

Kāpiti Coast District Plan Proposed Plan Changes 1A, 1B and 1C

Section 32 Evaluation Report

February 2022

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1. Introduction

This evaluation report has been prepared, in accordance with section 32 of the Resource Management Act 1991, to support three proposed changes to the operative Kāpiti Coast District Plan:

- Proposed Plan Change 1A: which proposes provisions to update and replace the Plan's accessible car parking provisions;
- Proposed Plan Change 1B: which proposes amendments to the Plan's provisions for managing built development in areas prone to liquefaction, to avoid duplication of and conflict with Building Code requirements for liquefaction; and
- Proposed Plan Change 1C: which proposes provisions to replace the Plan's cycle parking provisions.

2. The Issues

Proposed Plan Changes 1A, 1B and 1C address three issues arising from changes in national policy that affect some development controls in the operative District Plan. These are:

- (a) **Accessible Car Parking:** Clause 3.38 of the *National Policy Statement on Urban Development 2020 (NPS-UD)* directs that all objectives, policies, rules, or assessment criteria that have the effect of requiring on-site car parking in any development must be removed from the District Plan, except in respect of accessible car parks. The clause 3.38 direction applies to all Tier 1, 2 and 3 local authorities. Kāpiti Coast District is part of the Wellington Tier 1 urban environment identified in the Appendix to the NPS-UD. The Plan's requirements for accessible car parking are currently calculated based on general car parking requirements. Removal of the general car parking requirements has the consequence that no accessible car parking could be required for new developments. This is not the NPS-UD's or Council's intention. Having considered the implications of the NPS-UD 2020's direction, the Council considers that there are sound reasons to include District Plan requirements for accessible car parking. PC1A proposes to reinstate the Plan's provisions for accessible car parking (with some updating to address multi-unit housing).
- (b) **Liquefaction Risks:** Amendments arising from an update to the Building Code will introduce requirements for buildings to meet standards to withstand liquefaction risks. The updated standards were initially imposed in Canterbury, in response to the Canterbury earthquakes and were extended to apply nation-wide in November 2021. The new Building Code standards mean that some of the District Plan's current requirements relating to liquefaction risk and buildings will become redundant and should be removed to avoid potential duplication or conflicting requirements. The Building Code standards apply only to built development and not to land subdivision. Therefore, no change is required to the Plan's provisions that seek to manage liquefaction risk for land subdivision.
- (c) **Cycle Parking:** The Plan's requirements for cycle parking are currently calculated based on general car parking requirements. Removal of the general car parking requirements, to comply with clause 3.38 of the NPS-UD, also has the consequence that no cycle parking could be required for

new developments. This is not the NPS-UD's or Council's intention. PC1C proposes to replace the Plan's current provisions for cycle parking.

3. Response to the Issues: Proposed Plan Changes 1A, 1B, 1C

It is important to note that the NPS-UD explicitly states that provisions that have the effect of requiring a minimum number of car parks must be removed from the District Plan without using the RMA Schedule 1 public notification process. This means that these provisions must be removed without the usual process of inviting submissions and further submissions, and no hearing of submissions is possible. The Council will give effect to clause 3.38 of the NPS-UD and remove the general car parking provisions from the Plan by way of 'Amendment No. 1' to the Plan. Proposed Plan Changes 1A and 1C do not address the Plan's general car parking provisions. They address only the reinstatement of the accessible car parking and replacement cycle parking provisions. These replacement Plan provisions are not exempt from the RMA Schedule 1 process and have been proposed separately from Plan Amendment 1.

For completeness, a copy of Plan Amendment 1 is contained in Appendix 1 to this report. The Plan amendments proposed to reinstate the accessible car parking provisions (proposed Plan Change 1A – 'PC1A') are contained in Appendix 2 to this report. There is one substantive change proposed by PC1A in introducing new accessible parking requirements for multi-unit residential developments. This is a current gap in the District Plan that needs to be filled to ensure accessible parking is still provided in the absence of on-site car parking being provided by this type of development. As a NPS-UD Tier 1 local authority, it is reasonable to expect multi-unit residential developments to become more commonplace in the District in the future. The Plan anticipates multi-unit residential development, particularly near District Centres. This approach is consistent with the Plan's objectives and policies and the NPS-UD. It is therefore considered reasonable to also require accessible car parking for multi-unit residential development, to ensure that this form of housing is accessible to people with mobility impairments.

The Plan amendments proposed to remove the potential duplication and conflict with Building Code liquefaction requirements or buildings (proposed Plan Change 1B – 'PC1B') are contained in Appendix 3 to this report.

The Plan amendments proposed to reinstate the cycle parking provisions (proposed Plan Change 1C – 'PC1C') are contained in Appendix 4 to this report.

4. Section 32 Requirements

Section 32 of the Resource Management Act 1991 (RMA) requires, broadly, that before advancing plan provisions a Council must evaluate whether the proposed provisions are the most appropriate way to achieve the purpose of the RMA.

Section 32 (1)(a) of the RMA requires that an evaluation must examine the extent to which any proposed objectives are the most appropriate way to achieve the purpose of the RMA. No new objectives, and no changes to operative Plan objectives, are proposed by PC1A, PC1B or PC1C. The relevant operative Plan objectives for parking and natural hazards remain appropriate.

Section 32 (1)(b) of the RMA requires an evaluation of whether the provisions proposed by PC1 are the most appropriate way to achieve the District Plan objectives. Section 32 (3) clarifies that, for a plan change, this evaluation must consider both the objective of the plan change (the purpose of the plan change) and the operative District Plan objectives, to the extent that those objectives remain relevant. The evaluation is required to:

- identify and consider other reasonably practicable options for achieving the objectives (s. 32 (1) (b) (i)); and
- assess the efficiency and effectiveness of the proposed provisions in achieving the objectives (s. 32 (1) (b) (ii)) and this is most usefully done by comparison with the reasonably practicable alternative options.

The assessment of efficiency and effectiveness required by s. 32 (1) (b) (ii) is required to identify and assess the benefits and costs of the environmental, economic, social and cultural effects anticipated from implementing the proposed provisions. This must include consideration of opportunities for economic growth and employment that are anticipated to be provided or reduced. Benefits and costs are to be quantified, if practicable. The s. 32 (1) (b) (ii) assessment is also required to assess the risk of acting or not acting, *if there is insufficient information* about the subject matter of the provisions.

The evaluation is required to contain a level of detail that corresponds to the scale and significance of the environmental, economic, social and cultural effects anticipated from implementing the proposal.

The evaluation of PC1A, PC1B and PC1C in Section 14 of this report is structured under the following headings, derived from these s. 32 requirements:

- Benefits (including anticipated environmental, economic, social, cultural effects)
- Costs (of the anticipated environmental, economic, social, cultural effects)
- Economic growth impacts
- Employment impacts
- Risk (of acting or not acting if information is insufficient)
- Scale
- Significance
- Efficiency
- Effectiveness

5. Purpose of the Plan Changes

PC1A, PC1B and PC1B are ‘amending proposals’ for the purpose of section 32. This evaluation is required to consider the objective or purpose of the proposed Plan changes, in addition to the objectives of the operative Plan. The purposes of the proposed Plan Changes are:

- (a) **PC1A:** to continue the Plan’s provisions requiring accessible car parking in new developments, and adding a requirement for multi-unit residential so as to fully meet the needs of all people within the Kāpiti community (and the intention is that PC1A will have immediate legal effect upon public notification);
- (b) **PC1B:** to avoid potential duplication or conflicting requirements between the Plan and the Building Code standards for built development on land that is subject to liquefaction; and

- (c) **PC1C:** to replace the Plan’s current provisions for cycle parking in new developments, to enable and encourage cycling as a transport mode within Kāpiti district.

6. Relevant Part 2 Considerations

Section 5 of the Act (which sets out the sustainable management purpose of the Act) is relevant. This evaluation considers whether the proposed Plan Changes will promote sustainable management and enable people and communities to provide for their social, economic, and cultural well-being and for their health and safety, relative to the reasonably practicable alternatives.

For proposed PC1B, recognising and providing for the management of significant risks from natural hazards is a relevant matter of national interest identified in section 6 (h) of Part 2.

For proposed PC1A and PC1C, sections 7 (b), (c) and (f) are relevant considerations to be given particular regard:

Section 7 (b): the efficient use and development of natural and physical resources;

Section 7 (c): the maintenance and enhancement of amenity values (noting the broad definition of ‘amenity values’); and

Section 7 (f): maintenance and enhancement of the quality of the environment.

7. Relevant Higher-Order Statutory Instruments

Under section 75(3) of the RMA, a district plan must give effect to:

(a) any national policy statement; and

(b) any New Zealand Coastal Policy statement (the *NZCPS*);

(ba) any national planning standard; and

(c) any regional policy statement.

The following higher-level planning documents and legislation are potentially relevant to the amendments proposed by PC1A, PC1B and PC1C:

7.1. National Policy Statements

There are currently four national policy statements (in addition to the *NZCPS*):

- a) National Policy Statement on Urban Development (2020 – the ***NPS-UD***);
- b) National Policy Statement for Freshwater Management (2020);
- c) National Policy Statement for Renewable Electricity Generation (2011); and
- d) National Policy Statement on Electricity Transmission (2008).

Of these, only the *NPS-UD* is potentially relevant to the accessible car parking and cycle provisions proposed by PC1A and PC1C. The *NPS-UD* does not directly address natural hazards such as liquefaction (other than in relation to their impact in constraining land development).

The *NPS-UD* defines a ‘planning decision’ as including any decision on a district plan. The areas zoned

as urban environments within the District Plan, collectively, meet the NPS-UD definition of ‘urban environment’ and Kāpiti District is identified in the Appendix to the NPS-UD as being part of the Tier 1 urban environment of Wellington. The following objectives and policies of the NPS-UD 2020 are relevant to any decisions pertaining to the District’s urban environment:

Objective 1: *New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.*

Objective 2: *Planning decisions improve housing affordability by supporting competitive land and development markets. **Objective 3:** Regional policy statements and district plans enable more people to live in, and more businesses and community services to be located in, areas of an urban environment in which one or more of the following apply:*

- (a) the area is in or near a centre zone or other area with many employment opportunities*
- (b) the area is well-serviced by existing or planned public transport*
- (c) there is high demand for housing or for business land in the area, relative to other areas within the urban environment.*

Objective 4: *New Zealand’s urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.*

Objective 5: *Planning decisions relating to urban environments, and FDSs, take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).*

Objective 7: *Local authorities have robust and frequently updated information about their urban environments and use it to inform planning decisions.*

Objective 8: *New Zealand’s urban environments:*

- (a) support reductions in greenhouse gas emissions; and*
- (b) are resilient to the current and future effects of climate change.*

Policy 1: *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:*

- (a) have or enable a variety of homes that:*
 - i. meet the needs, in terms of type, price, and location, of different households; and*
 - ii. enable Māori to express their cultural traditions and norms; and*
- (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*

- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
- (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- (e) support reductions in greenhouse gas emissions; and*
- (f) are resilient to the likely current and future effects of climate change.*

Policy 6: *When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:*

- (a) the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement*
- (b) that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*
 - i. may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*
 - ii. are not, of themselves, an adverse effect*
- (c) the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*
- (d) any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity*
- (e) the likely current and future effects of climate change.*

Policy 9: *Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:*

- (a) involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and*
- (b) when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and*
- (c) provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and*
- (d) operate in a way that is consistent with iwi participation legislation.*

Policy 11: *In relation to car parking:*

- (a) the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and*
- (b) tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.*

7.2. New Zealand Coastal Policy Statement (2010)

The purpose of the *New Zealand Coastal Policy Statement 2010* (the **NZCPS**) is to state objectives and policies in order to achieve the purpose of the RMA in relation to the protection and enhancement of the coastal environment of New Zealand. The NZCPS 2010 took effect on 3 December 2010.

The NZCPS is relevant to the extent that its objectives and policies address natural hazards in the coastal environment (including, potentially, liquefaction). The proposed deletion of the Plan provisions managing liquefaction risk in relation to buildings (PC1B) do not conflict with the relevant objectives and policies. That is because the amendments relate only to certain forms of built development and these specific provisions will be replaced by other more relevant Building Act standards, outside the District Plan. The District Plan's policies and rules managing liquefaction risks as they relate to subdivision (including in the coastal environment) are unchanged by proposed PC1B.

The relevant NZCPS objectives and policies that are potentially relevant for PC1B are:

Objective 5: *To ensure that coastal hazard risks taking account of climate change, are managed by:*

- locating new development away from areas prone to such risks;*
- considering responses, including managed retreat, for existing development in this situation; and*
- protecting and restoring natural defences to coastal hazards.*

It is relevant to note that liquefaction risk in the District Plan, including within the coastal environment, is based on the susceptibility of the identified soil types – being peat and sandy soils.;

Policy 24: *Identification of coastal hazards*

- 1) Identify areas in the coastal environment that are potentially affected by coastal hazards (including tsunami), giving priority to the identification of areas at high risk of being affected. Hazard risks, over at least 100 years, are to be assessed having regard to:*
 - (a) physical drivers and processes that cause coastal change including sea level rise;*
 - (b) short-term and long-term natural dynamic fluctuations of erosion and accretion;*
 - (c) geomorphological character;*
 - (d) the potential for inundation of the coastal environment, taking into account potential sources, inundation pathways and overland extent;*
 - (e) cumulative effects of sea level rise, storm surge and wave height under storm conditions;*

- (f) *influences that humans have had or are having on the coast;*
 - (g) *the extent and permanence of built development; and*
 - (h) *the effects of climate change on:*
 - (i) *matters (a) to (g) above;*
 - (ii) *storm frequency, intensity and surges; and*
 - (iii) *coastal sediment dynamics;*
- taking into account national guidance and the best available information on the likely effects of climate change on the region or district.*

PC1B proposes no change to the Plan's identification or description of liquefaction hazard risk in the coastal environment.

Policy 25 Subdivision, use, and development in areas of coastal hazard risk

In areas potentially affected by coastal hazards over at least the next 100 years:

- (a) *avoid increasing the risk of social, environmental and economic harm from coastal hazards;*
- (b) *avoid redevelopment, or change in land use, that would increase the risk of adverse effects from coastal hazards;*
- (c) *encourage redevelopment, or change in land use, where that would reduce the risk of adverse effects from coastal hazards, including managed retreat by relocation or removal of existing structures or their abandonment in extreme circumstances, and designing for relocatability or recoverability from hazard events;*
- (d) *encourage the location of infrastructure away from areas of hazard risk where practicable;*
- (e) *discourage hard protection structures and promote the use of alternatives to them, including natural defences; and*
- (f) *consider the potential effects of tsunamis and how to avoid or mitigate them.*

The combination of the Plan provisions (amended by proposed PC1B) and the updated Building Code provisions will be effective in avoiding increasing risks associated with liquefaction.

7.3. National Standards

The Council amended the District Plan in June 2021 to give effect to the *National Planning Standards*. proposed PC1A to PC1C adopt the standardised format adopted by the District Plan and standardised definitions where relevant.

There are also nine *National Environmental Standards* in force, but none of the standards relates to the amendments proposed by PC1A – PC1C. For completeness, the national standards are:

- a) National Environmental Standards for Air Quality (2004);
- b) National Environmental Standard for Sources of Drinking Water (2007);
- c) National Environmental Standard for Telecommunication Facilities (2016);
- d) National Environmental Standard for Electricity Transmission Activities (2009);
- e) National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health (2011); and
- f) National Environmental Standard for Plantation Forestry (2017);
- g) National Environmental Standards for Freshwater (2020);
- h) National Environmental Standards for Marine Aquaculture (2020); and

- i) National Environmental Standards for Storing Tyres Outdoors (2021).

7.4. Wellington Regional Policy Statement

The Operative Wellington Regional Policy Statement 2013 (RPS) provides an overview of the resource management issues in the Wellington region, and the ways in which integrated management of the region's natural and physical resources will be achieved.

The issues addressed by PC1A – PC1C fall within the following RPS chapters:

- Accessible car parking provision: Regional form, design and function (Chapter 3.9)
- Managing liquefaction risk: Natural hazards (Chapter 3.8)

Issue 1 in Chapter 3.9 includes the statement that *'poor quality urban design can adversely affect public health, social equity, land values, the vibrancy of local centres and economies, and the provision of, and access to, civic services'*. The provision of accessible car parking is relevant in meeting the public health and social needs of people and communities.

Issue 1 in Chapter 3.8 includes the statement *'natural hazard events in the Wellington region have an adverse impact on people and communities, businesses, property and infrastructure'*. Issue 2 is that *'people's actions including mitigation measures and ongoing development in areas at risk from natural hazards can cause, or increase, the risk and consequences from natural hazards'*.

The relevant RPS provisions, responding to these issues, are summarised below:

Table 1: Relevant RPS objectives and policies

Accessible Parking Provision:	
Objective 22	<p>A compact well designed and sustainable regional form that has an integrated, safe and responsive transport network and:</p> <p>(a) ...</p> <p>(b) an increased range and diversity of activities in and around the regionally significant centres to maintain vibrancy and vitality;</p> <p>(g) a range of housing (including affordable housing);</p> <p>(h) ...</p> <p>(i) integrated land use and transportation;</p> <p>(j) ...</p> <p>(k) ...</p> <p>(l) essential social services to meet the region's needs.</p>
Policy 30 Maintaining and enhancing the viability and vibrancy of regionally significant	<p>District plans shall include policies, rules and/or methods that enable and manage a range of land use activities that maintain and enhance the viability and vibrancy of the regional central business district in Wellington city and the:</p> <p>(a) Sub-regional centres (including Paraparaumu town centre)</p> <p>(b) ...</p>

centres	
Policy 54	When considering an application for a notice of requirement, or a change, variation or review of a district or regional plan, for development, particular regard shall be given to achieving the region's urban design principles in Appendix 2 (including considerations of choice in transport options, creating urban environments that provide opportunities for all, especially the disadvantaged, ensuring public spaces are accessible by everybody, including people with disabilities, and good connectivity).
Policy 57 Integrating land use and transportation	When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district plan, for subdivision, use or development, particular regard shall be given to the following matters, in making progress towards achieving the key outcomes of the Wellington Regional Land Transport Strategy: (a) ... (b) connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity, open spaces or recreational areas; (c) whether there is good access to the strategic public transport network; (d) provision of safe and attractive environments for walking and cycling; ...
Comment:	Provision of accessible car parking and cycle parking, within the built urban environment, is important in enabling all people to provide for their economic, social, cultural wellbeing and their health and safety. Proposed PC1A and PC1C are considered to give effect to Objective 22 and the related policies.
Natural Hazards:	
Objective 19	The risks and consequences to people, communities, their businesses, property and infrastructure from natural hazards and climate change effects are reduced.
Objective 20	Hazard mitigation measures, structural works and other activities do not increase the risk and consequences of natural hazard events.
Objective 21	Communities are more resilient to natural hazards, including the impacts of climate change, and people are better prepared for the consequences of natural hazard events.
Policy 29	Regional and district plans shall : (a) identify areas at high risk from natural hazards; and (b) include policies and rules to avoid inappropriate subdivision and development in those areas.

Policy 51	<p>When considering an application for a resource consent, notice of requirement, or a change, variation or review to a regional or district plan, the risk and consequences of natural hazards on people, communities, their property and infrastructure shall be minimised, and/or in determining whether an activity is inappropriate particular regard shall be given to:</p> <ul style="list-style-type: none"> (a) the frequency and magnitude of the range of natural hazards that may adversely affect the proposal or development, including residual risk; (b) the potential for climate change and sea level rise to increase the frequency or magnitude of a hazard event; (c) whether the location of the development will foreseeably require hazard mitigation works in the future; (d) ... (e) any risks and consequences beyond the development site; (f) ... <ul style="list-style-type: none"> a. avoiding inappropriate subdivision and development in areas at high risk from natural hazards; (g) ... (h) ...
Policy 52	<p>When considering an application for a resource consent, notice of requirement, or a change, variation or review of a district or regional plan, for hazard mitigation measures, particular regard shall be given to:</p> <ul style="list-style-type: none"> (a) the need for structural protection works or hard engineering methods; (b) whether non-structural or soft engineering methods are a more appropriate option; (c) avoiding structural protection works or hard engineering methods unless it is necessary to protect existing development or property from unacceptable risk and the works form part of a long-term hazard management strategy that represents the best practicable option for the future; (d) the cumulative effects of isolated structural protection works; and (e) residual risk remaining after mitigation works are in place, so that they reduce and do not increase the risks of natural hazards.
Comment:	<p>The amendments proposed by PC1B do not create any new or residual risk in terms of the relevant RPS matters. That is because the deleted provisions will be replaced by more relevant, updated, national building standards under the Building Code that have been explicitly formulated to respond to liquefaction risks. The Plan provisions to manage natural hazard risk for land subdivision remain unchanged and, being settled operative provisions, must be considered to be consistent with the RPS.</p>

8. Other Relevant Council Plans

8.1. Long Term Plan

The Council's Long Term Plan (2021-2041) addresses four aspects of wellbeing: social, cultural, economic and environmental wellbeing. The overall goal is for a vibrant and thriving Kāpiti with healthy, safe and resilient communities.

Underlying all of the outcomes for wellbeing is the outcome that Mana Whenua and Council have a mutually mana-enhancing partnership.

The stated outcome for community wellbeing is that *'communities are resilient, safe, healthy and connected. Everyone has a sense of belonging and can access the resources and services they need'*. This is explained as meaning that:

'Our communities (groups and individuals) have access to services and facilities necessary to meet their basic needs to cope with the demands of, and unforeseen disruptions to, their daily lives. They have access to adequate permanent shelter; necessary health services; food; water; education; transport options and networks (roading, rail, cycle, sea and air); telecommunications; and social networks, that they may prosper and thrive to fulfil their potential. '

Proposed Plan Changes PC1A, PC1B and PC1C will contribute positively to achievement of the community outcomes and the overall vision.

8.2. Sustainable Transport Strategy

The Sustainable Transport Strategy 2008 was prepared some time ago but its objectives remain relevant. In particular, it includes a set of relevant principles, including:

Sustainable Transport Principle 2

In moving to a sustainable transport system and as a way of reducing and spreading environmental and economic risk, emphasis must be given to the following hierarchy of transport users, until such time as each travel mode is capable of delivering balanced benefits across the four areas of wellbeing:

- *pedestrians;*
- *people with physical mobility problems;*
- *cyclists;*
- *public transport users;*
- *people accessing health and services within and outside the District;*
- *commercial/ business users;*
- *car borne shoppers and visitors;*
- *car borne commuters;*
- *car borne general travel.*

Sustainable Transport Principle 3

Communities should have access to a physical network and travel service that offers them the widest possible range of travel modes giving access to essential civic and economic centres, social infrastructure and enjoyment of the local environment.

The Strategy explains that: *‘Different travel modes have varying effects on each wellbeing area. The key challenge is that travel by private vehicle has been the major emphasis for the last 100 or so years. This has influenced the form of transport networks and the level of investment in other modes. Urban areas have generally developed in a form that services private vehicle use, although the Wellington region has been less affected than some New Zealand cities. Emphasising capacity for private vehicles in the design of networks has a two-fold effect:*

- massive environmental effects and risks. Private vehicles may not necessarily be unsustainable but the use of fossil fuels is recognised as hugely problematic, to the extent that the adverse effects are now considered unacceptable;*
- a reduction in choice about travel as travel corridors have been designed to cater for vehicles. Issues of safety and usability for pedestrians and cyclists increase costs to households for local travel choices because of the need to invest in and maintain private vehicles and spend on fuel. The effect is a reduction in social wellbeing, including health.*

If balance between areas of wellbeing is to be achieved, then a recalibration of the level of emphasis on different transport modes is needed. The challenge is to restore the balance between modes in order to increase choice, reduce social and household costs, and to reduce environmental impacts. While the exploration and development of alternative fuels is gathering pace, the single most effective present method to reduce environmental impacts is to encourage a switching of modes.’

The Strategy intends that District’s transport and access network will be developed in a way that:

- increases the connectivity between and within communities;
- reduces use of fossil fuels as an energy source and as a source of greenhouse gases;
- increases the range of transport mode choices;
- recognises and provides, where possible, for improved and safe access for people with disabilities, older people and children;
- improves access to a range of social, cultural and recreational services, the District centres and to recreation areas, provided the latter is consistent with natural character and wider environmental goals;
- is integrated seamlessly across all transport modes; and
- ensures each major community has access to an integrated passenger transport system across all modes of travel.

Proposed PC1A and PC1C will contribute to achieving the outcomes intended by the 2008 Strategy.

The 2008 version of the Strategy is expected to be superseded in the near future. Relevant provisions from the draft *Sustainable Transport Strategy 2020* include:¹

Outcome 1: Improved Access, Connectivity and Integration

In Kāpiti communities will benefit from a transport network and travel service that offers the widest possible choice, giving access to essential civic and economic centres, social infrastructure and recreational opportunities. Transport and land use will be better integrated and the design of new development will support good transport connections internally and to the wider transport network. In identifying transport solutions no mode should have priority over any other. Delivery programmes will not start on the premise that road building will be the most efficient way of enabling people and businesses to access the goods and services that matter to them. Space will be allocated on the network to match the needs of all user groups so people can easily get around the district by their preferred means, and have an enjoyable journey.

¹ Sourced from the Kapiti Coast District Council website on 25 January 2022 at:
<https://www.kapiticoast.govt.nz/media/37567/sustainable-transport-strategy-2020.pdf>

Outcome 2: Safe and Resilient Communities

By adopting a vision zero and safer systems approach people feel safe using a mode of their choice. At the same time the health and wellbeing of communities is improved as a result of increased activity, improved access to key social infrastructure and the ability to appropriately manage the effects of and respond to transport based emissions. Kāpiti will be able to respond quickly and restore essential transport connections after a disruptive event including natural disasters, accidents and major entertainment events. Resilience will be built into the network including alternative routes and effective and reliable options for mode choice, as well as ensuring construction standards and emergency measures are in place to ensure that damage is as limited as possible and recovery is swift.

Outcome 3: Supporting a Vibrant and Thriving District

The town centres and local businesses are supported by the transport network, parking management strategies and projects, and people and goods can easily and reliably move around.

The draft 2020 Strategy intends that District's transport and access network will be developed in a way that identifies specific focus areas, including:

Focus Area 1: The Transport Network

The physical form of the transport network will have major impacts on transport choice. The transport network will need to develop in a way that:

- *increases the connectivity of communities;*
- *integrates transport modes;*
- *improves access to the District centres, recreation areas, school services and employment opportunities;*
- *increases mode choice;*
- *improves safety, particularly for vulnerable road;*
- *ensures resilience; and*
- *delivers high quality design that respects the environment and amenity*

Focus Area 2: Integrating Land Use and Development

When considering the need to travel and travel patterns, the relationship between land use and transport is a fundamental one. Land use can affect travel patterns, particularly if alternatives to the private car are unviable, and the ability to travel somewhere easily and ensure access to goods and services can impact on decisions to locate new development.

There is a need to ensure that the right infrastructure is delivered in the right place at the right time. In identifying priorities for infrastructure development Council will take account of future growth and ensure:

- *Infrastructure to support the growth identified in the District Plan and Development Management Strategy is planned through:*
- *closely aligning the Sustainable Transport Strategy, Development Management Strategy and Economic Development Strategy;*
- *ensuring that specific infrastructure to serve specific developments is provided through the resource consenting process;*
- *reflecting the outcomes of the Sustainable Transport Strategy and Development Management Strategy in the AMP and LTP;*

- *inputting into District Plan Change and review and structure plan development processes; and*
- *ensuring that new development connects effectively into the existing transport network; and*
- *new developments are planned in a way that either reduces the need to travel or encourages alternatives to the private car, and that they support the development of identified infrastructure projects.*

Proposed PC1A and PC1C will contribute to achieving the outcomes intended by the draft 2020 Strategy.

9. Planning Documents Recognised by Iwi Authorities

There are four documents recognised by iwi authorities in the Kapiti Coast District. These comprise:

- Proposed Ngāti Raukawa Ōtaki River and Catchment Iwi Management Plan 2000;
- Nga Korero Kaupapa mo Te Taiao: Policy Statement Manual for Kapakapanui: Te Runanga O Ati Awa ki Whakarongotai Inc;
- Te Haerenga Whakamua – A Review of the District Plan Provisions for Māori: A Vision to the Future for the Kāpiti Coast District Council District Plan Review 2009-12 – 2012; and
- *Whakarongotai o te moana o te wai’* Kaitiakitanga Plan for Te Atiawa ki Whakarongotai (2019).

The Ōtaki River and Catchment Iwi Management Plan 2000 is not directly relevant for proposed PC1A – PC1C. As proposed PC1A – PC1C apply to the entire district, the other documents are potentially relevant and are considered below:

Nga Korero Kaupapa mo Te Taiao

The document outlines the vision, intent and objectives for compliance with tikanga standards for protection and management of the environment as determined by Te Runanga O Ati Awa ki Whakarongotai Inc with respect to disposal and treatment of effluent, stormwater runoff, heritage protection and management, and representation. The content of the proposed Plan Changes does not address any of the above matters.

Te Haerenga Whakamua

Input from tangata whenua was an important part of developing the PDP, with 23 meetings held from December 2010 through October 2012 between Council staff and a Tangata Whenua working party nominated by Te Whakaminenga o Kāpiti.

The Tāngata Whenua Working Party was established in 2010 as a mechanism for iwi to participate in the review of the District Plan and to represent the District’s three iwi (Te Āti Awa ki Whakarongotai, Ngāti Raukawa ki te Tonga and Ngāti Toa Rangatira). The mandate for the working party was to review all aspects of the District Plan on behalf of Te Whakaminenga o Kāpiti and recommend to this forum the direction for iwi policy and Māori world view within this process. This process resulted in the document Te Haerenga Whakamua being approved by Te Whakaminenga o Kāpiti and endorsed by Council in 2012. None of the proposed PC1A – PC1C provisions is identified as being inconsistent with Te Haerenga Whakamua. The proposed provisions will support community wellbeing and resilience.

Whakarongotai o te moana o te wai Kaitiakitanga Plan

This Plan identifies the key kaupapa, huanga and tikanga values, objectives and policies of Te Ātiawa ki Whakarongotai to guide kaitiakitanga. The document is internally focused, in order to support the kaitiaki practice of the iwi, but also to inform other agencies. The provisions of proposed PC1A – PC1C do not alter any of the provisions of Chapter 2 or 2A of the District Plan as they relate to kaitiakitanga. None of the provisions of proposed PC1A – PC1C conflicts with any of the objectives, tikanga or five-year priorities set out in *Whakarongotai o te moana o te wai*.

10. Engagement and Feedback

Council staff engaged with representatives of the disability community before drafting proposed PC1A (accessible car parking), given the known importance of accessibility to the community. Council has also been engaging with mana whenua, through iwi authorities. No feedback has been received from mana whenua on the three proposed Plan changes.

Council made available to the community draft versions of PC1A, PC1B and PC1C in November 2021 and invited feedback by 17 December 2021. Feedback was received from two organisations over the consultation period: from Landlink Limited (a land development and surveying consultancy) and from Greater Wellington Regional Council (**GWRC**). The feedback supports the proposed Plan provisions requiring accessible car parking and cycle parking and highlighted the following points:

- (a) PC1A aligns with Policy 1.7 of the Regional Land Transport Plan 2021 in contributing to ensuring the transport network is continually improved to make travel easier for people with mobility constraints as a priority in transport network planning and design;
- (b) Waka Kotahi is developing guidance on the provision of accessible car parking and the Plan's provisions should be reviewed if the guidance becomes available;
- (c) PC1C will contribute to the regional mode shift target of the Regional Land Transport Plan 2021;
- (d) The proposed wording of TR-PARK-P8 is subjective and doesn't provide certainty for implementation in relation to general residential development;
- (e) Further measures to support mode shift were suggested by GWRC, as follows:
 - a) Provide one cycle park per dwelling without a garage for medium density and multi-unit residential land uses;
 - b) Consider parking provision for micro-mobility devices;
 - c) Staff cycle parking should be covered and excluded from public access;
 - d) Make clear that cycle spaces are a minimum and more can be provided if desired;
 - e) Include minimum dimensions for cycle parks;
 - f) Consider a staff cycle parking minimum for churches, cinemas, halls, conference facilities etc;
 - g) Consider using an advisory note directing plan users to Waka Kotahi's Cycle Parking Planning and Design guidelines 2019;
 - h) Ensure consistency with accessible parking changes by modifying two policies MUZ-P1 and GIZ-P1 to include both cycle parking and accessible car parking;

- i) In addition to PC1A and PC1C, Council should develop a comprehensive parking management plan.

The wording of PC1A and PC1C was amended, as a result of the above suggestions, by:

- specifying in Rule TR-PARK-R19 that cycle parking provided for staff must be covered and not accessible to the public;
- clarifying that the standards are a minimum requirement;
- including an advisory note referring to the Waka Kotahi best practice guidance; and
- in proposed PC1A, amending Policies MUZ-P1 & GIZ-P1 to include both accessible parking and cycle parking requirements.

The following suggestions have not been incorporated into the proposed plan change content at this time, for the following reasons:

- (a) One cycle park per dwelling without garage for medium density housing and multi-unit residential – this issue is addressed in design guides currently in the district plan.
- (b) Provision for micro-mobility devices - This is because there are no current rental operators providing large-scale provision of these devices in Kāpiti, and therefore current and future uptake of these devices is hard to predict with data not currently available to support making changes at this time. Public notification of the proposed plan change will provide the opportunity for submissions, and this could be revisited depending on the submissions and evidence that is received.
- (c) Minimum dimensions for cycle parks – dimensions are currently specified within the proposed plan change content.
- (d) Staff cycle parking requirement for churches, cinemas, halls, conference facilities – This is because the proposed cycle parking standards have been drafted using Waka Kotahi: NZ Transport Agency – Cycle Parking Planning and Design: Cycling Network Guidance technical note, dated 1 May 2019². Appendix 1 of the guidance recommends that for a ‘town’ the requirement for long stay cycle parking for places of assembly is ‘nil’. Cycle parking for these facilities is still required for visitors with 1 cycle park required per 50m² gross floor area of the facility.
- (e) Parking Management Plan – the Council is separately considering the preparation of a parking management plan.
- (f) Clarifying requirements for general residential development: Table 6A in Rule TR-PARK-R18 is clear that the only requirement for accessible car parking for residential development is for multi-unit residential development and for supported living accommodation. It is not considered necessary to include an advice note stating that there are no accessible car parking requirements for other residential development.

² [Cycling parking planning and design: Cycling Network Guidance technical note - published May 2019 \(nzta.govt.nz\)](https://nzta.govt.nz/cycling-parking-planning-and-design-cycling-network-guidance-technical-note-published-may-2019)

Council staff meet regularly with the Kāpiti Accessibility Advisory Group, whose members represent people who have disabilities, to discuss issues of interest or concern to the disability community. The Council raised to the attention of the Advisory Group the issues raised by NPS-UD when work commenced on the topic (in June 2021). A meeting was held with the Advisory Group in August 2021 where the NPS-UD 2020 accessible carparking issues were discussed. A package of information about the NPS-UD 2020 and Plan provisions was pre-circulated prior to the meeting and the clear feedback from the Advisory Group members was of concern at the prospect that there would be no requirement to provide accessible parking spaces within new developments as the district grows and changes.

Members of the Advisory Group emphasised at the meeting that public transport in the Kāpiti district is not always available to meet the transport needs of people who have disabilities. They advised that the individual needs of people with disabilities often require that they drive their own car, or rely on friends or family or companion drivers, for transport between home and work, appointments, shopping, recreation and social gatherings. The Advisory Group members expect that demand for parking by people with mobility impairment will continue to grow, as the district grows. They explained that ordinary car parking spaces do not meet the needs of people whose mobility impairments mean that they need additional space at the side or rear of specialists to accommodate specialist equipment.

The feedback received at the meeting was clear that there is strong demand currently for the existing number and location of accessible parking spaces (and at times that this supply, in some locations, is insufficient).

11. Further Explanation of the PC1A Issue (Accessible Car Parking)

CCS Disability Action is a non-governmental organisation that has been providing services to and advocating on behalf of people with disabilities and their families since 1935. It was founded originally as the 'Crippled Children's Society'. CCS Disability Action is New Zealand's largest pan-disability support and advocacy organisation. CCS Disability Action administers New Zealand's Mobility Parking Permit scheme.

Holders of Mobility Parking Permits are able to park in designated mobility parking spaces (being, for the Plan's purposes, 'accessible parking spaces'). These parking spaces are wider than general parking spaces, with space to allow drivers and passengers who have mobility impairments to get in and out of vehicles, including by using wheelchairs. To be eligible for a permit, a person must:

- (a) Be unable to walk and always require the use of a wheelchair; or
- (b) Have a medical condition or disability that severely restricts his/her ability to walk distances (including, for example, someone who uses mobility aids or experiences severe pain or breathlessness); or
- (c) Have a medical condition or disability that means s/he cannot be left unattended and requires physical contact or close supervision to safely get around (for example, a person who experiences disorientation, confusion, or severe anxiety)³.

Applicants for permits must provide a doctor's written confirmation of eligibility on the above grounds. Permit holders can be vehicle drivers, passengers in vehicles, young people, older people, wheelchair users or people who are perambulatory but have mobility impairments. The disabilities that qualify for eligibility can be visible or not readily apparent.

³ Sourced from the CCS Disability Action website (eligibility criteria for Mobility Parking Permit) - <https://www.ccsdisabilityaction.org.nz/mobility-parking/applications-and-renewal/>

Permit holders generally need parking spaces located close to the activities and facilities they seek to access, with safe and accessible connecting paths. The absence of, or shortage of, accessible parking spaces close to businesses and community facilities can dissuade them from accessing those businesses and facilities or make it difficult for them to access the goods and facilities that support their wellbeing. The alternative of a taxi is not readily available to all holders of Mobility Parking Permits due to the cost and inconvenience relative to private car use and, in some locations including parts of the Kāpiti District, the difficulty of actually getting a taxi.

Accessible parking spaces are available on public roads (generally close to community facilities and shops within the District's centres of Paraparaumu, Raumati, Waikanae, Ōtaki and Paekakariki and managed by the Council) and on private land (in compliance with historical and current Plan requirements).

There are currently approximately 2,200 holders of Mobility Parking Permits living in the District (approximately 4% of the District's population). This rate is higher than the nationwide rate of 3.2% of the population holding permits. The majority of permit holders within the District are older people. Over 90% of permit holders are aged over 60 years and more than half are aged over 80 years as shown in Figure 1 below.



Figure 1: Proportion of Mobility Parking Permit Holders as a Proportion of Total Population (Kāpiti Coast District)⁴

The District has an ageing population and the cohort of older people is expected to grow in the future as indicated in Figure 2:

⁴ Data provided by CCS Disability Action, New Zealand Census Data 2018

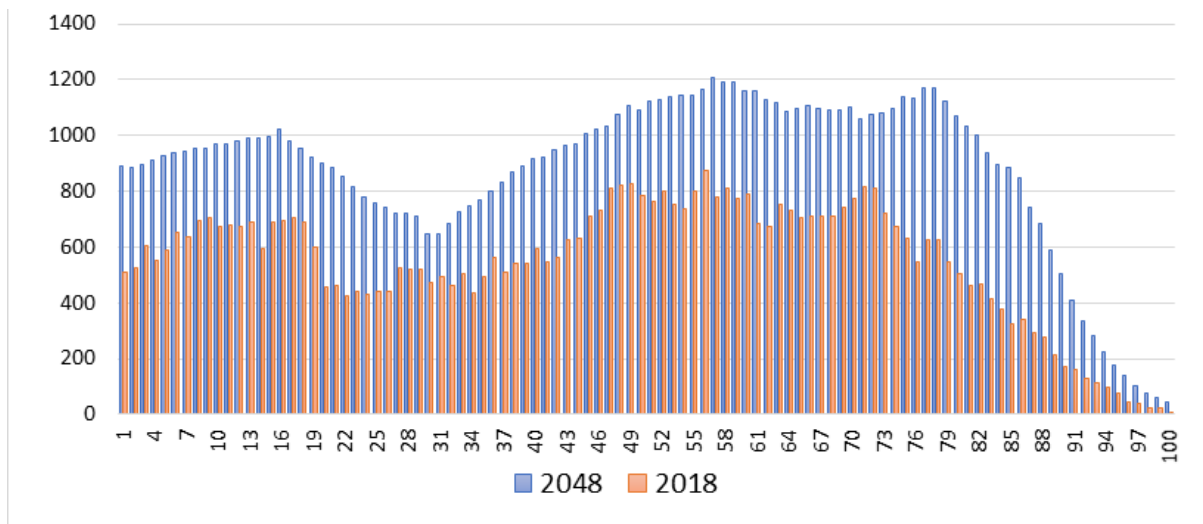


Figure 2: Comparison of Population by Age (Kāpiti Coast District) 2018-2048⁵

The Council's population projections estimate a District population of 70,176 by 2031 (approximately 11,900 more people than in 2021) and 80,731 by 2041 (approximately 22,470 more people than in 2021). Within that growth, the population of people aged over 60 years is expected to increase by approximately 5,680 people by 2031.

Assuming similar rates of need for (or eligibility for) Mobility Parking Permits (4% of the population), this suggests that there will be an increase in demand for permits of approximately 900 over the next 20 years. Even if the rate of eligibility varies, the correlation of mobility impairment with ageing suggests there will be ongoing and growing demand for accessible parking within the District that will not be met by the existing pool of available public and private accessible parking spaces.

There is limited scope for expanding the supply of accessible parking spaces within public road space in the District's centres (given the requirement that accessible parking spaces need to be close to facilities and services).

It is reasonable to expect that, where new facilities and services are developed to meet the demands of the growing population (including business, hospitality, recreational, healthcare, educational and community services) there will be a need for access by a growing number of people with mobility impairments (permit holders). It is also reasonable to expect that this need will not be met by relying on the current pool of accessible car parking spaces or future kerbside public parking alone. Accessible parking spaces require more land than standard car parking spaces.

There is a risk that, without regulatory intervention requiring the provision of suitably designed and located accessible parking spaces, people with mobility impairments will not be able to fully provide for their social, cultural, economic or recreational wellbeing or for their health and safety (recalling that these are the objectives of the RMA, the NPS-UD 2020, the Plan and the Council's Long Term Plan).

The Council is also concerned that without an ability to require the provision of accessible parking, particularly in future retail shopping facilities, cultural and community facilities and places of employment, rights of people with disabilities to participate fully in all aspects of society may be

⁵ Kapiti Coast District Council population projections prepared by Sense Partners September 2021

impaired. The meeting with the Accessibility Advisory Group emphasised that even one development without appropriate accessible parking could prejudice people reliant on mobility parking and prevent or discourage them from accessing the facilities or services that development provides.

12. Scale and Significance

Having regard to the relevant PDP objectives and the relevant provisions of the higher order documents, strategies and other relevant documents discussed in Sections 7 to 9 of this report, this section evaluates the scale and significance of the effects of the proposed PC1A – PC1C amendments:

PC1A	Scale and Significance:
Reinstatement of accessible car parking requirements and insertion of accessible car parking requirements for multi-unit residential development	The proposed amendments affect the entire District, so can be considered to have wide scale implications. The development of well-functioning urban environments and accessibility for all members of the community are significant issues highlighted in the NPS-UD and in the RPS and District Plan objectives and policies. In this respect, the provision of accessible car parking is a significant issue for the District. The proposed amendments largely carry forward existing Plan requirements and, in this respect, there is little change proposed and the significance of the proposed change is actually low. No person has opposed the proposed amendments signalled in the draft made available for feedback.
PC1B	
Deletion of policy provisions relating to liquefaction hazard risk for new buildings	The proposed amendments affect the entire District where peat or sand is the soil type, so can be considered to have wide scale implications. The management of significant risks of natural hazards is a matter of national importance and, accordingly, the issue is significant. However, the effect of the proposed amendments is that there will be no lessening of rigour in managing the significant risks of liquefaction (the Building Code amendments have now effectively replaced and improved upon the provisions of the Plan that are proposed to be deleted). In this respect, the significance of the proposed amendments is low.
PC1C	
Replacement of the Plan requirements for cycle parking	The proposed amendments affect the entire District, so can be considered to have wide scale implications. However, the proposed amendments replace the current Plan's cycle parking requirements with updated levels, and will ensure the provisions can be used following the withdrawal of accessible parking provisions (the current basis for the calculation of cycle parking requirements). In this respect, the significance of the proposed amendments is low. No person has opposed the proposed amendments signalled in the draft made available for feedback.

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13. Reasonably Practicable Alternatives

Having concluded (in Section 12 above) that the proposed amendments have low significance, it is reasonable to simplify the evaluation by limiting the number of alternative options considered and by making the evaluation at the broad district-wide scale identified. For PC1A and PC1C, the 'status quo' of retaining the current Plan provisions are not considered reasonably practicable alternatives. That is because the removal of general car parking requirements directed by Clause 3.38 of the NPS-UD means there will be no basis for requiring accessible car parking or cycle parking and the remaining policy references will be incomplete or incoherent as they relate to accessible car parking and cycle parking.

Plan Change:	Reasonably Practicable Alternatives Considered:
PC1A Accessible Car Parking	<p>Option 1: Delete all Plan references to accessible car parking and rely on the Building Code and accessible car parks available on public roads and public land.</p> <p>Option 2: Make the amendments detailed in PC1A requiring accessible car parking for a range of new developments.</p>
PC1B Liquefaction Risk for New Buildings	<p>Option 1: Status quo (retain current Plan provisions without change).</p> <p>Option 2: Make the amendments detailed in PC1B and rely on the amended Building Code to manage liquefaction hazard risk.</p>
PC1C Cycle Parking	<p>Option 1: Delete all Plan references to cycle parking and rely on cycle parking available on public roads and public land, and the voluntary provision of on-site cycle parking.</p> <p>Option 2: Make the amendments detailed in PC1C requiring cycle parking for a range of new developments.</p>

14. Evaluation

In the following evaluation, cells within the table highlighted with shading indicate the option that is superior against each consideration:

PC1A Accessible Car Parking	Option 1: Delete all Plan references to accessible car parking and rely on the Building Code and accessible car parks available on public roads and public land.	Option 2: Make the amendments detailed in PC1A requiring accessible car parking for a range of new developments.
Benefits and Costs: Environmental	Neutral: There are no environmental effects additional to those identified under social effects below.	Neutral: There are no environmental effects additional to those identified under social effects below.
Benefits and Costs: Economic	The absence of a requirement for accessible car parking would mean reduced site development costs.	The development of required accessible car parking spaces will incur costs similar to historical site development costs.
Benefits and Costs: Social	<p>Clause D1.1 of the Building Code includes the objective to 'ensure people with disabilities are able to enter and carry out normal activities and functions within buildings'.</p> <p>Clause D.1.3.2 of the Building Code requires at least one accessible route from a building's car park <i>where car parking is required to be provided</i>.</p> <p>Clause D1.3.6 requires accessible car parking spaces to be:</p> <ul style="list-style-type: none"> (a) provided in sufficient numbers, (b) located to avoid conflict with other vehicles and people, (c) easy to find using standardised signs. <p>NZS4121:2001 is deemed by the Building Act 2004 to be an acceptable solution for the provision of accessible car parking. NZS4121 requires not less than 1 accessible space where 1-20 ordinary parking spaces are provided, 2 spaces per 21-50 ordinary parking spaces, and 1 per additional 50 ordinary spaces. It is not relevant where no ordinary parking spaces are required.</p> <p>Given that car parking spaces occupy land and are a cost to develop, it is likely that no or fewer accessible car parking spaces than currently required by the District Plan would be provided under the Building Code and NZS4121.</p>	The Plan provisions will ensure that a sufficient number of accessible parking spaces is provided in new developments to meet the future needs of people within Kāpiti District who rely on accessible parking spaces to access services and facilities.

PC1A Accessible Car Parking	Option 1: Delete all Plan references to accessible car parking and rely on the Building Code and accessible car parks available on public roads and public land.	Option 2: Make the amendments detailed in PC1A requiring accessible car parking for a range of new developments.
Benefits and Costs: Cultural	This option will not necessarily fulfil the community wellbeing and accessibility aspirations articulated in the relevant statutory and non-statutory documents.	This option will fulfil the community wellbeing and accessibility aspirations articulated in the relevant statutory and non-statutory documents.
Economic Growth & Employment Impacts	Neutral: This option will potentially free up (only small) areas of sites for development. However, the District-wide impact is unlikely to be significant.	Neutral: This option will potentially constrain (to a small degree only) the areas of sites available for development. However, the District-wide impact is unlikely to be significant.
Risk	Although there is some uncertainty about how the development market would respond to the removal of accessible car parking requirements, the risk is that this would fail to fully achieve the community wellbeing and accessibility aspirations articulated in the relevant statutory and non-statutory documents.	The risk of failure to fully achieve community wellbeing and accessibility aspirations is minimised.
Scale & Significance	District-wide scale with high (adverse) significance due to the narrowed range of land use activities for which accessible car parking can be required, compared with current Plan requirements.	District-wide scale with low significance.
Efficiency	Fewer Plan rules may enhance efficiency in processing development proposals. The absence of requirements for accessible car parking could (marginally) enhance the efficiency of use of land. However, an insufficient supply and distribution of accessible car parking spaces near facilities and services will result in inefficiencies for people with disabilities participating in society.	The proposed provisions are largely similar to the current Plan provisions, so there would be almost no difference in efficiency in administering the Plan. While the requirement for accessible car parking within development sites may reduce the area of land available or the efficiency of development of land, there would be no material loss in this respect relative to the current Plan requirements. A sufficient supply and distribution of accessible car parking spaces near facilities and services will optimise the efficiency of access for people with disabilities and enable them to participate fully in society.
Effectiveness	Ineffective in achieving the objectives of the Plan, higher order documents and the Long Term Plan.	Will contribute positively to achieving the objectives of the Plan, higher order documents and the Long Term Plan.
Overall Conclusion	The proposed PC1A amendments are a more efficient and effective way of addressing the issues identified for PC1A and will contribute to achieving the sustainable management purpose of the Act and the community wellbeing and accessibility outcomes sought by the Plan and the Long Term Plan, and will meet the purpose of PC1A.	

PC1B Liquefaction Risk for New Buildings	Option 1: Status quo (retain current Plan provisions without change).	Option 2: Make the amendments detailed in PC1B and rely on the amended Building Code to manage liquefaction hazard risk.
Benefits and Costs: Environmental	Neutral: There are no adverse environmental effects.	Neutral: There are no adverse environmental effects (because the potential adverse effects associated with liquefaction hazard risk will be satisfactorily addressed by the amended Building Code).
Benefits and Costs: Economic	The Plan requirements impose some additional costs for some new buildings in locations prone to liquefaction. These costs may be in addition to costs associated with complying with the Building Code.	The Building Code requirements impose some additional costs for some new buildings in locations prone to liquefaction.
Benefits and Costs: Social	Neutral: There are no social effects additional to the environmental effects discussed above.	Neutral: There are no social effects additional to the environmental effects discussed above.
Benefits and Costs: Cultural	Neutral: There are no cultural effects additional to the environmental effects discussed above.	Neutral: There are no cultural effects additional to the environmental effects discussed above.
Economic Growth & Employment Impacts	Neutral: There are no economic or employment impacts additional to the environmental effects discussed above.	Neutral: There are no economic or employment impacts additional to the environmental effects discussed above.
Risk	Neutral: There is minimal risk (each building development within a liquefaction-prone area is assessed individually and the actual and potential risk is addressed).	Neutral: There is minimal risk (each building development within a liquefaction-prone area is assessed individually and the actual and potential risk is addressed).
Scale & Significance	District-wide scale and low significance.	District-wide scale and low significance.
Efficiency	Retaining the Plan requirements in addition to the now-operative amended Building Code may result in confusion, conflict or duplication between standards imposed. The specific requirements for individual sites are not prescribed but must be considered and individually addressed through specialist assessment and design. Resource consent is required in addition to the requirements of the Building Code to manage the same natural hazard risk.	The potential for confusion, conflict or duplication between standards imposed is minimised. The required standards are prescribed clearly. Resource consent is no longer required for an activity that is adequately managed under the Building Code.
Effectiveness	The provisions are less prescriptive than the Building Code but should, after appropriate specialist assessment, require similarly effective building design solutions to address the risks for buildings on land prone to liquefaction.	The standards are based on recent research and experience and are expected to result in effective building design solutions to address the risks for buildings on land prone to liquefaction.
Overall Conclusion	The PC1B amendments are a more efficient and effective way to address the actual and potential risks to new buildings on land prone to liquefaction and will meet the purpose of PC1B, the relevant Plan objectives, and will contribute to achieving the sustainable management purpose of the Act.	

PC1C Cycle Parking	Option 1: Delete all Plan references to cycle parking and rely on cycle parking available on public roads and public land.	Option 2: Make the amendments detailed in PC1C requiring cycle parking for a range of new developments.
Benefits and Costs: Environmental	This option is likely to result in the provision of no or fewer cycle parks within developments, which would not encourage the transport mode shift outcomes sought by the Plan and higher order planning documents.	This option will contribute positively to enabling and encouraging the transport mode shift outcomes sought by the Plan and higher order statutory planning documents.
Benefits and Costs: Economic	Neutral: The absence of a requirement for cycle parking within developments will (marginally only) reduce development costs.	Neutral: Requiring cycle parking within developments will incur cost (although at a similar rate as historically required by the Plan).
Benefits and Costs: Social	Neutral: There are no social effects additional to the transport mode shift effects discussed above.	Neutral: There are no social effects additional to the transport mode shift effects discussed above.
Benefits and Costs: Cultural	Neutral: There are no cultural effects additional to the transport mode shift effects discussed above.	Neutral: There are no cultural effects additional to the transport mode shift effects discussed above.
Economic Growth & Employment Impacts	Neutral: The absence of a requirement for cycle parking within developments will not materially reduce development costs or materially alter District-wide economic growth or employment potential.	Neutral: Requiring cycle parking within developments will not materially increase development costs or materially alter (constrain) District-wide economic growth or employment potential.
Risk	Neutral: There are no risks additional to the transport mode shift effects discussed above.	Neutral: There are no risks additional to the transport mode shift effects discussed above.
Scale & Significance	District-wide scale with higher (adverse) significance due to the likelihood that no or limited cycle parking would be provided, compared with the outcome under current Plan requirements.	District-wide scale and low significance due to being a continuation and improvement of current Plan requirements.
Efficiency	Fewer Plan rules may enhance efficiency in processing development proposals. The absence of requirements for cycle parking will not necessarily affect the efficiency of use of land. However, an insufficient supply and distribution of cycle spaces near facilities and services will result in inefficiencies for people whose preferred mode of transport is cycling.	The proposed provisions are similar to the current Plan provisions but a number of improvements are proposed, so there would be almost no difference in efficiency in administering the Plan. The requirement for cycle parking within development sites will not materially reduce the area of land available or materially improve the efficiency of development of land. Sufficient supply and distribution of accessible cycle parking spaces near facilities and services will optimise the efficiency of access for people whose preferred mode of transport is cycling.

PC1C Cycle Parking	Option 1: Delete all Plan references to cycle parking and rely on cycle parking available on public roads and public land.	Option 2: Make the amendments detailed in PC1C requiring cycle parking for a range of new developments.
Effectiveness	Will not be effective in achieving the community wellbeing, accessibility and transport mode shift outcomes sought by the Plan and other planning documents.	Will contribute positively to achieving the community wellbeing, accessibility and transport mode shift outcomes sought by the Plan and other planning documents.
Overall Conclusion	PC1C is a more efficient and effective way to address the issue, will contribute to achieving the sustainable management purpose of the Act and the community wellbeing and accessibility outcomes sought by the Plan and Long Term Plan.	

Appendix 1: Plan Amendment 1

PLAN AMENDMENT NO. 1 - AMENDMENTS TO THE KĀPITI COAST DISTRICT PLAN TO REMOVE REQUIREMENTS FOR CAR PARKING AS DIRECTED BY THE NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT 2020

In the following District Plan provisions:

text that is struck through (~~example~~) is to be deleted from the District Plan

text that is underlined and bold (**example**) is to be inserted into the District Plan

1. TR-PARK Rules – Parking: Delete Rules TR-PARK-R19 to TR-PARK-R30 as follows:

TR-PARK-R19	<i>Residential activities including:</i> <ul style="list-style-type: none"><i>1. Habitable buildings;</i><i>2. Multi-unit residential;</i><i>3. 1 bedroom units;</i><i>4. Shared and group accommodation;</i><i>5. Home business and home craft occupations;</i><i>6. Boarding houses; and</i><i>7. Papakāinga units at Whakarongotai Marae.</i>
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	<p>Excluding:</p> <p>1. Visitor accommodation that is not temporary residential rental accommodation (see TR-PARK-R20).</p> <p>Qualifying criteria apply to this rule.</p>
Permitted Activity	<p>Standards</p> <p>1. A minimum of 2 carparks (including garages or carports) per residential unit (as measured by the residential unit measurement criteria) except for in Precincts A1 and A2 and C in the Metropolitan Centre Zone, Raumati Beach Town Centre Zone and for Residential A and Mixed Use B areas in Waimeha North Neighbourhood Development area in the Ngārara Development Area. Minor residential units are exempt from this standard.</p> <p><u>Qualifying Criteria:</u></p> <p>In order to be self-contained a minor residential unit must contain a kitchen and bathroom. A minor residential unit has a gross floor area which is no greater than 54m² in the Residential Zones (excluding decks and covered outdoor living areas), and 60m² in the Rural Zones (excluding decks and covered outdoor living areas).</p> <p>When measuring gross floor area for the purposes of a minor residential unit, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof carparking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • car parking areas; and

	<ul style="list-style-type: none"> • floor space of interior balconies and mezzanines not used by the public. <ol style="list-style-type: none"> 2. A minimum of 1 car park per residential unit (as measured by the residential unit measurement criteria) in Precincts A1 and A2 and C in the Metropolitan Centre Zone, the Raumati Beach Town Centre Zone and Residential A and Mixed Use B areas in the Waimaha North Neighbourhood Development area in the Ngārara Development Area. 3. An average of 1.5 parking spaces per Papakāinga unit. A minimum of 1 space per unit is required and in calculating the average no more than 2 spaces per unit may be counted. 4. A minimum of 1 carpark per 2 beds in any boarding house, shared and group accommodation.
TR-PARK-R20	<p>Temporary accommodation activities including:</p> <ol style="list-style-type: none"> 1. Hostels; 2. Hotel; 3. Motels; and 4. Visitor accommodation, excluding Temporary Residential Rental Accommodation (see TR-PARK-R19). <p>Residential unit measurement criteria, and qualifying criteria apply to some activities under this rule.</p>
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none"> 1. A minimum of 2 carparks per residential unit (except where standard 2 applies, and as measured by the residential unit measurement criteria). Minor residential units are exempt from this standard; and 2. 1 carpark per bedroom/unit/guest room/campsite or motorhome site; plus 1 carpark per 2 staff; plus 1 carpark per 4m² bar space.

	<p><u>Qualifying Criteria:</u></p> <p>In order to be self-contained a <i>minor residential unit</i> must contain a <i>kitchen</i> and <i>bathroom</i>. A <i>minor residential unit</i> has a gross floor area which is no greater than 54m² in the <i>Living Zones</i> (excluding decks and <i>covered outdoor living areas</i>), and 60m² in the <i>Rural Zones</i> (excluding decks and <i>covered outdoor living areas</i>).</p> <p>When measuring gross floor area for the purposes of a <i>minor residential unit</i>, include:</p> <ul style="list-style-type: none"> ● covered yards and areas covered by a roof but not enclosed by walls Exclude: ● uncovered stairways; ● floor space in terraces (open or roofed), external balconies, breezeways or porches; ● roof carparking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; ● car parking areas; and ● floor space of interior balconies and mezzanines not used by the public.
<p>TR-PARK-R21</p>	<p><i>Industrial activities</i> including:</p> <ol style="list-style-type: none"> 1. Manufacturing and service; 2. Tradesmen's Workshops/ Service Station/Motor Garages; 3. Warehouses (Trading); and 4. Warehouses (Storage). <p>Excluding:</p> <ul style="list-style-type: none"> ● Extractive industries

	Measurement criteria apply to activities under this rule.
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none"> 1. Manufacturing and Service – 2 carparks per 100m² gross floor area. 2. Tradesmen's Workshops/ Service Station/ Motor Garages – 2 carparks per 3 employees, 2 carparks for any ancillary retailing, 4 carparks per workshop bay, 2 carparks for queuing for a carwash, 1 carpark for air hose/vacuum. 3. Warehouses (Trading) – 3 carparks per 100m² gross floor area. 4. Warehouses (Storage) – 1 carpark per 150m² gross floor area. <p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • car parking areas; and • floor space of interior balconies and mezzanines not used by the public.
TR-PARK-R22	<p>Retailing, retail activities or retail outlets and other activities involving retailing.</p> <p>Measurement criteria apply to activities under this rule.</p>
Permitted Activity	Standards

	<p>1. 3 carparks per 100m² gross floor area or display area (whichever is greater).</p> <p>2. Roadside Stalls on strategic arterial routes, no greater than 30m² require 10 carparks per stall.</p> <p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • car parking areas; and • floor space of interior balconies and mezzanines not used by the public.
TR PARK R23	<p>Large Format Retail and supermarkets over 500m² in gross floor area.</p> <p>Measurement criteria apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <p>1. 5 carparks per 100m² gross floor area.</p> <p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p>

	<ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • car parking areas; and • floor space of interior balconies and mezzanines not used by the public.
TR-PARK-R24	<p>Hospitality</p> <ol style="list-style-type: none"> 1. Taverns/licensed premises; and 2. Restaurants. <p>Measurement criteria apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none"> 1. Taverns / licenced premises: 1 carpark per 4m² gross floor area served by the bar (excluding restaurants); plus 1 carparks per 2 staff. 2. Restaurants: 1 carpark per 5 persons; plus 1 per 2 staff. <p><u>Measurement Criteria:</u></p> <p>When measuring gross floor area, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches;

	<ul style="list-style-type: none"> • roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • car parking areas; and • floor space of interior balconies and mezzanines not used by the public.
TR-PARK-R25	<p>Non-retail commercial activities.</p> <ul style="list-style-type: none"> • Excludes industrial activities (see TR-PARK-R21). <p>Measurement criteria apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <p>1. 3 carparks per 100m² gross floor area or display area (whichever is greater).</p> <p><u>Measurement Criteria:</u></p> <p>When measuring gross floor area, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • car parking areas; and • floor space of interior balconies and mezzanines not used by the public.
TR-PARK-R26	<p>Recreation areas including:</p>

	<ol style="list-style-type: none"> 1. Sports Fields (including lawn bowls); 2. Court Sports (including bowling alleys); 3. Clubrooms; and 4. Grandstands. <p>Measurement criteria apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none"> 1. 25 carparks per sports field, 4 carparks per court or 2 carparks per 10m² gross floor area (whichever is greater). <p><u>Measurement Criteria:</u></p> <p>When measuring gross floor area, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • car parking areas; and • floor space of interior balconies and mezzanines not used by the public.
TR-PARK-R27	<p>Church, cinemas, hall, conference facilities, funeral homes, crematoriums and entertainment activities.</p> <p>Measurement criteria apply to activities under this rule.</p>

Permitted Activity	<p>Standards</p> <p>1. 1 carpark per 10m² gross floor area or 1 carpark per 6 seats/patrons (whichever is greater).</p> <p><u>Measurement Criteria:</u></p> <p>When measuring <i>gross floor area</i>, include:</p> <ul style="list-style-type: none"> • covered yards and areas covered by a roof but not enclosed by walls <p>Exclude:</p> <ul style="list-style-type: none"> • uncovered stairways; • floor space in terraces (open or roofed), external balconies, breezeways or porches; • roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; • car parking areas; and • floor space of interior balconies and mezzanines not used by the public.
TR PARK R28	<p>Health care</p> <ol style="list-style-type: none"> 1. Doctors; 2. Hospitals; 3. Medical Centres/Health Specialists; and 4. Veterinary Surgeons.
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none"> 1. 7 carparks per 10 resident/patient beds; and 2. 4 carparks per full time equivalent specialist (doctor, vet etc); and

	3. 1 carpark per 2 full time equivalent non specialist staff.
TR-PARK-R29	<i>Educational facilities including:</i> <ol style="list-style-type: none"> 1. Kindergartens/day care centres/nurseries; 2. Primary/Secondary schools; 3. Tertiary establishments; and 4. Work skills training centres.
Permitted Activity	Standards <ol style="list-style-type: none"> 1. 1 carpark per 2 staff. 2. For Tertiary Establishments, add 1 carpark per 5 full-time students based on the maximum number of students on-site at any one time
TR-PARK-R30	<i>Supported living accommodation</i>
Permitted Activity	Standards <ol style="list-style-type: none"> 1. A minimum of 1 carpark per 4 beds and 1 carpark per 2 staff members on the subject site.

2. In GRZ-P11 Residential Streetscape: Delete the requirement to provide on-site vehicle parking as follows:

GRZ-P11	Residential Streetscape
<p><i>Development, use and subdivision will enhance the amenity, functionality and safety of the streetscape in the Residential Zones. To achieve a positive relationship between development and the street, development will be undertaken in accordance with the Council's Streetscape Strategy and Guideline.</i></p> <p>1. on-site vehicle parking will be provided to reduce demand for on-street vehicle parking;</p>	

2. ~~minimum distance will be maintained between vehicle access ways, and where practicable;~~

3. In GRZ-P14 Minor Residential Units: Delete the following requirements for on-site carparking:

GRZ-P14	<i>Minor Residential Units</i>
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A *minor residential unit* will be provided for where it is *ancillary* to a *residential unit* and is undertaken in the following manner:

1. it will be of a scale suitable to accommodate 1 or 2 persons;
2. it will not compromise the provision of sufficient *outdoor living space* areas; **and**
- ~~3. adequate on-site car parking (accessed from a common driveway) will be provided; and~~
4. it will not unreasonably affect the privacy, outlook or *sunlight* access of the *primary residential building* or adjoining properties and public spaces.

4. In MUZ-P1 Outer Business Centre Zone: Delete the requirement for carparking as follows:

MUZ-P1	<i>Outer Business Centre Zone</i>
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1. *Subdivision*, use and *development* in the Mixed Use Zone will provide for high amenity commercial development in a manner which:
 - a. remains compatible with the role and function of *Metropolitan Centre Zone Precinct A* as the primary retail and commercial core of the *Paraparaumu Sub-Regional Centre*;
 - b. is appropriate along an arterial *road environment*; and
 - c. is compatible with adjoining residential areas.
2. *Subdivision*, use and *development* in the Mixed Use 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 for public transport, will be managed;

- b. apartment living and *medium density housing* developments will be encouraged east of Moana Road to consolidate residential densities within close proximity to *Metropolitan Centre Zone Precinct A* and the rail interchange;
- c. *retail activities* will be provided for in a manner which minimises adverse *effects* on the role, function and vitality of the Metropolitan Centre Zone and ensures the safe, efficient function of the District's *transport network* and hierarchy by:
 - i. managing the scale of *retail activities* in the Ihakara Street East and Ihakara Street West Precincts;
 - ii. limiting the type and scale of *retail activities* in Kāpiti Road; and
 - iii. limiting the type and scale of *retail activities* in Paraparaumu North Gateway Precinct (as outlined in [MUZ-P2](#)); and
- 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 subject site;~~

5. In GIZ-P11 Land Use and Built Form: Delete the requirement for on-site carparking:

GIZ-P1	Land Use and Built Form in the General Industrial Zone
A range of <i>industrial activities</i> within the <i>General Industrial Zone</i> will be provided for in a manner which avoids or mitigates impacts on adjoining <i>sensitive activities</i> and areas.	
The location, type, scale and built form of <i>subdivision</i> , use and <i>development</i> in the <i>General Industrial Zone</i> will be managed to mitigate adverse <i>effects</i> , whilst meeting the District's economic needs.	
<i>Subdivision</i> , use and <i>development</i> in the <i>General Industrial Zone</i> will be undertaken in the following manner:	
<ul style="list-style-type: none"> 1. <i>building</i> entrances will be obvious from the street through <i>landscaping</i> design or the form of the <i>building</i>; 2. sufficient on-site service areas, including parking, will be provided; 3. service areas will be screened and planting and <i>landscaping</i> will be provided for visual interest; 	

6. In DEV1-P6 Residential Streetscape: Delete the requirement for on-site carparking:

DEV1-P6	Residential Streetscape
<p><i>Development</i>, use and <i>subdivision</i> will enhance the amenity, functionality and safety of the streetscape in the <i>Residential Zones</i>. To achieve a positive relationship between <i>development</i> and the street, <i>development</i> will be undertaken in accordance with the <i>Council's</i> Streetscape Strategy and Guideline:</p> <ol style="list-style-type: none">1. on-site vehicle parking will be provided to reduce demand for on-street vehicle parking;2. minimum distance will be maintained between <i>vehicle access</i> ways, and where practicable, the sharing of <i>vehicle access</i> ways will be encouraged;3. direct pedestrian access will be provided from the street to the front entrance of the <i>primary residential building</i>, where practicable;4. where practicable, at least one <i>habitable room</i> will be orientated towards the street;5. the safety of <i>road</i> users, including pedestrians and cyclists, will not be adversely affected; and6. on-site vehicle manoeuvring will be provided for rear <i>allotments</i>, <i>allotments</i> with significant sloping driveways and on <i>strategic arterial routes</i>.	

7. In DEV1-P9 Minor Residential Units: Delete the requirement for on-site carparking:

DEV1-P9	Minor Residential Units
<p>A <i>minor residential unit</i> will be provided for where it is <i>ancillary</i> to a <i>residential unit</i> and is undertaken in the following manner:</p> <ol style="list-style-type: none">1. it will be of a scale suitable to accommodate 1 or 2 persons;2. it will not compromise the provision of sufficient <i>outdoor living space</i> areas; <u>and</u>3. adequate on-site car parking (accessed from a common driveway) will be provided; and	

4. it will not unreasonably affect the privacy, outlook or *sunlight* access of the *primary residential building* or adjoining *properties* and public spaces.

8. In DEV1-P14 Non-Residential Activities: Delete the requirement for carparking:

DEV1-P14	Non-Residential Activities
<ol style="list-style-type: none">1. <i>Non-residential activities</i> other than activities managed under the Community Facilities chapter will be allowed in the <i>Residential Zones</i> only if the activities are compatible with <i>residential activities</i> and the <i>amenity values</i> of residential areas, and if they provide a function which:<ol style="list-style-type: none">a. minimises the need to travel for daily goods and services;b. supports the resilience of the local neighbourhood;c. provides a service or function to the local neighbourhood; andd. does not detract from the vitality of <i>centres</i> and other <i>Working Zones</i>.2. In determining whether or not the scale of <i>effects of non-residential activities</i> is appropriate, particular regard shall be given to:<ol style="list-style-type: none">a. the appropriateness of the scale, size and intensity of the proposed <i>buildings</i> and activities and visual or landscape mitigation proposed;b. the <i>effects</i> generated by the <i>buildings</i> and activities on the safety and efficiency of the local <i>transport network</i>, including the extent to which the activities make efficient use of the <i>transport network</i> by minimising the need to travel;c. the appropriateness – in the design and amount – of proposed access and parking for staff, customers, visitors and service/delivery vehicles;d. the hours of operation, including the timing and frequency of delivery/service vehicles;e. the <i>effects</i> on residential character and <i>amenity values</i> of the surrounding <i>environment</i> generated by the proposed <i>building</i> or activity;f. <i>nuisance effects</i> (including <i>noise</i>, odour, light, glare, smoke and <i>dust</i>) produced on-site;	

- g. whether or not any proposed signage on the *subject site* is associated with the activity, visually distracting to motorists or dominating or detracting from the amenity of the surrounding *environment*;
- h. whether the activities adversely affect the vitality of *centres*;
- i. whether the activity provides goods and services to meet the daily needs of the local neighbourhood; and
- j. any cumulative *effects*.

9. In Rule DEV1-R4 Residential Buildings: Delete the requirement for carparking:

DEV1-R4	<p>New <i>residential buildings</i>, and <i>additions or alterations</i> to any existing lawfully established <i>building</i> (excluding <i>minor buildings</i> and any listed <i>historic heritage building</i>) within the Waimeha North Neighbourhood Development Area as identified in the Ngārara Development Area Structure Plan in Appendix 7.</p> <p><i>Measurement criteria</i>, and <i>height measurement criteria</i> apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <p>.....</p> <p>Residential A areas (<i>allotments</i> less than or equal to 350m²):</p> <p>1....</p> <p>2.</p> <p>3. ...</p> <p>9. A minimum of one carpark is required per allotment.</p>

10. In Rule DEV1-R5 Home Businesses and Home Craft Occupations: Delete the reference in the note to carparking:

DEV1-R5	<p><i>Home businesses and home craft occupations</i></p> <p><i>Qualifying criteria</i> apply to activities under this rule.</p>
Permitted Activity	<p>Standards</p> <ol style="list-style-type: none"> 1. <i>Home businesses and home craft occupations</i> must: <ol style="list-style-type: none"> a. be carried out within a lawfully established <i>residential building</i> or an associated <i>accessory building</i> (excluding <i>minor buildings</i>) that meets the <i>permitted activity</i> standards in DEV1-R4; b. not involve the use of any source of motive power other than electric motors of not more than 0.56kw; c. be limited to one <i>home business</i> and <i>home craft occupations</i> per <i>site</i>, excluding <i>home offices</i>; d. not have more than one non-resident person working on the <i>site</i> at any one time; and e. not have any deliveries related to the activity made to or from the <i>site</i> between the hours of 7pm and 7am. 2. The total floor area used for <i>home businesses</i> and <i>home craft occupations</i> must not exceed 40m². 3. In addition to Standards (1) and (2) above, for any <i>home business</i>: <ol style="list-style-type: none"> a. any <i>retailing</i> must be an <i>ancillary activity</i> to the <i>home business</i>; b. no goods on display shall be visible from outside the <i>building</i> in which the <i>home business</i> is undertaken; and c. the maximum <i>retail floor space</i> or sales area must not exceed 10m². <p><u><i>Qualifying Criteria:</i></u></p> <p><i>Home businesses and home craft occupations</i> are performed entirely within a <i>residential building</i> or <i>accessory building</i>. <i>Home businesses and home craft occupations</i> shall not include any activity involving any panel beating, spray painting, motor vehicle repairs, fibre glassing, <i>heavy trade vehicles</i>, sheet metal work, wrecking of motor vehicles, bottle or scrap metal storage, rubbish</p>

collection service (except that empty, clean drums may be stored in a suitably screened area), wrought iron work or manufacture, motor body building, fish processing, breeding or boarding of dogs or cats, *visitor accommodation* or any process which involves repetitive use of power tools, drills or hammering or any *business activity*, trade, craft or profession which creates a *nuisance effect* at or beyond the *boundary* of the *property* on which the activity is occurring, and does not include *temporary residential rental accommodation*

Notes:

- For ~~on-site vehicle parking~~, requirements for ~~non-resident employees~~, deliveries ~~and customers~~ refer to the rules and standards in the Transport chapter.
- For requirements in respect of *signs* and *noise*, refer to the rules and standards in the [Signs](#) and [Noise chapters](#)

11. DEV2-P6 Residential Streetscape: Delete the requirement for carparking:

DEV2-P6	Residential Streetscape
	<p><i>Development</i>, use and <i>subdivision</i> will enhance the amenity, functionality and safety of the streetscape in the <i>Residential Zones</i>. To achieve a positive relationship between <i>development</i> and the street, <i>development</i> will be undertaken in accordance with the <i>Council's</i> Streetscape Strategy and Guideline:</p> <ol style="list-style-type: none"> 1. on-site vehicle parking will be provided to reduce demand for on-street vehicle parking; 2. minimum distance will be maintained between <i>vehicle access</i> ways, and where practicable, the sharing of <i>vehicle access</i> ways will be encouraged; 3. direct pedestrian access will be provided from the street to the front entrance of the <i>primary residential building</i>, where practicable; 4. where practicable, at least one <i>habitable room</i> will be orientated towards the street; 5. the safety of <i>road</i> users, including pedestrians and cyclists, will not be adversely affected; and 6. on-site vehicle manoeuvring will be provided for rear <i>allotments</i>, <i>allotments</i> with significant sloping driveways and on <i>strategic arterial routes</i>.

12. In DEV2-P9 Minor Residential Units: Delete the requirement for carparking:

DEV2-P9	Minor Residential Units
<p>A <i>minor residential unit</i> will be provided for where it is <i>ancillary</i> to a <i>residential unit</i> and is undertaken in the following manner:</p> <ol style="list-style-type: none">1. it will be of a scale suitable to accommodate 1 or 2 persons;2. it will not compromise the provision of sufficient <i>outdoor living space</i> areas; and3. adequate on-site car parking (accessed from a common driveway) will be provided; and4. it will not unreasonably affect the privacy, outlook or <i>sunlight</i> access of the <i>primary residential building</i> or adjoining <i>properties</i> and public spaces.	

13. In DEV2-P14 Non-Residential Activities: Delete the requirement for carparking:

DEV2-P14	Non-Residential Activities
<ol style="list-style-type: none">1. <i>Non-residential activities</i> other than activities managed under the Community Facilities chapter will be allowed in the <i>Residential Zones</i> only if the activities are compatible with <i>residential activities</i> and the <i>amenity values</i> of residential areas, and if they provide a function which:<ol style="list-style-type: none">a. minimises the need to travel for daily goods and services;b. supports the resilience of the local neighbourhood;c. provides a service or function to the local neighbourhood; andd. does not detract from the vitality of <i>centres</i> and other <i>Working Zones</i>.2. In determining whether or not the scale of <i>effects of non-residential activities</i> is appropriate, particular regard shall be given to:<ol style="list-style-type: none">a. the appropriateness of the scale, size and intensity of the proposed <i>buildings</i> and activities and visual or landscape mitigation proposed;	

- b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
- c. the appropriateness – in the design and amount – of proposed access ~~and car parking~~ for staff, customers, visitors and service/delivery vehicles;

14. In APP2 – Medium Density Housing Design Guide: Delete the text that suggests on-site carparking is required as follows:

Access, ~~Parking~~, Cycling and Pedestrians

IMPORTANT TO ENSURE:

- creation of environments that are safe, interesting and easy to walk and cycle around;
- maintaining the amenity of primary pedestrian and cycle routes;
- safety, legibility and comfort for pedestrians and cyclists.

District Plan requirement: Parking at the rate of 1.5 parking spaces per unit (average). In calculating this, each unit must be provided with at least 1 space, and no more than 2 spaces per unit may count towards the average.

Units fronting a street provide their own pedestrian access. Rear units to have a delineated pedestrian path (different material or colour) along any carriageways to the street frontage.

It is important to provide safe vehicle, cycling and pedestrian access ~~and parking~~ to developments whilst minimising the disruption of street frontages. ~~On street parking should be provided wherever practical because of the high degrees of re-use available, as well as the contribution to activity and interaction within the public realm. Parking in between buildings and the street should be avoided where possible.~~ Opportunities for cycling should be maximised including provision of bike parking and storage to encourage use of cycles.



Above: Pooled visitor parking areas can provide overflow parking but can also require long and illogical walks to units. Wherever possible dedicated and formed on street bays are preferable as they focus activity towards the street and also provide convenient parking adjacent to a visitor's destination.

Attached and multi-unit housing

For attached dwellings, if garaging is provided to each unit directly off the street, it should be recessed from the frontage by at least 1m.

Where parking is provided via a rear lane, care should be taken to maintain the amenity of the laneway, by including planting, variations of paving treatment, and variations of rear building facades.

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~~Above: Providing stacked and overflow parking for each unit can effectively keep a narrow roading system free.~~

5 Town Centre Addendum

1. ~~Parking and~~ Ground Floor Treatments

Appendix 2

Medium Density Housing Design Guide

URBANISMPPLUS LTD., PO BOX 99 965 NEWMARKET, AUCKLAND. PH: 09 529 0529, FAX: 09 524 6471

Summary of Key District Plan Controls	
<p>The following outlines the key requirements of the District Plan relating to Medium Density Housing. They should kept in mind when reading this guide as they put the recommendations into a good context. For more detail, consult the District Plan.</p> <p>1. It is a Restricted Discretionary activity to develop Medium Density housing within any site of a minimum 1500m² area; if it is within 500m of either Paraparaumu Town Centre, or Paraparaumu Beach Commercial area, as identified in the District Plan Maps: Medium Density Overlay Area; has an average density no greater than 1:250m² with no individual unit 'site' smaller than 200m²; and can comply with <u>all</u> of the following standards:</p> <p>A. The maximum height of any building or structure is 10m (except for beach front lots).</p> <p>B. A minimum front yard of 4.5m shall apply allowing an intrusion no greater than 1.5m into the yard for the purposes of a feature entry or bay window provided a total (combined) width of such is no greater than 3.0m. A ground floor living room (lounge / dining / family / kitchen) must face the street in dwellings that front one.</p>	

- C. Garages, irrespective of access, shall be recessed a minimum 1.0m behind the front façade of a dwelling (irrespective of whether the front façade fronts a street, an internal common lane, a rear boundary, etc.), and otherwise must be set back a minimum 5.5m from any front boundary.
- D. A height in relation to boundary control of 2.1m + 45° shall apply from all boundaries facing the southern half of a compass including north-south faces, and one of 3m + 45° shall apply to all boundaries facing the northern half. Height in relation to boundary shall not apply from the Front Boundary.
- E. A building mass plane of 6.5m + 45° shall apply inwards towards the centre of a site from the 4.5m front yard.
- F. Maximum Building Length is 12m before a recess with a minimum dimension of 3m x 3m is required. This recess shall also have a maximum height of no less than 1 metre lower than the adjacent building mass. In addition, terraced houses are limited to avoid long repetitive rows of units.
- G. The Maximum Height of a Front Boundary Fence, or any Fence within the Front Yard, is 800mm. Beyond this the maximum fence height is 1.8m, except when adjacent to a reserve.
- H. Each unit must provide a private outdoor living space of at least 30m², with a minimum dimension of 2.5m and the ability to accommodate a circle with a 4m diameter. This space must be directly accessible from a living room (lounge / dining / family). The space must also provide sunlight access to an area of the space with a minimum radius of 3m that receives no less than 1 hour of continuous sunlight between the hours of 11:00am—2:00pm on

June 21 (mid-winter solstice). Depending on orientation & topography, an additional balcony may be required to provide minimum sunlight access to residents.

- I. Site coverage shall not exceed 50%.

~~J. An average of 1.5 parking spaces per unit must be provided: A minimum of 1 space per unit is required and in calculating the average no more than 2 spaces per unit may be counted.~~

Applications to vary any of the above STANDARDS 'A' - 'J' are **DISCRETIONARY** activities.

Applications to vary the location, density, or minimum site area of the land use are **NON- COMPLYING** activities.

1 Medium Density Housing

This section introduces medium density housing and outlines what it looks like, where it should go, and how to ensure the consent process works as efficiently for you as possible. It includes:

2 Site Design

This section addresses the aspects of site design that contribute to superior outcomes. It includes:

1. site analysis
2. minimum site area

3. street and reserve frontage
4. building fronts and backs
5. including the sun
6. open space
7. access, ~~parking~~, cycling and pedestrians
8. servicing, deliveries, and waste

7. Access, ~~Parking~~, Cycling and Pedestrians

<p>IMPORTANT TO ENSURE:</p> <p>creation of environments that are safe, interesting and easy to walk and cycle around;</p> <ul style="list-style-type: none"> maintaining the amenity of primary pedestrian and cycle routes; safety, legibility and comfort for pedestrians and cyclists. 	
<p>District Plan requirement: Parking at the rate of 1.5 parking spaces per unit (average). In calculating this, each unit must be provided with at least 1 space, and no more than 2 spaces per unit may count towards the average.</p>	

15. In APP9 – Waikanae North Design Guide: Delete the text that suggests carparking is required:

APP9 – Waikanae North Design Guide

3.7 Access Lane Codes

CHARACTERISTIC	REASON AND COMMENT
ROAD CHARACTER	These access lanes occur mid-block ...
RESERVE WIDTH	6m. this allows for 2 cars to pass ...
CARRIAGEWAY	6m width. Lane to have permeable surface materials. Lane access is to be continuous from one ...
PARKING	No on-street parking. Parking occurs within private allotments.
KERBING	No ...

4.9 Corner Walk-Up Codes

Corner Walk-Ups have been defined as a distinct typology because in the Precincts in which they are found, creating strong and legible corners is crucial to the development and legibility of that Precinct.

The Corner Walk-Up is different from the Normal Walk-Up typology because it normally exists as an independent parcel even within the perimeter block format, and requires particular attention in design. This typology allows the corner to have minimal setbacks regardless of the use. In most instances entrances should be designed with the corner element.

~~Because of the restrictions in size, the Corner Walk-Up will always feature semibasement parking~~

The Corner Walk-Up building must also be designed

4.11 Mixed Use Business Codes

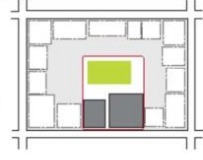

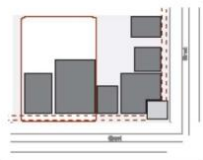
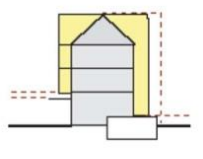
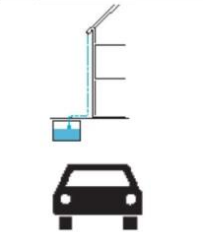
This typology covers a variety of built mixed use business types and uses, found in different areas within the development.

The Majority of the Mixed Use Business Typology are found within the Mixed Use Precinct and are designed to create a built form that adds to the local centre with retail or commercial frontages on ground floor and commercial/business above. **Where provided, Pparking** should be either behind the buildings or in one level basement parking areas, and the scale should encourage three-four storey design.

Expressive Solitary Buildings

Where buildings front ...

*Codes in blue indicate where there is a difference in comparison to the KCDC Best Practice guide

	OBJECTIVE	DETAIL	GUIDELINE		REASON & COMMENT	EXCEPTION	
			Minimum	Maximum			
LOTS/COVERAG E		Business Unit Area	20m ²	1200n ²	<ul style="list-style-type: none">To create a variety in ownable or rentable business units and lots, while maintaining 50% max built footprint.Permeable Surface to allow for natural dispersal of run-off water and to encourage use of permeable surfaces suited in parking courts.	<ul style="list-style-type: none">No more than 20% of the units within a development shall be less than 55m² <p>(Refer to KCDC Best Practice Guide pg. 11-12 regarding site analysis and lot size)</p> <ul style="list-style-type: none">Unit Areas are exclusive of balcony areasBalcony areas should increase in area with larger units	
		Business Unit street frontage	4m	12m			
		Lot width	40m	50% of block			
		Lot depth	40m	70m			
		Lot Area	40m ²	-			
		Building footprint	-	50%			
		Permeable surface	25%	-			
OFACADES		External wall run before articulation in all buildings sides	-	6 m	<ul style="list-style-type: none">To encourage three storey dwellingsTo ensure each business unit has sufficient external area for parking and direct service access to the rear of the building.To ensure facades orientate towards the public street edge.	<ul style="list-style-type: none">Excl. external open space created on top of basements	
		Ext. glazing at street frontage on GFL	75%	-			
		Ext. glazing per wall run	50%	-			
SETBACK/SETBACK KSS		Building from street	0m	2m	<ul style="list-style-type: none">To encourage a well-defined street frontage while providing recesses within the building façade.	<ul style="list-style-type: none">Verandahs and bay windows may project past minimum set back by 1m onto private open space only	
		Building from rear lane	N/A	-			
		Corner unit from street	0m	1m	<ul style="list-style-type: none">To articulate corner as distinct element.To allow continuous built facades while allowing covered access to onsite parking behind buildings.	<ul style="list-style-type: none">Eaves are included if they extend beyond 900mm	
		Side yard setback	0m	2m			
HEIGHT & RECEPTION PLANES		Int. GFL at street front	0m	0m	<ul style="list-style-type: none">To provide a flush entrance to business units at street fronts.8m Total Height ensures min. a full 2 stories from ext GFL.Different Int GFLs allow provision for basement parking further back into the site	<ul style="list-style-type: none">On corner features encourage a tower with a minimum footprint of max 3 x 3m which can exceed the 14m by 2m.Min. Building height from ext GFL to be maintained for 100% of footprint within 30m of street front. Thereafter Min. height may drop to 6.5m for single storey double volume buildings eg supermarkets.	
		Int GFL not at street front	0m	1.5m			
		Basement GFL from flood plane	-	-1.5m			
		Ground Floor to floor	3.5m	4.5m			
		Upper Floor to floor	3.0m	3.5m	<ul style="list-style-type: none">To encourage towers on corners with pitched roofed loft-type spaces.To encourage optimum public walkway area on ground floor		
		Total Height from ext GFL:	8m	12m			
		Basement floor to floor	2.7m	3.2m			
		Corner feature Total Height	8m	12m			
		Mandatory canopies when over footpaths	3m from ground	-			
PARKING & RESILIENCE		Insulation: External Walls	R 3.5	-	<ul style="list-style-type: none">All external walls and floor to be insulated to a high standard to reduce energy and heating loads.Energy reduction technologies to be applied to mixed use business buildings	<ul style="list-style-type: none">All Business Units are to have car parking spaces accessible from a max. 100m from the building, accessed if on site from side or rear lanes, not street fronts.g may be allocated on and/or on street.	
		Roof	R 4.6	-			
		Floors	R 3.5	-			
		Mixed Use Business Parks	3 parks/100m ² GFA	-	<ul style="list-style-type: none">All Business Units are to have car parking spaces accessible from a max. 100m from the building, accessed if on site from side or rear lanes, not street fronts.g may be allocated on and/or on street.		
		Disabled parking: <10 parks	1 disabled space	-			
		11-100 parking spaces	2 disabled spaces	-			
		10	Mixed-Use-Business	3-parks/100m ² GFA			

16. In APP20 – Centres Design Principles: Delete the text that suggests carparking is required:

Design principles:

1. Mixed use activities in *centres*

- a. a streetscape character with active ground-floor *business activities* will be developed and maintained;
- b. *residential activities* in mixed use developments will be designed to:
 - i. be located above or behind *business activities*;
 - ii. provide a high level of on-site amenity for residents and adequate private outdoor space;
 - iii. minimise *nuisance effects* from *business activities*;
 - iv. have good access to public transport and support the safety, accessibility and efficiency of the *transport network*;
- c. commercial and residential entrances will be clearly separated and distinguished with residential entries provided directly from the public street; and
- d. ~~on-site parking,~~ loading and access and (where provided) on-site parking will be provided away from the street.

Appendix 2: PC1A Amendments

PROPOSED PLAN CHANGE 1A - ACCESSIBLE CAR PARKING REQUIREMENTS

The proposed plan change address the implications for the provision of accessible parking of the National Policy Statement – Urban Development 2020 direction that car parking requirements must be removed from the Council’s Plan.

Clause 3.38 of the NPS-UD 2020 directs that all objectives, policies, rules, or assessment criteria that have the effect of requiring on-site car parking in any development must be removed from the Council’s Plan, except in respect of accessible car parks. Clause 3.38 states:

- (1) If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.*
- (2) Territorial authorities must make any changes required by subclause (1) without using a process in Schedule 1 of the Act.*
- (3) Nothing in this National Policy Statement prevents a district plan including objectives, policies, rules, or assessment criteria:*
 - (a) requiring a minimum number of accessible car parks to be provided for any activity; or*
 - (b) relating to parking dimensions or manoeuvring standards to apply if:*
 - (i) a developer chooses to supply car parks; or*
 - (ii) when accessible car parks are required*

The NPS-UD 2020 defines ‘accessible car park’ as ‘a car park designed and marked (for instance, in accordance with the mobility car parking scheme) for use by persons with a disability or with limited mobility’.

The direction in NPS-UD 2020 clause 3.38 applies to all Tier 1, 2 and 3 local authorities. Kāpiti Coast District is part of the Wellington Tier 1 urban environment defined in the Appendix to the NPS-UD 2020.

Clause 4.1 of the NPS-UD directs that the Council must give effect to clause 3.38 and remove all the provisions requiring general car parking by 20 February 2022.

The Council proposes to give effect to Clause 3.38 of the NPS-UD 2020 by deleting all of the car parking requirements by this date. However, removal of the car parking rules from the Plan will mean that the basis for calculating required disabled persons’ carparks will also be removed from the Plan.

Therefore, the Council proposes amendments to replace the Plan’s accessible car parking provisions as follows:

In the following District Plan provisions:

1. Text that is struck through (~~example~~) is to be deleted from the District Plan.
2. Text that is underlined (example) is to be inserted into the District Plan.

17. In Chapter TR-PARK – Parking: Amend Policy TR-PARK-P8 requiring provision for ‘accessible carparks’ and ‘accessible carpark’ as follows:

TR-PARK-P8	Parking
All new <i>subdivision</i> and <i>development</i> shall provide for safe vehicular and pedestrian access and appropriate vehicle parking areas <u>accessible carparks</u> by:	
1- <u>providing parking accessible carpark</u> numbers, layouts and dimensions consistent with parking standards <u>that meet the needs of users</u> ;	

2. supplying adequate off street parking accessible carparks to meet the demand of the *land* use while having regard to the following factors:
 - a. the intensity, duration location and management of the activity.
 - b. the adequacy of parking accessible carparks in the location and adjacent areas.
 - c. the classification and use of the *road* (as per transport network hierarchy in [TR-Table 7](#)), and the speed restrictions that apply.
 - d. the nature of the *subject site*, in particular its capacity to accommodate parking accessible carparks.
 - e. the characteristics of the previous activity ~~that utilised~~ undertaken on the *subject site*;
3. taking *effects* on neighbouring areas into account when designing the location, layout and number of ~~parking spaces (including car and cycle parks and disability car parks)~~ accessible carparks;
4. ensuring the location, layout and number of ~~disability and~~ cycle parks and accessible carparks is safe, user-friendly and appropriate; ~~and~~
5. ~~achieving a balance between encouraging mitigation of parking overflow effects (e.g. shared use of car parking), and discouraging car based travel through the use of travel plans.~~

18. Rule TR-PARK-R18: Amend and insert the following Rule TR-PARK-R18 requirements for accessible carparks:

(Rule TR-PARK-R18 is also intended to be amended under proposed plan change 1B: Cycle parking provisions).

TR-PARK-R18	<p>Any activity requiring more than 2 carparks.</p> <p><u>Accessible carparks</u></p> <p><u>Measurement criteria apply to activities under this rule.</u></p>
Permitted Activity	Standards

1. ~~Disabled persons~~ Accessible carparks and bicycle parking must be ~~required~~ provided at ~~a~~ the rate shown in Table TR-Table 6A below of:
- ~~a. 1 where 10 or less carpark spaces are provided;~~
 - ~~b. 2 where between 11 and 100 carpark spaces are provided, plus 1 additional park for every additional 50 carparks, or part thereof, where more than 100 carpark spaces are provided.~~

TR-Table 6A: Minimum number of accessible *carparks*:

<u>Activity</u>	<u>Gross floor area⁶ or bar area, where stated</u>	<u>Staff/ employee numbers</u>	<u>Visitor/ people numbers</u>	<u>No of units</u>	<u>Other requirement</u>
<u>MEDIUM DENSITY HOUSING</u>					
<u>Multi-unit residential</u>				<u>4-5 units: 1 space</u> <u>6-25 units: 2 spaces</u> <u>Plus 1 additional space for every additional</u>	

⁶ *Measurement Criteria:* When measuring *gross floor area*, include: covered yards and areas covered by a roof but not enclosed by walls. Exclude: uncovered stairways; floor space in terraces (open or roofed), external balconies, breezeways or porches; roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; car parking areas; and floor space of interior balconies and mezzanines not used by the public.

				<u>25 units, or part thereof</u>	
TEMPORARY ACCOMMODATION					
<u>Hostels/Hotel/Motels and Visitor Accommodation</u> <u>Minor residential units are exempt from this standard.</u>	<u>12m²-43m² of bar area:</u> <u>1 space</u> <u>44m² – 400m² of bar area:</u> <u>2 spaces</u> <u>Plus 1 additional space for every additional 200m² of bar area, or part thereof</u>	<u>4-20 staff:</u> <u>1 space</u> <u>21-200 staff:</u> <u>2 spaces</u> <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>		<u>2-5 units:</u> <u>1 space</u> <u>6-25 units:</u> <u>2 spaces</u> <u>Plus 1 additional space for every additional 25 units, or part thereof</u>	<u>3-10 bedrooms/guestroom/campsite or motorhome site:</u> <u>1 space</u> <u>11-100 bedrooms/guestroom/campsite or motorhome site:</u> <u>2 spaces</u> <u>Plus 1 additional space for every</u>

						<u>additional 50 bedrooms/ guestroom/ campsite or motorhome site, or part thereof</u>
<u>INDUSTRIAL ACTIVITIES</u>						
	<u>Manufacturing and service</u>	<u>100m² - 500m²: 1 space</u> <u>501m² – 5000m²: 2 spaces</u> <u>Plus 1 additional space for every additional 2500m², or part thereof</u>				

	<u>Trademen's Workshops/Ser vice Station/ Motor garages</u>		<u>3 -15 employees: 1 space</u> <u>16 – 150 employees: 2 spaces</u> <u>Plus 1 additional space for every additional 75 employees, or part thereof</u>			<u>1 to 3 Workshop Bays: 1 space</u> <u>4 - 25 Workshop Bays: 2 spaces</u> <u>Plus 1 additional space for every additional 13 Workshop Bays, or part thereof</u>
	<u>Warehouses (Trading)</u>	<u>100m² – 350m²: 1 space</u> <u>351m² – 3333m²: 2 spaces</u> <u>Plus 1 additional space for every additional</u>				

	<u>1666m², or part thereof</u>				
<u>Warehouses (Storage)</u>	<u>300m² - 1500m²: 1 space</u> <u>1501m² – 15000m²: 2 spaces</u> <u>Plus 1 additional space for every additional 7500m², or part thereof</u>				
<u>RETAILING</u>					
<u>Retailing, retail activities and retail outlets and other activities involving retailing.</u> <u>Measurement criteria:</u>	<u>100m² – 350m²: 1 space</u> <u>351m² – 3333m²: 2 spaces</u> <u>Plus 1 additional</u>				

	<u>gross floor area or display area, where applicable, whichever is greater.</u>	<u>space for every additional 1666m², or part thereof</u>				
	<u>Roadside stalls on strategic arterial routes</u>	<u>Up to 30m²: 1 space</u>				
	<u>Large Format Retailing</u>	<u>500m² – 2000m²: 2 spaces</u> <u>Plus 1 additional space for every additional 1000m², or part thereof</u>				
	<u>Supermarkets</u>	<u>500m² – 2000m²: 2 spaces</u> <u>Plus 1 additional space for</u>				

		<u>every additional 1000m², or part thereof</u>				
HOSPITALITY						
	<u>Taverns / licenced premises (excluding restaurants)</u>	<u>12m² – 40m²: 1 space</u>	<u>5 – 20 staff: 1 space</u>			
	<u>Measurement criteria:</u>	<u>41m²- 400m²: 2 spaces</u>	<u>21-200 staff: 2 spaces</u>			
1.	<u>Measured by gross floor area served by the bar (excluding restaurants).</u>	<u>Plus 1 additional space for every additional 200m², or part thereof</u>	<u>Plus 1 additional space for every additional 100 staff, or part thereof</u>			
2.	<u>When measuring gross floor area, include:</u>					
	<u>• covered yards and areas covered by a roof but not enclosed by walls</u>					

	<p><u>Exclude:</u></p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</u> • <u>car parking areas; and</u> • <u>floor space of interior balconies and mezzanines not used by the public.</u> 					
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	<u>Restaurants</u>		<u>5-20 staff:</u> <u>1 space</u> <u>21 -50</u> <u>staff:</u> <u>2 spaces</u> <u>Plus 1</u> <u>additional</u> <u>space for</u> <u>every</u> <u>additional</u> <u>25 staff, or</u> <u>part</u> <u>thereof</u>	<u>15 – 50</u> <u>people:</u> <u>1 space</u> <u>51 – 500</u> <u>people:</u> <u>2 spaces</u> <u>Plus 1</u> <u>additional</u> <u>space for</u> <u>every</u> <u>additional</u> <u>250</u> <u>people, or</u> <u>part</u> <u>thereof</u>		
	<u>COMMERCIAL ACTIVITIES</u>					
	<u>Non-retail</u> <u>commercial</u> <u>activities</u> <u>Measurement</u> <u>criteria:</u> <u>1. Measured by gross</u> <u>floor area or</u> <u>display area,</u>	<u>100m² –</u> <u>350m²:</u> <u>1 space</u> <u>351m² –</u> <u>3333m²:</u> <u>2 spaces</u> <u>Plus 1</u> <u>additional</u> <u>space for</u>				

	<p><u>where applicable, whichever is greater.</u></p> <p>2. When measuring gross floor area, include:</p> <ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but not enclosed by walls</u> <p>Exclude:</p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the</u> 	<p><u>every additional 1666m², or part thereof</u></p>				
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	<p><u>roof having a floor area of not more than 200m²;</u></p> <ul style="list-style-type: none"> • <u>car parking areas;</u> and • <u>floor space of interior balconies and mezzanines not used by the public.</u> 					
	<u>RECREATION ACTIVITIES</u>					
	<p><u>Sports Fields (including lawn bowls)</u></p>					<p><u>1-4 sports field:</u></p> <p><u>2 spaces</u></p> <p><u>Plus 1 additional space for every 2 additional sports fields, or part thereof</u></p>

	<p><u>Court Sports</u> <u>(including</u> <u>bowling alleys);</u> <u>Clubrooms; and</u> <u>Grandstands.</u></p> <p><u>Measurement</u> <u>criteria:</u></p> <p><u>1. Measured by</u> <u>the number of</u> <u>courts or gross</u> <u>floor area,</u> <u>whichever is</u> <u>greater).</u></p> <p><u>2. When</u> <u>measuring</u> <u>gross floor</u> <u>area, include:</u></p> <ul style="list-style-type: none"> <u>• covered yards</u> <u>and areas</u> <u>covered by a</u> <u>roof but not</u> <u>enclosed by</u> <u>walls</u> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> <u>• uncovered</u> <u>stairways;</u> 	<p><u>15m²-</u> <u>50m²:</u> <u>1 space</u></p> <p><u>51m²-</u> <u>500m²:</u> <u>2 spaces</u></p> <p><u>Plus 1</u> <u>additional</u> <u>space for</u> <u>every</u> <u>additional</u> <u>100m², or</u> <u>part</u> <u>thereof</u></p>				<p><u>1-3 Courts:</u> <u>1 space</u></p> <p><u>4-25 Courts:</u> <u>2 spaces</u></p> <p><u>Plus 1</u> <u>additional</u> <u>space for</u> <u>every 13</u> <u>additional</u> <u>Courts, or</u> <u>part thereof</u></p>

	<ul style="list-style-type: none"> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</u> • <u>car parking areas; and</u> • <u>floor space of interior balconies and mezzanines not used by the public.</u> 					
	<u>CHURCHES, CINEMAS, HALLS, CONFERENCE FACILITIES, FUNERAL HOMES, CREMATORIUMS AND ENTERTAINMENT ACTIVITIES</u>					
	<u>Churches, cinemas, hall, conference</u>	<u>30m² – 100m²: 1 space</u>		<u>18 – 60 seats/ patrons:</u>		

	<p><u>facilities, funeral homes, crematoriums and entertainment activities</u></p> <p><u>Measurement criteria:</u></p> <p>1. <u>measured by either gross floor area or no. of seats/ patrons (whichever is greater)</u></p> <p>2. <u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but not enclosed by walls</u> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> 	<p><u>101m² – 1000m²: 2 spaces</u></p> <p><u>Plus 1 additional space for every additional 500m², or part thereof</u></p>		<p><u>1 space</u></p> <p><u>61 – 600 seats/ patrons: 2 spaces</u></p> <p><u>Plus 1 additional space for every additional 300 seats/ patrons, or part thereof</u></p>		
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	<ul style="list-style-type: none"> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</u> • <u>car parking areas; and</u> • <u>floor space of interior balconies and mezzanines not used by the public.</u> 					
	<u>HEALTHCARE</u>					
	<u>Doctors;</u> <u>Hospitals;</u> <u>Medical Centres/ Health</u>		<u>1-3 full time equivalent specialist</u>	<u>3 – 15 residents/ patient beds;</u>		

	<u>Specialists; and Veterinary Surgeons</u>		<u>(doctor, vet etc): 1 space</u>	<u>1 space</u>		
			<u>4-25 full time equivalent specialists: 2 spaces</u>	<u>16 – 143 residents/ patient beds: 2 spaces</u>		
			<u>Plus 1 additional space for every additional 12.5 full time equivalent specialists, or part thereof</u>	<u>Plus 1 additional space for every additional 72 residents/ patient beds, or part thereof</u>		
			<u>5- 20 full time equivalent non specialist staff: 1 space</u>			
			<u>21-200 full time equivalent</u>			

			<u>non specialist staff:</u> <u>2 spaces</u> <u>Plus 1 additional space for every additional 100 full time equivalent non specialist staff, or part thereof</u>			
	<u>EDUCATIONAL FACILITIES</u>					
	<u>Kindergartens/ day care centres/ nurseries;</u> <u>Primary/ Secondary schools; Work skills training centres.</u>		<u>5-20 staff:</u> <u>1 space</u> <u>21-200 staff:</u> <u>2 spaces</u> <u>Plus 1 additional space for every additional</u>			

		<u>100 staff, or part thereof</u>			
<u>Tertiary establishments</u> <u>Measurement criteria:</u> <u>The number of full-time students is based on the maximum number of students on-site at any one time.</u>		<u>5-20 staff: 1 space</u> <u>21-200 staff: 2 spaces</u> <u>Plus 1 additional space for every additional 100 staff, or part thereof</u>	<u>11-50 full time students: 1 space</u> <u>51-500 full time students: 2 spaces</u> <u>Plus 1 additional space for every additional 250 full time students, or part thereof</u>		
<u>SUPPORTED LIVING ACCOMMODATION</u>					

	<u>Supported living accommodation</u>		<u>5-20 staff members:</u> <u>1 space</u> <u>21-200 staff members:</u> <u>2 spaces</u> <u>Plus 1 additional space for every additional 100 staff members on the subject site, or part thereof</u>		<u>9-40 beds:</u> <u>1 space</u> <u>41 – 400 beds:</u> <u>2 spaces</u> <u>Plus 1 additional space for every additional 200 beds, or part thereof</u>
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3. In MUZ-P1 Outer Business Centre Zone: Insert the following requirements for on-site vehicle loading and accessible carparking:

MUZ-P1	Outer Business Centre Zone
<p>3. <i>Subdivision, use and development</i> in the Mixed Use Zone will provide for high amenity commercial development in a manner which:</p> <p>a. remains compatible with the role and function of <i>Metropolitan Centre Zone Precinct A</i> as the primary retail and commercial core of the <i>Paraparaumu Sub-Regional Centre</i>;</p>	

- b. is appropriate along an arterial *road environment*; and
- c. is compatible with adjoining residential areas.

4. *Subdivision*, use and *development* in the Mixed Use 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 for public transport, will be managed;
- b. apartment living and *medium density housing* developments will be encouraged east of Moana Road to consolidate residential densities within close proximity to *Metropolitan Centre Zone Precinct A* and the rail interchange;
- c. *retail activities* will be provided for in a manner which minimises adverse *effects* on the role, function and vitality of the Metropolitan Centre Zone and ensures the safe, efficient function of the District's *transport network* and hierarchy by:
 - i. managing the scale of *retail activities* in the Ihakara Street East and Ihakara Street West Precincts;
 - ii. limiting the type and scale of *retail activities* in Kāpiti Road; and
 - iii. limiting the type and scale of *retail activities* in Paraparaumu North Gateway Precinct (as outlined in [MUZ-P2](#)); and
- d. *amenity values* of Kāpiti Road will be maintained or enhanced;
- e. **cycle parks, accessible *carparks* and vehicle manoeuvring will be provided for on-site;**

4. In GIZ-P11 Land Use and Built Form: Insert the following requirements for on-site accessible *carparks*:

GIZ-P1	Land Use and Built Form in the General Industrial Zone
A range of <i>industrial activities</i> within the <i>General Industrial Zone</i> will be provided for in a manner which avoids or mitigates impacts on adjoining <i>sensitive activities</i> and areas.	

The location, type, scale and built form of *subdivision*, use and *development* in the *General Industrial Zone* will be managed to mitigate adverse *effects*, whilst meeting the District's economic needs.

Subdivision, use and *development* in the *General Industrial Zone* will be undertaken in the following manner:

4. *building* entrances will be obvious from the street through *landscaping* design or the form of the *building*;
5. sufficient on-site service areas, **including accessible carparks and cycle parks**, will be provided;
6. service areas will be screened and planting and *landscaping* will be provided for visual interest;

5. In DEV1-P14 Non-Residential Activities: Insert the following requirements for accessible carparking:

DEV1-P14	Non-Residential Activities
	<p>3. <i>Non-residential activities</i> other than activities managed under the Community Facilities chapter will be allowed in the <i>Residential Zones</i> only if the activities are compatible with <i>residential activities</i> and the <i>amenity values</i> of residential areas, and if they provide a function which:</p> <ol style="list-style-type: none"> a. minimises the need to travel for daily goods and services; b. supports the resilience of the local neighbourhood; c. provides a service or function to the local neighbourhood; and d. does not detract from the vitality of <i>centres</i> and other <i>Working Zones</i>. <p>4. In determining whether or not the scale of <i>effects</i> of <i>non-residential activities</i> is appropriate, particular regard shall be given to:</p> <ol style="list-style-type: none"> a. the appropriateness of the scale, size and intensity of the proposed <i>buildings</i> and activities and visual or landscape mitigation proposed; b. the <i>effects</i> generated by the <i>buildings</i> and activities on the safety and efficiency of the local <i>transport network</i>, including the extent to which the activities make efficient use of the <i>transport network</i> by minimising the need to travel;

- c. the appropriateness – in the design and amount – of proposed access and **accessible carparks** for staff, customers, **and** visitors **and the location of access and loading for** service/delivery vehicles;
- d. the hours of operation, including the timing and frequency of delivery/service vehicles;
- e. the *effects* on residential character and *amenity values* of the surrounding *environment* generated by the proposed *building* or activity;
- f. *nuisance effects* (including *noise*, odour, light, glare, smoke and *dust*) produced on-site;
- g. whether or not any proposed signage on the *subject site* is associated with the activity, visually distracting to motorists or dominating or detracting from the amenity of the surrounding *environment*;
- h. whether the activities adversely affect the vitality of *centres*;
- i. whether the activity provides goods and services to meet the daily needs of the local neighbourhood; and
- j. any cumulative *effects*.

6. In Rule DEV1-R5 Home Businesses and Home Craft Occupations: Insert in the note the following reference to accessible carparking:

DEV1-R5	<i>Home businesses and home craft occupations</i> <i>Qualifying criteria</i> apply to activities under this rule.
Permitted Activity	Standards <ul style="list-style-type: none"> 4. <i>Home businesses and home craft occupations</i> must: <ul style="list-style-type: none"> a. be carried out within a lawfully established <i>residential building</i> or an associated <i>accessory building</i> (excluding <i>minor buildings</i>) that meets the <i>permitted activity</i> standards in DEV1-R4; b. not involve the use of any source of motive power other than electric motors of not more than 0.56kw; c. be limited to one <i>home business</i> and <i>home craft occupations</i> per <i>site</i>, excluding <i>home offices</i>;

- d. not have more than one non-resident person working on the *site* at any one time; and
 - e. not have any deliveries related to the activity made to or from the *site* between the hours of 7pm and 7am.
5. The total floor area used for *home businesses* and *home craft occupations* must not exceed 40m².
6. In addition to Standards (1) and (2) above, for any *home business*:
- a. any *retailing* must be an *ancillary activity* to the *home business*;
 - b. no goods on display shall be visible from outside the *building* in which the *home business* is undertaken; and
 - c. the maximum *retail floor space* or sales area must not exceed 10m².

Qualifying Criteria:

Home businesses and *home craft occupations* are performed entirely within a *residential building* or *accessory building*. *Home businesses* and *home craft occupations* shall not include any activity involving any panel beating, spray painting, motor vehicle repairs, fibre glassing, *heavy trade vehicles*, sheet metal work, wrecking of motor vehicles, bottle or scrap metal storage, rubbish collection service (except that empty, clean drums may be stored in a suitably screened area), wrought iron work or manufacture, motor body building, fish processing, breeding or boarding of dogs or cats, *visitor accommodation* or any process which involves repetitive use of power tools, drills or hammering or any *business activity*, trade, craft or profession which creates a *nuisance effect* at or beyond the *boundary* of the *property* on which the activity is occurring, and does not include *temporary residential rental accommodation*

Notes:

- For **on-site accessible carparks and transport** requirements ~~for deliveries~~ refer to the rules and standards in the Transport chapter.
- For requirements in respect of *signs* and *noise*, refer to the rules and standards in the [Signs](#) and [Noise chapters](#)

7. DEV2-P14 Non-Residential Activities: Insert the following text encouraging the provision of carparking:

3. *Non-residential activities* other than activities managed under the [Community Facilities chapter](#) will be allowed in the *Residential Zones* only if the activities are compatible with *residential activities* and the *amenity values* of residential areas, and if they provide a function which:
 - a. minimises the need to travel for daily goods and services;
 - b. supports the resilience of the local neighbourhood;
 - c. provides a service or function to the local neighbourhood; and
 - d. does not detract from the vitality of *centres* and other *Working Zones*.
4. In determining whether or not the scale of *effects of non-residential activities* is appropriate, particular regard shall be given to:
 - a. the appropriateness of the scale, size and intensity of the proposed *buildings* and activities and visual or landscape mitigation proposed;
 - b. the *effects* generated by the *buildings* and activities on the safety and efficiency of the local *transport network*, including the extent to which the activities make efficient use of the *transport network* by minimising the need to travel;
 - c. the appropriateness – in the design and amount – of proposed access and **accessible carparks** for staff, customers, **and** visitors **and the location of access and loading for** service/delivery vehicles;

8. In APP2 – Medium Density Housing Design Guide: Insert the following text encouraging the provision of accessible carparks:

Access, Accessible Parking, Cycling and Pedestrians

IMPORTANT TO ENSURE:

- creation of environments that are safe, interesting and easy to walk and cycle around;
- maintaining the amenity of primary pedestrian and cycle routes;
- safety, legibility and comfort for pedestrians and cyclists.

Accessible carparks should be located at a convenient distance from main entry doors with safe accessible routes between the parking area and for users.

Units fronting a street provide their own pedestrian access. Rear units to have a delineated pedestrian path (different material or colour) along any carriageways to the street frontage.

It is important to provide safe vehicle, cycling and pedestrian access **and accessible carparks** to developments whilst minimising the disruption of street frontages. Opportunities for cycling should be maximised including provision of parking and storage to encourage use of cycles.

Attached and multi-unit housing

For attached dwellings, if garaging is provided to each unit directly off the street, it should be recessed from the frontage by at least 1m. Where parking is provided via a rear lane, care should be taken to maintain the amenity of the laneway, by including planting, variations of paving treatment, and variations of rear building facades.



Appendix 3: PC1B Amendments

PROPOSED PLAN CHANGE 1B - LIQUEFACTION MANAGEMENT (REMOVAL OF DUPLICATION WITH BUILDING CODE)

These changes seek to amend the District Plan to avoid potential duplication of requirements for managing liquefaction hazard, between the District Plan and the Building Code, occasioned by amendments to the Building Code Acceptable Solutions B1/AS1 for buildings on land prone to liquefaction. These amendments to the Building Code come into effect on 29 November 2021.

Following the 2010 Canterbury earthquakes, the New Zealand Building Code (B1 Structures) Acceptable Solution B1/AS1 was amended to exclude foundations for buildings built on ground that has the potential for liquefaction or lateral spread. This meant that foundation designs for buildings on land in Canterbury that has the potential for liquefaction require specific engineering design. The B1/AS1 amendments were introduced in 2019 and currently apply only to a defined 'Canterbury earthquake region'.

The Ministry of Business, Innovation and Employment (which administers the New Zealand Building Code) has advised Councils that the exclusion from B1/AS1 for liquefaction-prone land will be extended to all of New Zealand in November 2021. This means that the management and mitigation of risks to new buildings located on land that has the potential for liquefaction or lateral spread will, from 29 November 2021, be addressed by the New Zealand Building Code through the building consent process.

The District Plan currently contains a policy (NH-EQ-P17) and a rule (NH-EQ-R23), within the Natural Hazards Chapter, that seek to manage the risks to buildings caused by land that is prone to liquefaction. The Plan provisions pre-date the 2019 Building Code Acceptable Solutions B1/AS1 amendments.

The Council is satisfied that the risks to buildings from liquefaction-prone land will be effectively managed using the specialist processes and skills of the New Zealand Building Code, informed by the work done since the Canterbury earthquakes.

The Council therefore intends to delete the Plan's liquefaction hazard management provisions, as they relate to buildings, after November 2021 when the changes to the Building Code Acceptable Solution B1/AS1 take effect. This will avoid any potential conflict or confusion between the requirements of the New Zealand Building Code and the Plan. The Plan's liquefaction management provisions for land subdivision will, though, be retained unchanged.

The Proposed Plan Change 1B amendments are as follows:

In the following District Plan provisions:

Text that is struck through and in bold (**example**) is to be deleted from the District Plan

Text that is underlined and in bold (**example**) is to be inserted into the District Plan

1. Amend Policy NH-EQ-P17 as follows:

NH-EQ-P17 Liquefaction Prone Land

When assessing applications for *subdivisions* which are located on sandy, alluvial or peat soils, a *risk* management approach shall be adopted and *Council* will consider a range of matters that seek to reduce the *risk* to people and property, including:

1. geotechnical information from a suitably qualified person on *liquefaction* provided with any *subdivision* ~~or development~~ application;
2. the intensity of the *subdivision* and nature of future *development* of the *allotment*, ~~including building design and construction techniques~~; and
3. the risk to people and property posed by the *liquefaction* hazard and the extent to which the activity could increase the *risk* posed by the *natural hazard*.

These investigations may result in identifying that some *allotments* are not suitable for *development* and any such proposal would be declined.

2. Delete restricted discretionary activity rule NH-EQ-R23 as follows:

NH-EQ-R23 Any new ~~building (excluding minor buildings)~~ defined as BIC Type 2c, 3 and 4 located on *land* with sand or peat soils.

Restricted Discretionary Activity	Standards	Matters of Discretion
	1. Geotechnical information must be provided by a suitably qualified and experienced person	1. The outcomes of the geotechnical investigation on <i>liquefaction</i> by a suitably qualified and experienced person.

	(to building consent level) on <i>liquefaction</i> .	<p>2. Whether the potential risk to the health and safety of the people and property from <i>liquefaction</i> can be avoided or mitigated.</p> <p>3. The design and location of the <i>building</i>.</p>
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3. Amend discretionary activity rule NH-EQ-R24 as follows:

NH-EQ-R24	Any activity listed as restricted discretionary in NH-EQ-R22, NH-EQ-R23 , and SUB-DW-R9 that does not comply with one or more of the associated standards, unless otherwise specified.
Discretionary Activity	

Appendix 4: PC1C Amendments

PROPOSED PLAN CHANGE 1C - CYCLE PARKING REQUIREMENTS

These proposed changes address the implications for the provision of cycle parking of the National Policy Statement – Urban Development 2020 (NPS-UD 2020) direction that car parking requirements must be removed from the Council’s District Plan.

Clause 3.38 of the NPS-UD 2020 directs that all objectives, policies, rules, or assessment criteria that have the effect of requiring on-site car parking in any development must be removed from the Council’s Plan, except in respect of accessible car parks. Clause 3.38 states:

- (4) If the district plan of a tier 1, 2, or 3 territorial authority contains objectives, policies, rules, or assessment criteria that have the effect of requiring a minimum number of car parks to be provided for a particular development, land use, or activity, the territorial authority must change its district plan to remove that effect, other than in respect of accessible car parks.*
- (5) Territorial authorities must make any changes required by subclause (1) without using a process in Schedule 1 of the Act.*
- (6) Nothing in this National Policy Statement prevents a district plan including objectives, policies, rules, or assessment criteria:*
 - (c) requiring a minimum number of accessible car parks to be provided for any activity; or*
 - (d) relating to parking dimensions or manoeuvring standards to apply if:*
 - (iii) a developer chooses to supply car parks; or*
 - (iv) when accessible car parks are required*

The direction in NPS-UD 2020 clause 3.38 applies to all Tier 1, 2 and 3 local authorities. Kāpiti Coast District is part of the Wellington Tier 1 urban environment defined in the Appendix to the NPS-UD 2020.

Clause 4.1 of the NPS-UD directs that the Council must give effect to clause 3.38 and remove all the provisions requiring general car parking by 20 February 2022.

The Council proposes to give effect to Clause 3.38 of the NPS-UD 2020 by deleting all of the car parking requirements by this date. However, removal of the car parking rules from the Plan will mean that the basis for calculating required cycle parks will also be removed from the Plan. The Council has taken this opportunity to also review the number of cycle parks required for certain land use requirements and the design and layout requirements for cycle parks.

The Council proposes amendments to replace the Plan’s cycle parking provisions as follows:

In the following District Plan provisions:

3. Text that is struck through (~~example~~) is to be deleted from the District Plan
4. Text that is underlined (example) is to be inserted into the District Plan.

19. In Chapter TR-PARK – Parking: Add Policy TR-PARK-P8A requiring provision for cycle parking as follows:

TR-PARK-P8A	Cycle Parking
<u>Subdivision and development shall provide for safe, sufficient, and appropriately located on-site cycle parking facilities.</u>	

20. In Chapter TR-PARK-Parking: Amend the following Rule TR-PARK-R18 as follows:

(Note: Rule TR-PARK-R18 is also intended to be further amended under proposed plan change 1A: Accessible parking provisions).

TR-PARK-R18	Any activity requiring more than 2 <i>carparks</i>.
Permitted Activity	Standards
	<ol style="list-style-type: none"> 1. Disabled persons <i>carparks and bicycle parking</i> must be required at a rate of:

- a. 1 where 10 or less *carpark* spaces are provided;
- b. 2 where between 11 and 100 *carpark* spaces are provided, plus 1 additional park for every additional 50 *carparks*, or part thereof, where more than 100 *carpark* spaces are provided.

21. In Chapter TR-PARK-Parking Insert the following Rule TR-PARK-R19 as follows:

<p><u>TR-PARK-R19</u></p>	<p><u>Cycle parking</u></p> <p><u>This rule excludes <i>business activities</i> carried out within existing <i>buildings</i> within the <i>working zones</i> that front a <i>road</i> where no <i>building setback</i> from the <i>road</i> is available for the provision of on-site cycle parking.</u></p> <p><u>Measurement criteria</u> apply to activities under this rule.</p>
<p><u>Permitted Activity</u></p>	<p><u>Standards</u></p> <ul style="list-style-type: none"> 2. Cycle parking must be located no more than 25 metres from the entrance to the destination for all activities listed in <u>TR-Table-6B</u> excluding the following activities: <ul style="list-style-type: none"> a. <u>Medium density housing.</u> b. <u>Multi-unit residential.</u> c. <u>Visitor accommodation.</u> d. <u>Hostels, Hotels, Motels and Visitor Accommodation.</u> e. <u>Sports fields (including lawn bowls).</u> f. <u>Education facilities.</u> 3. Cycle parking shall: <ul style="list-style-type: none"> a. <u>be securely anchored to an immovable object.</u> b. <u>support the bicycle frame and front wheel.</u> c. <u>allow the bicycle frame to be secured.</u> d. <u>be accessible for users of all ages and abilities.</u> e. <u>provide a minimum separation distance of 1.2 metres between cycle stands.</u>

- f. provide a minimum separation distance of 1 metre between any marked car park space, wall or any other obstruction.
- g. be clearly signposted or visible to cyclists entering the site.
- h. be located so as not to impede pedestrian thoroughfares including areas used by people whose mobility or vision is restricted.
- i. be located so that the bicycle is at no risk of damage from vehicle movements within the site.
- j. be in a covered area and in an area excluded from general public access when provided exclusively for staff/employee use.

Note: For further guidance on designing cycle parking facilities refer to Waka Kotahi/NZ Transport Agency: Cycle Parking Planning and Design: Cycling Network Guidance technical note 2019.

4. Cycle parking must be provided at the rate shown in Table TR-Table 6B below:

TR-Table 6B

<u>Activity</u>	<u>Minimum number of visitor cycle parks</u>	<u>Minimum number of staff/residents/students cycle parks</u>
<u>Medium density housing</u>	<u>4 to 20 household units:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 20 household units, or part thereof</u>	<u>4- 10 household units:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 20 household units, or part thereof</u>

	<u>Multi-unit residential</u>	<u>4-20 residential units:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 20 residential units, or part thereof</u>	<u>4 - 10 residential units:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 10 residential units, or part thereof</u>
	<u>Hostels, Hotels, Motels, and Visitor Accommodation</u>	<u>1 - 20 bedrooms:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 20 bedrooms, or part thereof</u>	<u>1-5 staff:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 5 staff, or part thereof</u>
	<u>Industrial manufacturing and service</u> <u>Measurement criteria:</u>	<u>Up to 1000m² gross floor area:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 1000m² of gross floor area, or part thereof</u>	<u>Up to 500m² gross floor area:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 500m² of gross floor area, or part thereof</u>

	<p>When measuring <u>gross floor area</u>, include:</p> <ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but not enclosed by walls</u> <p>Exclude:</p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the roof having a</u> 		
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	<p><u>floor area of not more than 200m²;</u></p> <ul style="list-style-type: none"> • <u>car parking areas;</u> and • <u>floor space of interior balconies and mezzanines not used by the public.</u> 		
	<p><u>Tradesmen's Workshops, Service Stations, Motor garages</u></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but</u> 	<p><u>Up to 1000m² gross floor area:</u></p> <p><u>1 space</u></p> <p><u>Plus 1 additional space for every additional 1000m² gross floor area, or part thereof</u></p>	<p><u>Up to 500m² gross floor area:</u></p> <p><u>1 space</u></p> <p><u>Plus 1 additional space for every additional 500m² gross floor area, or part thereof</u></p>

	<p><u>not enclosed by walls</u></p> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</u> • <u>car parking are as; and</u> 		
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	<ul style="list-style-type: none"> • <u>floor space of interior balconies and mezzanines not used by the public.</u> 		
	<p><u>Warehouses (Trading)</u></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but not enclosed by walls</u> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> 	<p><u>Up to 1000m² gross floor area:</u></p> <p><u>1 space</u></p> <p><u>Plus 1 additional space for every additional 1000m² gross floor area, or part thereof</u></p>	<p><u>Up to 500m² gross floor area:</u></p> <p><u>1 space</u></p> <p><u>Plus 1 additional space for every additional 500m² gross floor area, or part thereof</u></p>

	<ul style="list-style-type: none"> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</u> • <u>car parking areas; and floor space of interior balconies and mezzanines not used by the public.</u> 		
	<u>Warehouses (Storage)</u>	<u>Up to 2000m² gross floor area: 1 space</u>	<u>Up to 1000m² gross floor area: 1 space</u>

	<p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but not enclosed by walls</u> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the</u> 	<p><u>Plus 1 additional space for every additional 2000m² gross floor area, or part thereof</u></p>	<p><u>Plus 1 additional space for every additional 1000m² gross floor area, or part thereof</u></p>
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	<p>roof having a floor area of not more than 200m²;</p> <ul style="list-style-type: none"> • <u>car parking areas;</u> • <u>and</u> • <u>floor space of interior balconies and mezzanines not used by the public.</u> 		
	<p><u>Retailing, retail activities and retail outlets and other activities involving retailing but excluding large format retailing and supermarkets.</u></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p>	<p><u>Up to 125m² gross floor area:</u></p> <p><u>1 space</u></p> <p><u>Plus 1 additional space for every additional 125m² gross floor area, or part thereof</u></p>	<p><u>Up to 400m² gross floor area:</u></p> <p><u>1 space</u></p> <p><u>Plus 1 additional space for every additional 400m² gross floor area, or part thereof</u></p>

	<ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but not enclosed by walls</u> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</u> • <u>car parking areas; and</u> 		
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	<ul style="list-style-type: none"> • <u>floor space of interior balconies and mezzanines not used by the public.</u> 		
	<p><u>Large Format Retailing</u></p> <p><u>Measurement criteria:</u></p> <p>When measuring <u>gross floor area</u>, include:</p> <ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but not enclosed by walls</u> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> 	<p><u>Up to 1000m² gross floor area:</u></p> <p><u>1 space</u></p> <p><u>Plus 1 additional space for every additional 1000m² gross floor area, or part thereof</u></p>	<p><u>Up to 750m² gross floor area:</u></p> <p><u>1 space</u></p> <p><u>Plus 1 additional space for every additional 750m² gross floor area, or part thereof</u></p>

	<ul style="list-style-type: none"> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</u> • <u>car parking areas; and</u> • <u>floor space of interior balconies and mezzanines not used</u> 		
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	by the public.		
	<p><u>Supermarkets</u></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> covered yards and areas covered by a roof but not enclosed by walls <p><u>Exclude:</u></p> <ul style="list-style-type: none"> uncovered stairways; floor space in terraces (open or roofed), external balconies, 	<p><u>Up to 500m² gross floor area: 1 space</u></p> <p><u>Plus 1 additional space for every additional 1000m² gross floor area, or part thereof</u></p>	<p><u>1 - 5 FTE employees: 1 space</u></p> <p><u>Plus 1 additional space for every additional 5 FTE employees, or part thereof</u></p>

	<p><u>breezeways or porches;</u></p> <ul style="list-style-type: none"> • <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</u> • <u>car parking are as; and</u> <p><u>floor space of interior balconies and mezzanines not used by the public.</u></p>		
	<p><u>Taverns, licenced premises, Restaurants</u></p>	<p><u>Up to 250m² floor area served by the Tavern/licenced premises/</u></p>	<p><u>Up to 100m² floor area served by the Tavern/licenced premises/restaurant: 1 space</u></p>

		<u>restaurant:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 250m² served by the Tavern/ licenced premises/ restaurant, or part thereof</u>	<u>Plus 1 additional space for every additional 100m² floor area served by the Tavern/ licenced premises/ restaurant, or part thereof</u>
	<u>Non-retail commercial activities</u> <u>Measurement criteria:</u> <u>When measuring gross floor area, include:</u> <ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but not enclosed by walls</u> 	<u>Up to 500m² gross floor area:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 500m² gross floor area, or part thereof</u>	<u>Up to 200m² gross floor area:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 200m² gross floor area, or part thereof</u>

	<p><u>Exclude:</u></p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</u> • <u>car parking areas; and</u> • <u>floor space of interior balconies and mezzanines not used by the public.</u> 		
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	<u>Sports Fields (including lawn bowls)</u>	<u>Up to a hectare of pitch area: 1 space</u> <u>Plus 1 additional space for every additional hectare of pitch or part thereof.</u>	<u>N/A</u>
	<u>Court Sports (including bowling alleys), Clubrooms, Grandstands</u>	<u>Up to 150m² area: 1 space</u> <u>Plus 1 additional space for every additional 150m² area or part thereof</u>	<u>N/A</u>
	<u>Churches, cinemas, halls, conference facilities, funeral homes, crematoriums and entertainment activities</u>	<u>Up to 50m² gross floor area: 1 space</u> <u>Plus 1 additional space for every additional 50m²</u>	<u>N/A</u>

	<p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but not enclosed by walls</u> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the</u> 	<p><u>gross floor area or part thereof</u></p>	
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	<p>roof having a floor area of not more than 200m²;</p> <ul style="list-style-type: none"> • <u>car parking</u> areas; and • floor space of interior balconies and mezzanines not used by the public. 		
	<p><u>Doctors; Hospitals; Medical Centres/ Health Specialists; and Veterinary Surgeons</u></p> <p><u>Measurement criteria:</u></p> <p><u>When measuring gross floor area, include:</u></p> <ul style="list-style-type: none"> • <u>covered yards and areas covered by a roof but not</u> 	<p><u>1-50 beds: 2 spaces</u></p> <p><u>Plus 1 additional space for every additional 50 beds or part thereof</u></p>	<p><u>1-20 beds: 1 space</u></p> <p><u>Plus 1 additional space for every additional 20 beds or part thereof</u></p>

	<p><u>enclosed by walls</u></p> <p><u>Exclude:</u></p> <ul style="list-style-type: none"> • <u>uncovered stairways;</u> • <u>floor space in terraces (open or roofed), external balconies, breezeways or porches;</u> • <u>roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;</u> • <u>car parking areas; and</u> • <u>floor space of interior balconies and mezzanines not</u> 		
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	<u>used by the public.</u>		
	<u>Kindergartens, day care centres, nurseries, primary schools</u>	<u>1-10 children:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 10 children or part thereof</u>	<u>1- 3 staff:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 3 staff or part thereof</u>
	<u>Secondary schools; work skills training centres.</u>	<u>1-30 students:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 30 students or part thereof</u>	<u>Up to 100 students:</u> <u>1 staff space</u> <u>Plus 1 additional staff space for every additional 100 students or part thereof</u>
	<u>Tertiary establishments</u>	<u>Up to 100 FTE students:</u> <u>1 space</u> <u>Plus 1 additional space for every</u>	<u>1- 4 FTE staff:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 4 FTE staff, or part thereof</u>

		<u>additional 100 FTE students or part thereof</u>	<u>1- 4 FTE students:</u> <u>1 space</u> <u>Plus 1 additional space for every additional 4 FTE students, or part thereof</u>
	<u>Supported living accommodation</u>	<u>Up to 50 residents:</u> <u>1 space</u> <u>Plus 1 additional staff space for every additional 50 residents or part thereof</u>	<u>Up to 30 residents:</u> <u>1 space</u> <u>Plus 1 additional staff space for every additional 30 residents or part thereof</u>

Appendix 5: Objectives and Policies of the Kapiti Coast District Plan Relevant for Proposed PC1A and PC1C

The objectives and policies in the operative District Plan that are relevant to the two PC1 issues are set out below:

Objective relevant to both issues:

DO-01 Tāngata Whenua

To work in partnership with the tāngata whenua of the District in order to maintain kaitiakitanga of the District's resources and ensure that decisions affecting the natural environment in the District are made in accordance with the principles of Te Tiriti o Waitangi (Treaty of Waitangi).

Objectives relevant to accessible parking:

DO-08 Strong Communities

To support a cohesive and inclusive community where people:

- 1. have easy access and connectivity to quality and attractive public places and local social and community services and facilities;*
- 2. have increased access to locally produced food, energy and other products and resources;*
- 3. have improved health outcomes through opportunities for active living or access to health services; and*
- 4. have a strong sense of safety and security in public and private spaces.*

DO-012 Housing Choice and Affordability

To meet diverse community needs by increasing the amount of housing that:

- 1. is of densities, locations, types, attributes, size and tenure that meets the social and economic wellbeing needs of households in suitable urban and rural locations;*
- 2. is affordable and adequate for lower income households; and*
- 3. can respond to the changing needs of residents, regardless of age, mobility, health or lifestyle preference;*

while enhancing the amenity of living environments and contributing to the sustainability of communities and compatibility with the goals of environmental sustainability, in particular resource, water and energy efficiency.

DO-014 Access and Transport

To ensure that the transport system in the District:

- 1. integrates with land use and urban form and maximises accessibility;*
- 2. improves the efficiency of travel and maximises mode choice to enable people to act sustainably as well as improving the resilience and health of communities;*
- 3. contributes to a strong economy;*
- 4. avoids, remedies or mitigates adverse effects on land uses;*
- 5. does not have its function and operation unreasonably compromised by other activities;*
- 6. is safe, fit for purpose, cost effective and provides good connectivity for all communities; and*
- 7. provides for the integrated movement of people, goods and services.*

DO-016 Centres

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

- 1. provide the primary focus for commercial (excluding industrial), retail and community activities within the District;*
- 2. support community cohesion and a sense of place;*
- 3. reinforce a compact, well designed and sustainable District and regional form, through promoting and reinforcing a close proximity and good accessibility between living, business and employment areas;*
- 4. encourage economic opportunities and business activities in a manner which promotes:*
 - a. the Paraparaumu Sub-Regional Centre as the principal commercial, retail, cultural, civic and tourist centre for the District, to be developed in a manner that:*
 - i. achieves an integrated and compact metropolitan centre zone, linking all Precincts through a well-connected pedestrian and transport networks offering a choice of efficient routes and a quality built environment;*
 - ii. provides for a broad range of mutually compatible activities that are integrated with pedestrian and public transport;*
 - iii. is supported by opportunities for medium density residential living;*
 - iv. consolidates community activities within Precinct B; and*
 - v. provides for commercial (excluding industrial) and retail activities in Precincts A1, A2 and C, with some restrictions on the scale and nature of retail activities in Precinct C*

- b. *the District's town centres at a scale and form that provides the urban focus for the commercial (excluding industrial), tourism, education, entertainment, community and civic activities as well as opportunities for medium density residential living, where these meet the needs of the surrounding township community; and*
- c. *District's local centres to provide for commercial activities (excluding industrial activities), within a residential context, to primarily serve the local convenience, community and commercial needs of the surrounding residential community.*

Policies relevant to accessible parking (and for these purposes 'transport network' means all parts of the District used as a means of transport (e.g. roads as well as the Cycling Walking Bridleway network).):

UEDI-P1 Urban Design

Quality urban design outcomes will be promoted so that public and private places and spaces:

- 1. *are liveable and safe;*
- 2. *enhance the local economy, environment and community;*
- 3. *are sustainable, enduring and resilient;*
- 4. *provide a strong sense of place reflecting cultural values and distinct community identities;*
- 5. *are enjoyable, comfortable, welcoming and provide a diversity of experiences; and*
- 6. *are easy to move around and through, by encouraging a well-connected and integrated transport network;*
- 7. *at all levels of urban design, from macro (urban structure and subdivision) to micro (building details and materials) scale.*

UFD-P7 Accessibility

Subdivision, land use and development will be undertaken in a manner which enables all urban residences to have access to public open space within a distance of 400 metres.

TR-P1 Integrated Transport and Urban Form

To support a cohesive and inclusive community where people:

- 1. *have easy access and connectivity to quality and attractive public places and local social and community services and facilities;*
- 2. *have increased access to locally produced food, energy and other products and resources;*
- 3. *have improved health outcomes through opportunities for active living or access to health services; and*
- 4. *have a strong sense of safety and security in public and private spaces.*

TR-P2 Sustainable Transport and Maximising Mode Choice

Development and subdivision will be integrated with a transport system that offers a wide range of travel mode choices, which connects residents to essential community services, centres and social infrastructure, through:

- 1. well-integrated and connected communities;*
- 2. development that is conducive to active modes of travel, particularly walkable communities which reduce demand for vehicular travel, particularly by private vehicle;*
- 3. land use that is integrated with the transport network;*
- 4. improved public transport services to the District;*
- 5. travel plans and transport assessments for major traffic activities as part of an application for consent for new developments;*
- 6. consistency with the Council's Subdivision and Development Principles and Requirements 2012; and*
- 7. development that ensures adequate access and space for all modes, including pedestrians, people with mobility problems, cyclists, public transport and private car travel.*

TR-PARK-P8 Parking (noting that TR-PARK-P8 is to be amended by Plan Amendment 1)

All new subdivision and development shall provide for safe vehicular and pedestrian access and appropriate vehicle parking areas by:

- 1. providing parking numbers, layouts and dimensions consistent with parking standards;*
- a. supplying adequate off street parking to meet the demand of the land use while having regard to the following factors:*
 - a. the intensity, duration location and management of the activity.*
 - b. the adequacy of parking in the location and adjacent areas.*
 - c. the classification and use of the road (as per transport network hierarchy in [TR-Table 7](#)), and the speed restrictions that apply.*
 - d. the nature of the subject site, in particular its capacity to accommodate parking.*
 - e. the characteristics of the previous activity that utilised the subject site;*
- b. taking effects on neighbouring areas into account when designing the location, layout and number of parking spaces (including car and cycle parks and disability car parks;*
- c. ensuring the location, layout and number of disability carparks and cycle parks is safe, user-friendly and appropriate; and*
- d. achieving a balance between encouraging mitigation of parking overflow effects (e.g. shared use of car parking), and discouraging car-based travel through use of travel plans.*

Objectives relevant to liquefaction hazard risk:

DO-03 Development Management

To maintain a consolidated urban form within existing urban areas and a limited number of identified growth areas which can be efficiently serviced and integrated with existing townships, delivering:

- 1. urban areas which maximise the efficient end use of energy and integration with infrastructure;*
- 2. a variety of living and working areas in a manner which reinforces the function and vitality of centres;*
- 3. resilient communities where development does not result in an increase in risk to life or severity of damage to property from natural hazard events;*
- 4. higher residential densities in locations that are close to centres and public open spaces, with good access to public transport;*
- 5. management of development in areas of special character or amenity so as to maintain, and where practicable, enhance those special values;*
- 6. sustainable natural processes including freshwater systems, areas characterised by the productive potential of the land, ecological integrity, identified landscapes and features, and other places of significant natural amenity;*
- 7. an adequate supply of housing and areas for business/employment to meet the needs of the District's anticipated population which is provided at a rate and in a manner that can be sustained within the finite carrying capacity of the District; and*
- 8. management of the location and effects of potentially incompatible land uses including any interface between such uses.*

DO-05 Natural Hazards

To ensure the safety and resilience of people and communities by avoiding exposure to increased levels of risk from natural hazards, while recognising the importance of natural processes and systems. (Note: in the explanation, earthquake hazards explicitly include liquefaction).

Policies relevant to liquefaction hazard risk:

NH-P2 Risk Based Approach

A risk based, all hazards approach will be taken to subdivision, land use, and development within areas subject to the following natural hazards:

- 1. flood hazards;*
- 2. earthquake hazards; and*
- 3. fire hazards.*

Hazard categories will be developed for flood and seismic hazards to guide decision making and help minimise potential harm to people and damage to property due to these hazards, while allowing appropriate use.

NH-P3 Managing Activities in Natural Hazard Prone Areas

In areas identified on the District Plan Maps, new subdivision, use and development will be managed in a way that avoids increasing risks from natural hazards. Subdivision, use and development will be allowed only where it can be shown that any potential increase in risk exposure on or beyond the land itself has been avoided, remedied or mitigated.

Note: the District Plan maps do not identify areas subject to potential liquefaction risk. Policy NH-EQ-P17 below identifies land that is prone to liquefaction as being sandy, alluvial or peat soils).

NH-P4 Precautionary Approach

A precautionary approach will be taken to the management of risks from hazards that may impact on subdivision, use and development, where there is uncertainty about the potential effects and where the effects are potentially significantly adverse.

NH-EQ-P17 Liquefaction Prone Land

When assessing applications for subdivisions which are located on sandy, alluvial or peat soils, a risk management approach shall be adopted and Council will consider a range of matters that seek to reduce the risk to people and property, including:

- 4. geotechnical information from a suitably qualified person on liquefaction provided with any subdivision or development application;*
- 5. the intensity of the subdivision and nature of future development of the allotment, including building design and construction techniques; and*
- 6. the risk to people and property posed by the liquefaction hazard and the extent to which the activity could increase the risk posed by the natural hazard.*

These investigations may result in identifying that some allotments are not suitable for development and any such proposal would be declined.

Appendix 6: Objectives and Policies of the Kapiti Coast District Plan Relevant for Proposed PC1B

The objectives and policies in the operative District Plan that are relevant to the PC1B issues are set out below:

DO-01 Tāngata Whenua

To work in partnership with the tāngata whenua of the District in order to maintain kaitiakitanga of the District's resources and ensure that decisions affecting the natural environment in the District are made in accordance with the principles of Te Tiriti o Waitangi (Treaty of Waitangi).

DO-03 Development Management

To maintain a consolidated urban form within existing urban areas and a limited number of identified growth areas which can be efficiently serviced and integrated with existing townships, delivering:

- 9. urban areas which maximise the efficient end use of energy and integration with infrastructure;*
- 10. a variety of living and working areas in a manner which reinforces the function and vitality of centres;*
- 11. resilient communities where development does not result in an increase in risk to life or severity of damage to property from natural hazard events;*
- 12. higher residential densities in locations that are close to centres and public open spaces, with good access to public transport;*
- 13. management of development in areas of special character or amenity so as to maintain, and where practicable, enhance those special values;*
- 14. sustainable natural processes including freshwater systems, areas characterised by the productive potential of the land, ecological integrity, identified landscapes and features, and other places of significant natural amenity;*
- 15. an adequate supply of housing and areas for business/employment to meet the needs of the District's anticipated population which is provided at a rate and in a manner that can be sustained within the finite carrying capacity of the District; and*
- 16. management of the location and effects of potentially incompatible land uses including any interface between such uses.*

DO-05 Natural Hazards

To ensure the safety and resilience of people and communities by avoiding exposure to increased levels of risk from natural hazards, while recognising the importance of natural processes and systems.

(Note: in the explanation, earthquake hazards explicitly include liquefaction)

NH-P2 Risk Based Approach

A risk based, all hazards approach will be taken to subdivision, land use, and development within areas subject to the following natural hazards:

- 4. flood hazards;*
- 5. earthquake hazards; and*
- 6. fire hazards.*

Hazard categories will be developed for flood and seismic hazards to guide decision making and help minimise potential harm to people and damage to property due to these hazards, while allowing appropriate use.

NH-P3 Managing Activities in Natural Hazard Prone Areas

In areas identified on the District Plan Maps, new subdivision, use and development will be managed in a way that avoids increasing risks from natural hazards. Subdivision, use and development will be allowed only where it can be shown that any potential increase in risk exposure on or beyond the land itself has been avoided, remedied or mitigated.

(Note: the District Plan maps do not identify areas subject to potential liquefaction risk. Policy NH-EQ-P17 below identifies land that is prone to liquefaction as being sandy, alluvial or peat soils)

NH-P4 Precautionary Approach

A precautionary approach will be taken to the management of risks from hazards that may impact on subdivision, use and development, where there is uncertainty about the potential effects and where the effects are potentially significantly adverse.

NH-EQ-P17 Liquefaction Prone Land

When assessing applications for subdivisions which are located on sandy, alluvial or peat soils, a risk management approach shall be adopted and Council will consider a range of matters that seek to reduce the risk to people and property, including:

- 7. geotechnical information from a suitably qualified person on liquefaction provided with any subdivision or development application;*
- 8. the intensity of the subdivision and nature of future development of the allotment, including building design and construction techniques; and*
- 9. the risk to people and property posed by the liquefaction hazard and the extent to which the activity could increase the risk posed by the natural hazard.*

These investigations may result in identifying that some allotments are not suitable for development and any such proposal would be declined.
