chapter 6. There is no need to summarise those rules in the Structure Plan and doing so will simply risk ambiguity.]

Precinct A includes 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. These two areas are distinguished in the District Centre Zone rules. The provision for civic and community activities within the District Centre ensures that a wide range of centres activities, appropriate to the role of the Paraparaumu Sub-Regional Centre is provided for. The stormwater notation management area has been identified and the area within which effects of development on for the management of stormwater and flood hazards need to be managed within the District Centre Zone. ~~This area will also serve an ecological and amenity function. Commercial and residential activities are provided for within Precinct C in a manner that integrates with the natural dune landform and stormwater limitations.~~

[Comment: The notified version of the text implies that the stormwater management areas not only require particular consideration of stormwater effects but will in effect be set aside for broader public benefits, such as open space. If Council wishes to preclude development on that land (rather than have it assessed) so that land can contribute to an open space network then it needs to designate the land and purchase it for that purpose. Otherwise, the provisions are contrary to section 85 of RMA and sustainable management of resources.]

The following are more detailed permitted activity standards for the District Centre Zone:

- All boulevards and streets shown as connecting to another lot shall be constructed to the lot boundaries. This may be undertaken in stages as development proceeds.
- All boulevards locations shall be fixed and all other roads, the centre line of the constructed road shall be located less than 30 metres from the location identified on the Structure Plan. [Comment: These provisions are acceptable provided the changes to the Structure Plan described above are accepted – i.e.: the notations on Precinct C are reduced.]
- All street trees shall be deciduous trees.
- ~~In the area identified for stormwater mitigation and flood management no development shall be undertaken unless it is for the purpose of stormwater mitigation and flood management or implementing the road linkage which~~

~~achieve the road linkages set out in the structure plan.~~

Note:

- The ~~Chapter 6 provisions Structure Plan~~ allows for development to adapt over time, including provision for more intensive uses to be developed. Activity standards allow for the future sleeving of commercial development.
- The area ~~subject to the required for~~ stormwater ~~notation mitigation and flood management~~ may be amended if further Wharemauku Downstream upgrade works are undertaken, however this would form a separate plan change.

~~In terms of this Structure Plan:~~

~~Shared space means areas where vehicles are allowed but do not have a formal priority and there is an equal provision for pedestrians to safely move through and around this space. Shared spaces are a slow speed environment and alternative property access for service or loading should be provided as it is not provided from the shared space.~~

~~Key elements means the key elements of the Structure Plan as identified in this Appendix.~~

~~Shared space occurs where a boulevard is adjacent to a Dune Protection Area. [Comment:~~

~~This definition is unnecessary as the term "shared space" does not appear in the Structure Plan.]~~