

**Before Hearing Commissioners  
at Kapiti**

**Under:** the Resource Management Act 1991

**In the matter of:** the Kapiti Coast Proposed District Plan  
2012 – Chapter 6 Working Environment

**Involving** **Rata Development Holdings Limited**  
Submitter #297

**And** **Kapiti Coast District Council**  
Local Authority

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**Statement of evidence of Monique Sarah Leith (Resource Management  
Planning) for Rata Developments Limited**

**30 August 2016**

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**Monique Leith**  
Senior Resource Management Planner  
Cuttriss Consultants Limited  
33 Kapiti Road  
Paraparaumu  
Email: monique.leith@cuttriss.co.nz

## **Introduction**

1. My name is Monique Sarah Leith. I am a Senior Resource Management Planner at Cuttriss Consultants Ltd.
2. I hold a Bachelor of Resource and Environmental Planning with honours from Massey University. I have over 6 years' experience in the planning field primarily based in the Kapiti Coast District. I am an intermediate member of the New Zealand Planning Institute.
3. Prior to my current role I worked for the Kapiti Coast District Council ("the Council") primarily in the Resource Consents and RMA Compliance team administering the Operative Kapiti Coast District Plan 1999 ("the Operative Plan").
4. I have been engaged by Rata Development Holdings Ltd ("the Submitter") to review their submission (submission #297) on the Proposed Plan. I can confirm I am authorised to give evidence on behalf of the Submitter.

## **Code of Conduct**

5. I have read the Conduct contained in the Environment Court's Practice Notes for Expert Witnesses and I agree to comply with it. My qualifications as an expert planner are set out above. I confirm that the issues addressed in this statement of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.
6. I understand that the Code of Conduct requires me to assist the Hearings Panel impartially on matters within my expertise, and not to advocate for the Submitter.

## **Scope of Evidence**

7. My evidence addresses submission #297 ("the Submission") from the Submitter which relates to the zoning of 13 properties located on the eastern side of Amohia Street in Paraparaumu ("the Amohia Street

properties”).

8. For clarification, the Amohia Street properties are identified on Council’s Geographic Information System as numbers 48, 52, 56, 60, 64, 68, 72, 74-78, 84, 88, 92, 96, and 100-104.

### **Matters Considered**

9. In considering the zoning of the Amohia Street properties, I have specifically considered the following matters;
  - a) The Submission;
  - b) Planning Map 12 (A/B/C/D) in the Proposed Plan;
  - c) Planning Map 12 (Zones and Features) in the Operative Plan;
  - d) The Proposed Plan;
  - e) The Section 42A report (Part B) – Chapter 6 Working Environment;
  - f) The views of the landowners of the Amohia Street properties;
  - g) The purpose and principles of the Resource Management Act 1991 (“the Act”); and
  - h) The functions of territorial authorities (Section 31 of the Act).
10. I undertook a site visit in May 2016 and again in August 2016 and studied the area and surrounds.
11. I consulted with the landowners of the Amohia Street properties in May 2016. The outcomes of this consultation is set out in this evidence.

### **The Submission**

12. I consider the primary focus of the Submission is set out on page 2 of the Submission which states:

*The eastern side of Amohia Street, number 48 to 104 is zoned Residential in the Proposed District Plan.*

*This submission requests the zoning be changed to Outer Business Centre.*

*The adjoining railway land, currently zoned Residential, should also be re-zoned.*

## Amohia Street properties

### *Description*

13. The strip of land containing the Amohia Street properties is approximately 50m in width – from the Amohia Street road boundary to the railway corridor boundary, and 380m in length – from the boundary with the Industrial/Service zone in the south to the Rimutaka Street overbridge in the north.
14. The 13 properties which comprise this strip of land each comprise a quarter acre of land (1,012m<sup>2</sup>), with the exception of the three northernmost properties which comprise slightly larger areas.
15. The land uses of the Amohia Street properties are as follows:
  - a) # 48 – Zip Plumbing offices (formerly used as a restaurant and retail premises).
  - b) # 52 – 4, one-bedroom dwellings which were formerly a motel and are now separately tenanted. Site is used for car parking and storage by Zip Plumbing.
  - c) # 56 – Zip Plumbing offices and trade depot (formerly a medical centre).
  - d) # 60 – rental dwelling, owned by the Submitter.
  - e) # 64 – land is leased by EcoHaven ShowHome, owned by Submitter.
  - f) # 68 – commercial premise owned and operated by Plunket, long established use..
  - g) # 72 – rental dwelling at front of the site, retail premise at rear.
  - h) # 74-78 – commercial premise (antique dealership consultancy and retail shop) to the front and residential dwelling to the rear, previously occupied by the Automobile Association for offices and workshop.
  - i) # 84 – two rental dwellings (front dwelling was previously used for commercial premises – Pridex Kitchens).
  - j) # 88 – single dwelling residential property, owner-occupied.

- k) # 92 – Single dwelling residential property, owner-occupied.
- l) # 96 – Single dwelling residential property.
- m) # 100-104 – 4,000m<sup>2</sup> vacant property, long historical use as a car wreckers yard.

#### **#48, #52, #56 – Zip Plumbing**

16. The three sites occupied by Zip Plumbing (#48-56 Amohia Street) each comprise a quarter acre area of land. The sites are generally level with the road carriageway, and are predominantly sealed.
17. The site at #56 was previously developed as a medical centre and has a large purpose-built commercial building on the site with sealed and marked car parking areas, and a commercial scale vehicle access. Following the relocation of this medical centre, Zip Plumbing acquired the site for their commercial offices and trade depot.
18. The adjacent site to the south (#52) was historically developed as a small motel. There are 4 one-bedroom flats on the site, each two-storey in height, and comprising a small living area, kitchenette, bathroom, and a loft bedroom above. The building is in a state of disrepair. There is a common outdoor area to the north of the flats, near Amohia Street. The remainder of the site is sealed. Following transfer to private ownership, the one-bedroom flats were separately tenanted. Zip Plumbing acquired this property in later years.
19. The site immediately to the south of the flats (#48) contains a dilapidated commercial building near the Amohia Street road frontage. The remainder of the site is sealed and used for car parking and storage. The site has been used in the past as a restaurant (Mussel Boys) and as retail premises.
20. The landowners of these three sites are supportive of the requested rezoning to Outer Business Centre.

#### **#60 & #64 – Submitter-owned properties**

21. #60 and #64 are both owned by the Submitter and each comprise a

quarter acre area of land.

22. #60 contains a modest, single-storey dwelling which is currently tenanted. The site slopes down from the level of the road carriageway to where the dwelling is located at the rear. The low-lying land in the front half of the site is grassed and is typically boggy. This area is used for car parking.
23. #64 was until recent years, vacant. It is now leased by GreenHaven, a 'smart homes' building company, for their show home. The front area of the site has been filled to a similar elevation as the road carriageway and has been developed as a gravel car parking area. The show home is located near the centre of the site, and the rear yard remains undeveloped. The site is accessed by a commercial-scale vehicle crossing.

#### **#68 – Plunket**

24. #68 has historically been established as a commercial property being occupied by the present Plunket rooms. The site slopes down from the level of the carriageway to the commercial building which is located to the rear of the site. The existing building is modest in size and single-storey. The front half of the site is sealed and utilised for car parking. The site is accessed by a commercial scale vehicle crossing.
25. Plunket engaged briefly in consultation regarding the proposed re-zoning. Their interest was centred on future plans for the properties and whether the Submitter could be interested in purchasing their property in the future should they decide to sell. Plunket did not respond invitations to comment on the requested re-zoning to Outer Business Centre.

#### **#72 & #74-78 – Mixed Use**

26. #72 has also long been associated with commercial use. The front portion of the site is occupied by a dwelling and the rear part of the site has operated as a retail premise. The property slopes down from the

level of the road carriageway to the rear of the site where the commercial premise is located. The site is a quarter acre in size and the older-style buildings are modestly sized. The northern half of the site is sealed and used for vehicle access and parking. Mature vegetation exists along the southern side boundary and to the rear of the commercial premise.

27. The landowners of this property are supportive of the requested re-zoning to Outer Business Centre.
28. #74-78 comprises two, quarter acre sized allotments containing two semi-connected buildings near the south-eastern corner of the property. The building to the front is single storey and used for commercial and retail purposes (offices and retail shop associated with an antique dealership). Immediately to the rear of this building is a two-storey building used as a residential dwelling. Historically, this property was developed by the Automobile Association for offices and workshops.
29. The property slopes gently down from the level of the road carriageway before rising again to the rear boundary. There are two access points to the site providing one-way vehicular circulation through the site. Aside from the buildings and sealed driveway areas, the site comprises grass and mature vegetation around its perimeter.
30. This property is currently for sale and there is a conditional offer on the property from another Amohia Street landowner which is contingent on the zoning being changed from Residential to Outer Business Centre.
31. The current landowner of the property (and the potential future landowner) are supportive of the requested re-zoning to Outer Business Centre.

#### **#84, #88, #92-96 – Residential**

32. #84 is a quarter-acre sized site and contains two, attached residential dwellings. The majority of the site is sealed with some isolated planting around the dwellings and within the front yard.

33. The front dwelling has been utilised for commercial premises in the past (kitchen designers). The present use is as two rental dwellings.
34. The landowners of this site are based out of the District and did not respond to invitations to comment on the requested re-zoning to Outer Business Centre.
35. #88 has been established as a residential property with a small dilapidated dwelling near the Amohia Street road frontage and areas of grassed yards and mature vegetation. The property is owner-occupied
36. The landowners of this site is not supportive of the requested re-zoning to Outer Business Centre and wish to retain the operative Residential zoning.
37. #92 & #96 are jointly owned and have been established as one property with a shared access and driveways. #96 contains the main dwelling and #92 contains a smaller dwelling. The remainder of the property comprises grassed yards and mature vegetation.
38. The landowners of these sites are not supportive of the proposed re-zoning and wish to retain the operative Residential zoning.

#### **# 100-104 – Former Scrap Dealer**

39. #100-104 has been historically used as a scrap metal yard. In more recent years, this use ceased when the land was acquired by the New Zealand Transport Agency and gazetted for State highway depot purposes.
40. The land, now vacant with the exception of a partially constructed building, has very recently changed to private ownership.
41. At the time of consultation, the property was in Crown ownership. Consultation has not been undertaken with the new owners of this property.

### *Surrounding land uses*

#### ***Western side of Amohia Street***

42. The land on the opposite side of Amohia Street is presently zoned Residential and has long been established in accordance with this zoning. There are a few commercial land uses within this block of land including two motels, a chiropractor practise, and a water infrastructure supplier.
43. The block of Residential zoned land on the western side of Amohia Street is approximately 100m in width – from Amohia Street to the rear boundaries of this block, and 600m in length – spanning from Kapiti Road in the south to Tuntanekai Street in the north. This land has historically been subdivided to form a front site (to Amohia Street) and a rear allotment. Most of these front and rear sites have undergone further infill development with the current environment typically comprising a property or dwelling fronting Amohia Street and multiple dwellings to the rear.
44. The properties form part of the wider, established residential area to the northwest, immediately adjoining residential properties accessed from Waimarie Ave, Te Uruhi Grove, Adele Lane, and Moana Road.
45. The land on the western side of Amohia Street rises away from Amohia Street to an elevation approximately 2.5m above the Amohia Street carriageway level. The land then falls to the common boundaries with the immediately adjacent residential properties to the north-west.
46. Generally, the properties on the western side of Amohia Street form the eastern fringe of this wider, established residential area. This is due to the busy traffic environment of Amohia Street and the mixed use/commercial/industrial character of the properties on the eastern side of Amohia Street and beyond.

#### ***Industrial Zone to the south-west***

47. The Amohia Street properties adjoin the Industrial/Service Zone to the

south-west. The 7 Industrial/Service zoned allotments which have access from Amohia Street have been developed as:

- a) # 22-24 – Mobil Petrol Station
- b) # 28 – Mary Potter Hospice Shop (retail)
- c) # 32 – Tonys Tyre Service
- d) # 36 – Vacant commercial premise (currently for lease)
- e) #40-44 – Vacant industrial premise (currently for lease, formerly a graphic design and printing premises).

48. The Amohia Street properties all adjoin the North Island Main Trunk line to the rear (east). This railway land is zoned Residential due to the Residential zoning of the Amohia Street properties. The railway line is situated atop a bund, elevated approximately 2.5 metres above the level of the Amohia Street properties at their road boundary.
49. On the other side of this railway land is a strip of land, similar in shape, size, and number of allotments to the Amohia Street properties. This strip of land is zoned Industrial/Service and has generally been developed in accordance with this zoning.
50. Also alike the Amohia Street properties, this strip of Industrial/Service land faces Residential zoned properties, some of which are zoned for Medium Density Housing, and which form the fringe of the wider, established Paraparaumu East residential area.

### ***Paraparaumu Gateway overbridge***

51. The Amohia Street properties are adjoined in the north by legal road which is elevated above the Amohia Street properties in this location as it bridges the railway line. The Amohia/Rimutaka/Tutanekai Streets intersection is a busy junction, connecting the Paraparaumu residential area, Kapiti Health Centre, and the Paraparaumu Domain with the State Highway network.

### ***Existing character and amenity***

### ***Amohia Streetscape***

52. As vehicles travelling south exit the Paraparaumu rail overbridge, the streetscape of Amohia Street is the immediate gateway to the District Centre of Kapiti and a principal intersection which manages both north-south traffic as well as east-west traffic along Kapiti Road.
53. This busy traffic environment fosters an internal focus on the road as one moves along the road carriageway within a vehicle.
54. Outside of the road carriageway, the eastern side of the streetscape is characterised by a mixture of smaller-scale and older-style commercial buildings and premises and some older-style dwellings. The western side is characterised by dwellings, mature vegetation, and the visitor accommodation.
55. Nearer the intersection with Kapiti Road, the character becomes strongly commercial/retail with the presence of large-scale commercial buildings on each corner of the intersection, commercial buildings along Kapiti Road, car parking areas and the Paraparaumu train station, and the two large service stations.

#### ***Eastern side of Amohia Street***

56. Many of the buildings and dwellings on this side of Amohia Street are older-style buildings in various forms of disrepair. In general, the character of this side of Amohia Street is largely that of a run-down commercial area.
57. From within properties on Amohia Street, the presence of the North Island Main Trunk railway is a dominant characteristic. This railway corridor immediately adjoins the rear boundaries of these properties. The railway tracks are located approximately 9m from the common boundary with the Amohia Street properties and elevated atop a bund, approximately 2.5m above the level of the Amohia Street allotments. The railway bund, rail tracks, and overhead infrastructure are prominent visual characteristics when viewed from within these properties.
58. In addition to the visual prominence of the railway infrastructure, the

physical activity along this corridor is an additional contributor to the amenity levels experienced within these properties. Trains associated with the TranzMetro passenger service between Waikanae and Wellington typically frequent this line 77 times on weekdays between 4:45am and 12:15am. On Saturdays, this service typically traverses the line 71 times between 4:45am and 2:14am and on Sundays or public holidays there are typically 61 frequencies between 5:45am and 12:15am. In addition, Kiwirail Scenic Journeys, Capital Connection, and freight trains traverse this line. The proximity of this rail activity to these properties, being the visual prominence of the railway infrastructure as well as the railway activity, are principal contributors to poor levels of amenity.

59. Beyond the railway corridor, warehouse-style buildings located within the adjacent Industrial/Service zoned area of Hinemoa Street can be seen from within most of the Amohia Street properties. These industrial buildings are located close to the railway corridor, approximately 20m from the rear boundary of the Amohia Street properties. The built environment within this Industrial/Service zoned area includes a church, self-storage lock ups, a bus depot, automotive trade workshops, a gym, a chartered club, and a textiles factory. Beyond this, the Paraparaumu Quarry, another industrial activity, forms part of the backdrop landscape. The visual connection to this industrial area from within many of the Amohia Street properties further diminishes residential character and on-site amenity within these properties.
60. Within the Amohia Street properties, a key non-residential characteristic is the level of impervious surfaces. Of the 13 Amohia Street properties, 7 are predominantly sealed. In addition, the front yard of the GreenHaven site consists of an impervious car parking area.
61. This characteristic is typically akin to commercial or industrial properties and developments, such as those within the adjacent Industrial/Service zones and nearby Commercial/Retail areas. Because of this, there are limited opportunities within many of these site to foster residential

development and amenities such as gardens, vegetation, outdoor living areas, and useable lawn space. The exception to this are the three residential properties located at #88, #92 and #96 Amohia Street which each have one modestly sized dwelling and spacious grassed outdoor areas.

62. Areas of sites that have not been sealed experience boggy ground conditions, particularly after heavy rainfall events and during the winter months. The latest flood hazard maps (incorporated into the Proposed Plan) are reflective of this situation.
63. A final characteristic of the character and amenity of these properties is the presence of Amohia Street. This adjacent road carriageway is a significant road corridor and the types and volumes of traffic using this corridor contributes to a reduced level of amenity within these properties.
64. It is acknowledged that Amohia Street will become a local road following commissioning of the Expressway. It is considered that Amohia Street will remain part of the principal local north-south connector road and will continue to be a heavy traffic route. While the commissioning of the Expressway will unquestionably reduce the traffic volumes along Amohia Street, it will remain a busy road corridor.
65. Overall, the predominant character of the Amohia Street properties is not residential. Presently, there is a mixture of land uses with some residential buildings and some more modern commercial premises, but generally this side of Amohia Street represents a run-down commercial area. It is acknowledged that the three site immediately south of the former scrap metal yard properties have been established as residential properties and contain residential characteristics that the other Amohia Street properties do not such as spacious permeable yard areas and private outdoor living areas.
66. The level of on-site amenity within the Amohia Street properties is significantly affected by:

- a) The visual connection with the industrial area, infrastructure, and rail corridor activity
- b) Noise and vibrations from rail corridor activity
- c) The non-residential character attributed to the level of on-site sealed surfaces
- d) The limited opportunities to enhance on-site amenity due to the level of sealed surfaces
- e) The boggy ground conditions reducing the amenity of outdoor grassed areas and usability of the land
- f) The busy traffic environment attributed to Amohia Street being the volumes and types of traffic using this corridor and the purity to the Kapiti Road and Tutanekai Street intersections.

#### ***Western side of Amohia Street***

67. The land on the western side of Amohia Street spans 100m in width (double that of the land on the eastern side) which has facilitated the development of multiple dwellings between the Amohia Street frontage and the rear. When viewed from within Amohia Street, the land to the west is distinctly residential in character.
68. There are a few examples of non-residential activities within this western land, notably the two motels, which are visual indicators of one's proximity to the District Centre and transportation hubs.
69. Within this western side of Amohia Street, the residential character is reinforced by dwellings adjoining other dwellings and established residential properties with gardens, vegetation, and outdoor areas adjoining other established residential properties with similar amenities.
70. Within the western-most properties, this residential character is further enhanced with views over the adjacent residential area to the north-west. The 20m wide Amohia Street road corridor forms a physical edge to this residential area, particularly given it faces commercial and industrial properties on the eastern side of Amohia Street with the rail

corridor and another industrial area beyond.

*Operative Plan Zone and Features*

71. The Amohia Street properties are zoned Residential under the Operative Plan.
72. The properties are shown to lie between the State Highway One corridor and the North Island Main Trunk. The properties lie entirely within the noise corridor in relation to State Highway One / Amohia Street.
73. Notably, the Amohia Street properties are not shown to be subject to any natural hazards in the Operative Plan.

*Proposed Plan Zone and Features*

74. The Proposed Plan retains the Residential zoning of the Amohia Street properties and includes these properties in a focused infill precinct on Map 12A.
75. The Proposed Plan retains the State Highway One and North Island Main Trunk corridors which continue to adjoin either side of the Amohia Street properties. The Amohia Street properties also continue to lie entirely within the noise corridor in relation to State Highway One / Amohia Street as shown on Map 12B.
76. The Amohia Street properties are wholly included in an 'Archaeological Alert' overlay and the residentially developed property at #86 has a Notable Tree (T26) located near its road boundary on Map 12B.
77. With the exception of the northern-most properties (#92, #96, and #100-104), the Amohia Street properties are almost entirely contained in a natural hazard (ponding) hazard area on Map 12C.
78. The Amohia Street properties are further contained within the coastal environment overlay, the duneland ecodevelopment and the Paraparaumu foreland landscape character area on Map 12D.

### Summary of Relief Sought

79. The Submitter opposes the proposed residential zoning as set out in the Proposed Plan.
80. Having considered the matters listed in para. 9 of this statement and having visited the land to which the Submission relates and surrounds; I am of the view that:
- a) an Outer Business Centre zoning is appropriate for the 8 Amohia Street properties numbered 48, 52, 56, 60, 64, 68, 72, and 74-78; and
  - b) a Residential zoning is appropriate for the 5 northern-most Amohia Street properties, numbered 84, 88, 94, 96 and 100-104.
81. I am seeking that the properties shown on Council's Geographical Information System as #48, #52, #56, #60, #64, #68, #72, #74-78 Amohia Street, and the immediate section of railway corridor, be re-zoned Outer Business Centre and for #84, #88, #94, #96, and #100-104 retain the proposed Residential zoning. I consider this relief is appropriate for the following reasons:

### Properties #84, #88, #94, #96, #100-104

82. The property at #84 is considered appropriate for a Residential zoning because:
- a) Despite the site containing many of the non-residential characteristics of the Amohia Street properties (significant areas of sealed surfaces, visual connections to the adjacent railway corridor and industrial/service area, marginal private outdoor living spaces), the site has been developed for residential purposes and has two established dwellings.
  - b) While any subdivision of the site to provide separate ownership of the dwellings will likely fall into a more onerous activity status category due to the flood hazard, the resultant effects of residential subdivision (residential buildings on each allotment)

are existing. At such a time when the dwellings require replacement, floor levels of new buildings will need to be elevated above the ponding risk.

- c) The landowners did not respond to an invitation to comment on the requested change to the present Residential zoning. With the landowners immediately to the north of this property opposing the requested re-zoning, #84 will provide somewhat of a buffer between these land uses.

83. The property at #88 is considered appropriate for a Residential zoning because:

- a) The landowners have expressed an interest in retaining the Residential zoning of their property. The existing dwelling on the site is owner-occupied and the owner expressed they enjoy a satisfactory level of on-site amenity.
- b) The property is developed with one dwelling near the road boundary and a vegetated rear yard.
- c) The existing dwelling is shown to be largely clear of the ponding flood hazard.

84. The properties at #92 and #96 are considered appropriate for a Residential zoning because:

- a) The landowners, which are the same for both properties, have expressed an interest in retaining the Residential zoning of these properties. The owners live on the site and have expressed there is a satisfactory level of on-site amenity within these sites.
- b) The sites have been developed as one property with a main dwelling, accessory buildings and vegetated outdoor areas on one site and a smaller dwelling on an otherwise grassed site.
- c) If in the future, these dwellings were to be upgraded or replaced, a Residential zoning will facilitate this.
- d) Both sites can provide a building site above the 100 year return

period flood event.

85. The properties at #100-104 are considered appropriate for a residential zoning because:
- a) With the recent transferal to private ownership, there is uncertainty around anticipated land use on this site.
  - b) The property is clear of natural hazards which supports residential development although it is acknowledged the historical use of the land may trigger the need for consent under the National Environmental Standards for Assessment and Managing Contaminants in Soil to Protect Human Health.
  - c) Any non-residential development of the land (regardless of the zoning) will likely trigger the need for resource consent given the access location and available sightlines. A commercial zoning of the land will not necessarily facilitate a comprehensive high-quality commercial development on this property given the additional access and sightline constraints.

**Properties #48 - #72**

86. The properties at #48, #52, #56, #60, #64, #68, #72, and #74-78 are considered to be appropriate for Outer Business Centre zoning because:
- a) The landowners of existing residential dwellings within these properties have confirmed that on-site residential amenity is very low and there are limited opportunities to mitigate or avoid the factors that contribute to poor residential amenity.
  - b) The character of these properties is that of a run-down, small-scale commercial area. Some of the owners have indicated a desire to invest in these properties for high-quality commercial development in keeping with the outcomes sought by the Outer Business Centre Zone. Development in this manner under the current Residential zoning is extremely costly, prohibiting business start-up.

- c) The owners of existing residential dwellings on these properties have indicated there is a willingness to 'bear' the poor residential amenity conditions if there is an additional motive to do so (such as operating a business from the site as well). Investment in high-quality businesses will improve the visual amenity of the area and provide more attractive, ancillary residential dwellings.
- d) Many of the properties are run-down with buildings in various states of disrepair. Re-development of these properties in accordance with the Outer Business Centre Zone will likely result in significant improvements to the visual amenity of these properties, the small-scale commercial character of the area, and improved vibrancy and vitality.
- e) Re-zoning does not represent a loss of residential housing stock as the Outer Business Centre Zone facilitates residential accommodation above the ground floor or to the rear of commercial activities. Importantly, the flood hazard will likely prohibit the ability for these properties to be subdivided or obtain building consents for residential dwellings. A commercial zoning however will facilitate this.
- f) The properties are in close proximity of the Paraparaumu Gateway Outer Business Centre Zone (near Boat City and Kapiti TenPin) and the Kapiti Road Outer Business Centre Zone, forming part of the Gateway route to the District Centre of Kapiti, and are within close proximity of the District Centre Zone.
- g) These 8 sites could potentially be held in three ownerships due to existing ownerships and existing offers to purchase subject to successful re-zoning to Outer Business Centre Zone. This will facilitate comprehensive re-development of these sites.
- h) The properties are located within an easy walk to the train station/bus hub and town centre shops and facilities
- i) The properties are bounded by a Industrial/Service zone, a 20m wide railway corridor with another Industrial/Service zone beyond, and a 20m wide road carriageway. Any adverse effects

of the development of the sites on surrounding residential uses can be minimised through application of the proposed Outer Business Centre zone rules and standards for developments adjacent to or facing the residential zone.

### **Response to the Section 42A Report**

87. In reviewing the Submission, I have considered the views of Council's reporting officer, Ms Sherilyn Hinton, as they relate to the Submission and which are set out in Council's s42A report for Chapter 6: Working Environment at paras 2135-2142.

88. Of note, Ms Hinton states at para 2137 of Council's s42A report that:

*I also acknowledge that this area currently has a mix of different uses, with some of the residentially-zoned properties being used for a range of commercial purposes. However, I do not necessarily agree that this is sufficient justification to justify a change of zoning for this area.*

89. I agree with this statement made by Ms Hinton that the existing land uses do not of themselves justify a re-zoning to Outer Business Centre. Para 66 of this statement details other, crucial factors to be considered in determining the most appropriate zoning for this area.

90. I have acknowledged earlier the intended beautification works planned for the existing State Highway One route and note Ms Hinton's understanding (at para 2138) is for these works to be carried out along the 15km route from Popular Avenue to Peka Peka and particularly through town centres. Amohia Street does run through a town centre so the level of investment along Amohia Street is uncertain. I acknowledge that any beautification works within Amohia Street will likely improve the streetscape adjacent to the Amohia Street properties. Any beautification works will not however avoid or mitigate some of the principal factors that contribute to the current zoning being inappropriate and prohibitive of residential development (such as poor amenity due to the rail corridor and adjacent industrial zones, and the risks and restrictions associated with the ponding hazard).

91. I disagree that a change in character of Amohia Street (being possible beautification works and a reduction in traffic volumes) will result in the sites being more suitable for residential activities (para 2139). An improvement in the character of the Amohia Street corridor may reduce some of the existing adverse amenity effects arising from this road corridor but will not avoid these effects altogether and will not mitigate or avoid some of the principal effects which restrict residential activities on these sites (such as the low amenity values attributed to the rail corridor and adjacent Industrial/Service zone and the flood hazard risk).
92. I agree with Ms Hinton at para 2140 that traffic safety, capacity and traffic management issues will be key considerations for any commercial development of the Amohia Street properties particularly given the traffic activity within Amohia Street and proximity to the junctions with Kapiti Road and Tutanekai Street. Developments will be required to comply with the transport, access and parking provisions set out in the Proposed Plan which are expected to achieve minimum acceptable road safety outcomes. Any development not complying with these provisions would undergo further scrutiny as per the resource consent process. These issues will be equally important for those properties zoned Outer Business Centre Zone along Kapiti Road.
93. I understand the role the Outer Business Centre Zone has to play in supporting and reinforcing the role and function of the District Centre Zone as the primary retail, commercial and civic centre of the District. I acknowledge the advice to Council from Property Economics that there is adequate land zoned for commercial purposes in and around the District Centre Zone to meet demand over the PDP's 10 year lifetime (para 2141). In practise, many of the established residential properties along Kapiti Road which are proposed to be zoned Outer Business Centre will likely remain as residential properties. Similarly, many of the residential zoned properties' along Amohia Street will likely continue to operate as commercial premises, even if the proposed Residential zoning remains. While a change in zoning to the Amohia Street properties may result in a slight surplus of land zoned Outer Business

Centre, it does not necessarily represent a surplus in Outer Business Centre activities within the land zoned for this purpose.

94. Additionally, a re-zoning will allow for re-development of the sites in a comprehensive manner with the possibility of mixed-use developments incorporating business premises, and residential accommodation. The types of development provided for under this zoning will foster a more vibrant character to this presently run-down area and will facilitate residential living arrangements that may not be achievable under the operative Residential zoning.
95. It is considered that the positive effects to be derived from development of this area in accordance with the Outer Business Zone will greatly outweigh any adverse effects arising from a very slight oversupply in land zoned Outer Business Centre.

#### **Decisions Requested**

96. I request that the Submitter's request to re-zone the properties on the eastern side of Amohia Street, Paraparaumu Outer Business Centre be partially accepted insofar as it relates to properties numbered, 48, 52, 56, 60, 64, 68, 72, 74-78 and the section of railway corridor immediately adjacent these properties.
97. I request that Map 12A of the Proposed Plan be amended to show the properties at 48 to 74-78 .Amohia Street, Paraparaumu, and the immediately adjacent rail corridor, as being zoned Outer Business Centre.
98. I request that the Submitter's support for the Residential zoning of properties numbered 84, 88, 92, 96, and 100-104.Amohia Street, Paraparaumu, and the rail corridor immediately adjacent these properties, be noted.

**Monique Leith**

30 August 2016