

Proposed District Plan Change 29

Proposed Zoning Change to the Western End of Petone

Petone Mixed Use

Publicly Notified:
Submissions Close:

26 June 2012
10 August 2012 at 5.00pm

Part 1: Introduction

1. The Purpose and Scope of Proposed Plan Change 29

This Plan Change proposes to amend the District Plan provisions for the Petone Commercial Activity Area – Area 2 to transform the area into a mixed use environment. This transformation was signalled in the Petone Vision Statement which identified the ‘Petone West’ area as a location where further development could be provided for within Petone.

The ‘Petone West’ area includes all of the area zoned “Petone Commercial Activity Area – Area 2” and parts of the General Business Activity Area (including the ‘Esplanade West Area’). The area is generally bounded by Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade.

This area is currently used for larger format retailing, servicing, industrial and commercial activities. It is proposed to provide for a greater range of activities in the area including residential, places of assembly, visitor accommodation and retail uses.

The intent of the Plan Change is to promote more diversity in the activities in the area to complement other activities in the vicinity. Providing for residential activities in particular is seen as a way to increase the population and thereby support other activities and facilities in the area.

2. Structure of this document

This document contains six parts:

Part 1	is this Introduction
Part 2	contains a copy of the public notice of Proposed Plan Change 29 which was advertised in the Hutt News on Tuesday 26 June 2012
Part 3	specifies the proposed amendments. These details are generally the matters which are able to be submitted on by any member of the public.
Part 4	shows how the District Plan will be amended to look if Proposed Plan Change 29 is made operative as notified – Part 4 has been prepared for illustrative purposes only and submissions should not be made on this part of the document
Part 5	is a copy of the Section 32 Evaluation prepared for Proposed Plan Change 29 as required by the Resource Management Act 1991
Part 6	contains a copy of the submission form (Form 5)

All six parts of this document are publicly available from Hutt City Council as detailed in Part 2 of this document.

3. The Process of Proposed Plan Change 29

The process for preparing Proposed Plan Change 29 to date can be summarised as:

June 2007	“Draft” Petone Vision Statement released for community consultation
February 2009	Council adopts final ‘Petone Vision Statement’
June 2009	‘District Plan Review for Petone – Discussion Document’ released for public consultation purposes. Includes a section and questions on Petone Commercial Areas and providing for a mixed use area in Petone West
May 2010	Report to District Plan Committee outlining issues and options for preparing a District Plan Change for Petone west area and mixed uses
May 2010 to November 2011	Consultation with a wide range of individuals and groups with an interest in the Petone West area
September 2011	Report to District Plan Committee resolving to prepare District Plan Change based on previous meetings and discussions for mixed use development in Petone West
April 2011	Report to District Plan Committee resolving to adopt Proposed District Plan Change based on previous meetings and discussions for mixed use development in Petone West
May 2012	Proposed Plan Change adopted by Council for public notification
June 2012	Proposed Plan Change notified

Upon notification, all interested persons and parties have an opportunity to make further input through the submission process.

The statutory process for public participation in the consideration of this proposal under the Resource Management Act is as follows:

- After the closing date for submissions, Council must prepare a summary of the submissions and this summary must be publicly notified;
- An opportunity is then provided for persons who are representing a relevant aspect of the public interest; or persons who have an interest in the proposed plan change that is greater than the interest of the general public, to make a further submission in support of, or in opposition to, the submissions already made;
- If a person making a submission asks to be heard in support of his or her submission, a hearing must be held;
- Council must give its decision on the proposal (including its reasons for accepting or rejecting submissions); and
- Any person who has made a submission has the right to appeal the decisions on the proposal to the Environment Court.

Part 2: Public Notice

PUBLIC NOTICE

Public Notification of Proposed District Plan Change 29 to the City of Lower Hutt District Plan

Proposed zoning change to western end of Petone

Clause 5 of the First Schedule - Part 1 of the Resource Management Act 1991

Hutt City Council has prepared, and invites submissions on, Proposed District Plan Change 29. It proposes enlarging the area zoned 'Petone Commercial Activity Area - Area 2' in the western part of Petone by re-zoning an area of land currently zoned General Business Activity Area. The plan change area is bordered by The Esplanade, Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street and Sydney Street. The Petone Commercial Activity Area - Area 2 Rules that apply in the area described above will differ from the existing Rules for that Activity Area.

In addition, three properties on the eastern side of Victoria Street immediately south of Campbell Terrace currently zoned General Business Activity Area are proposed to be rezoned 'Petone Commercial Activity Area - Area 1'.

The plan change

The most notable elements of Proposed District Plan Change 29 are:

- Rezoning the western part of Petone from a mixture of Petone Commercial Area Activity Area - Area 2, and General Business Activity Area (including The Esplanade West Area) to Petone Commercial Activity Area - Area 2.
- Maximum permitted building height of 30m throughout the area, with any building over 12m requiring a wind assessment (and non-notified resource consent).
- In addition to this rule, along the area's three main roads - Jackson Street, Hutt Road and The Esplanade - on the road frontage the maximum permitted building height will be 15m and a 45-degree recession plane sloping inwards from this 15m height up to the maximum permitted height of 30m. Wind assessment will also be required over 12m.
- (Currently maximum building heights vary across the area from 12m in the General Business Activity Area, to 30m in The Esplanade West area and the existing Petone Commercial Activity Area - Area 2, with special provisions along Jackson Street).
- New and more specific design guidelines for buildings along the three main roads of Jackson Street, Hutt Road and The Esplanade. (At present guidelines apply only to The Esplanade and Hutt Road.)
- Retail developments permitted up to a maximum of 10,000m² of floor space, subject to compliance with the permitted activity conditions. (Currently, permitted retail development is limited to between 500m² and 3000m² and to the areas around Jackson Street, Te Puni Street and Gear Street.)
- Residential development permitted, subject to compliance with the permitted activity conditions. (At present a resource consent is necessary.)
- Commercial development permitted everywhere, subject to compliance with the permitted activity conditions, along with some light industrial uses (currently allowed only in certain parts).
- Retaining the present permitted maximum site coverage of 100%. Extra rules relating to side and rear yard setbacks and recession planes would have the effect of lowering maximum coverage on sites abutting the General Residential Activity Area.

- Retaining current requirements to cope with the extra risk of building within the Wellington Fault area. Building heights and density provisions within the fault area would be the same as elsewhere in the area.
- Consequential changes are also proposed to the General Business Activity Area as a result of rezoning part of the current activity area.
- In addition, three properties in Victoria Street currently zoned General Business Activity Area will be rezoned Petone Commercial Activity Area - Area 1.

This Proposed Plan Change affects the western part of Petone as outlined above. The above list is a summary only. To determine whether the changes affect you, you need to refer to the full provisions of the Proposed Plan Change.

A full copy of Proposed Plan Change 29 is available at:

- All Hutt City Council Libraries; and
- Customer Services Counter, Council Administration Building, 30 Laings Road, Lower Hutt.

Alternatively, a copy of the Proposed Plan Change is available on the Council website:

- <http://www.huttcity.govt.nz/districtplanchanges>

Copies can also be requested by contacting Hutt City Council:

- Phone: (04) 570 6666 or
- Email: district.plan@huttcity.govt.nz

Please contact Corinna Tessendorf, ph. 04 560 1043 if you have any questions about the Proposed Plan Change.

Making a submission

The following persons may make a submission on the proposal:

- the local authority in its own area may make a submission; and
- any other person may make a submission but, if the person could gain an advantage in trade competition through the submission, then the person may do so only if the person is directly affected by an effect of the proposal that-
 - adversely affects the environment; and
 - does not relate to trade competition or the effects of trade competition

You may make a submission by sending a written submission to Hutt City Council as follows:

- Post: Environmental Policy Division, Hutt City Council, Private Bag 31912, Lower Hutt 5040;
- Deliver: Council Administration Building, 30 Laings Road, Lower Hutt;
- Fax: (04) 570 6799;
- Email: district.plan@huttcity.govt.nz

Submissions must be on Form 5 (as prescribed by the Resource Management (Forms, Fees and Procedure) Regulations 2003) or following its layout and must state whether or not you wish to be heard on your submission. Forms are available from the council's offices, 30 Laings Road, Lower Hutt, or its website: <http://www.huttcity.govt.nz/districtplanchanges>

**The closing date for submissions is 5pm on
Friday 10th August 2012**

The process

The process for public participation in the consideration of the proposal under the Act is as follows:

- after the closing date for submissions, the Council must prepare a summary of decisions requested by submitters and give public notice of the availability of this summary and where the summary and submissions can be inspected; and
- there must be an opportunity for the following persons to make a further submission in support of, or in opposition to, the submissions already made
 - any person representing a relevant aspect of the public interest,
 - any person who has an interest in the proposal greater than the general public has,
 - the local authority itself; and
- if a person making a submission asks to be heard in support of his or her submission, a hearing must be held; and
- the Council must give its decision on the provisions and matters raised in the submissions (including its reasons for accepting or rejecting submissions) and give public notice of its decision within 2 years of notifying the proposal and at the same time serve it on every person who made a submission; and
- any person who has made a submission has the right to appeal against the decision on the proposal to the Environment Court if,-
 - in relation to a provision or matter that is the subject of the appeal, the person referred to the provision or matter in the person's submission on the proposal; and
 - in the case of a proposal that is a proposed policy statement or plan, the appeal does not seek the withdrawal of the proposal as a whole.

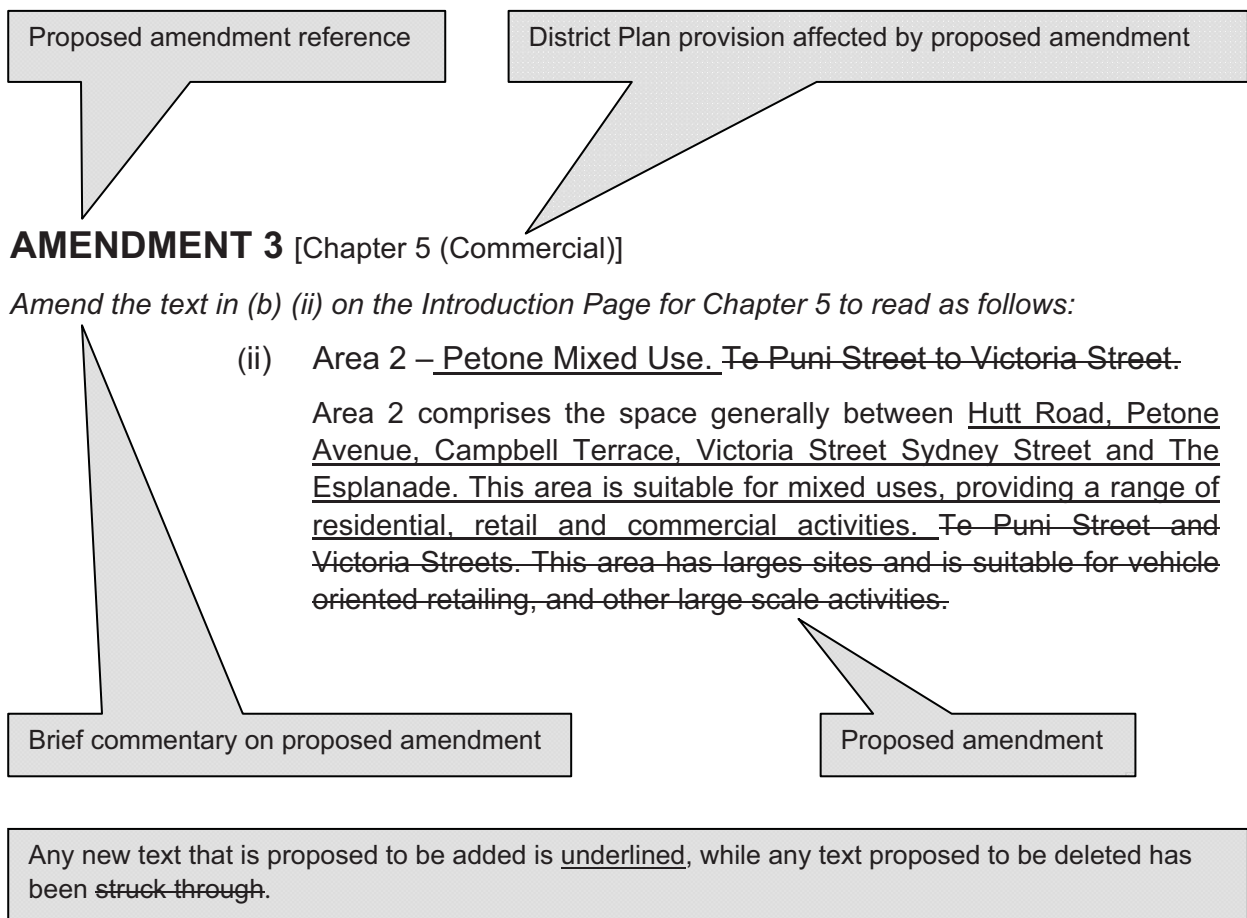
Tony Stallinger
Chief Executive
Hutt City Council

26 June 2012

Address for service: P O Box 31912
Lower Hutt 5011
Email: district.plan@huttcity.govt.nz
Phone: 04 570 6666

Part 3:
Proposed Plan Change 29
Amendment to Chapters 1, 3, 5, 6 and 14

A total of 58 amendments are proposed. Each of these amendments is listed in the format as follows:



Amendments to Chapter 1 - Introduction and Scope of the Plan

AMENDMENT 1 [1.10.2 (Amenity Values - Explanation)]

Amend 'Explanation' for the "Petone Commercial Activity Area" to read as follows:

Area 2 – Area generally bounded by ~~Te Puni Street~~, Hutt Road, Petone Avenue, Campbell Terrace, and ~~Victoria Street~~, Sydney Street and The Esplanade: This part of Petone is characterised by a mix of activities including residential, commercial, retail, community and some light industrial activities. ~~large sites which accommodate vehicle orientated retailing and larger commercial activities.~~ The character and amenity values in this area are influenced by the more open nature of sites, a diversity of building scale, the coastal environment for those sites fronting The Esplanade, and mixed land uses.

Amendments to Chapter 3 - Definitions

AMENDMENT 2 [Chapter 3 (Definitions)]

Add a new definition of "Integrated Retail Developments" as follows:

Integrated Retail Developments:

an individual retail development, or a collection of any two or more retail activities that are developed and operate as a coherent entity (whether or not the activities are located on separate legal titles), and share one or more of the following:

- (a) servicing and/or loading facilities;
- (b) vehicle and/or pedestrian access;
- (c) car parking;
- (d) public spaces and/or facilities.

This definition includes shopping malls and large-format retail parks, but does not include trade supply retail, wholesale retail, yard-based retail or building improvement centres.

Amendments to
Chapter 5 - Commercial and
Chapter 5B - Petone Commercial Activity Area – Area 2

AMENDMENT 3 [Chapter 5 (Commercial)]

Amend the text in (b)(ii) on the Introduction Page for Chapter 5 to read as follows:

(ii) Area 2 – Petone Mixed Use. ~~Te Puni Street to Victoria Street.~~

Area 2 comprises the space generally between Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade. This area is suitable for mixed uses, providing a range of residential, retail and commercial activities. Te Puni Street and Victoria Streets. This area has large sites and is suitable for vehicle oriented retailing, and other large scale activities.

AMENDMENT 4 [5B 1.1.2 (Area 2 – Petone Commercial Activity Area)]

Amend Section 5B 1.1.2 by replacing the existing Issue, Objective, Policies and Explanation and Reasons as follows:

~~5B 1.1.2 Area 2 Area Generally Bounded by Te Puni Street, Hutt Road, Petone Avenue and Victoria Street~~

~~Issue~~

~~There is a demand for large sites to accommodate vehicle oriented retailing activities and other large scale activities. The area generally between Te Puni Street, Hutt Road, Petone Avenue and Victoria Street on both sides of Jackson Street is suitable for such purposes.~~

~~Objective~~

~~To cater for the demand for large scale vehicle oriented retailing and other large scale activities.~~

~~Policies~~

~~(a) To permit large scale vehicular oriented retailing activities and other vehicular related activities generally between Te Puni Street, Hutt Road, Petone Avenue and Victoria Street.~~

~~(b) To ensure that the area provided for large scale vehicular oriented retailing is complementary to and linked to the existing speciality retail area (Area 1).~~

~~(c) To ensure that the large scale vehicle oriented retail area is of a size that sites are available to meet some of the expected demand.~~

~~(d) To ensure that large scale retail activities are designed to provide:~~

~~(i) where practicable and appropriate, on site accessibility for public transport services;~~

~~(ii) practical access to existing or planned public transport services off site; and~~

~~(iii) pedestrian and cycle routes and facilities.~~

~~Explanation and Reasons~~

~~There is a demand for sites to accommodate large scale more vehicle oriented retailing and other large scale activities. The area generally bounded by Te Puni Street, Hutt Road, Petone Avenue and Victoria Street is suitable for the following reasons:~~

- ~~(a) There are sites to accommodate large scale vehicular oriented retailing and other vehicular related activities;~~
- ~~(b) The area adjoins the small scale speciality retail area and thus a sense of place can be achieved;~~
- ~~(c) The area is well removed from residential activity areas;~~
- ~~(d) The area is well situated in terms of the regional transportation network; and~~
- ~~(e) There are already other vehicular related retailing activities established in the area.~~

~~It is considered that some adjustments or changes may occur to the speciality retail area, bounded by Victoria and Cuba Streets. Given that the vehicular oriented retailing area adjoins the existing speciality retail area and the size of that area is limited, the overall effects will be positive.~~

5B 1.1.2 Area 2 – Petone Mixed Use - Area Generally Bounded by Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade - Activities

Issue

There is demand in Petone for mixed uses which complement and support each other, such as commercial, servicing, residential and retail activities. Making provision for mixed use activities in Petone would support the social and economic well-being of the area and the City as a whole, but could also detract from the established vibrancy and vitality of the retail areas of Jackson Street and the Central Commercial Activity Area. It is also necessary to manage the potential adverse effects, including noise, dust, odour, glare, light spill and traffic, of activities so as to maintain and enhance the quality of the environment.

Objective

To provide for a mixed use activity area within Petone which caters for a range of complementary commercial, servicing, residential and retail activities, increasing the number of residents and workers in Petone, and avoiding or mitigating adverse effects on the amenity values and character of the area, neighbouring areas and the overall receiving environment.

Policies

- (a) Provide for a range of residential, commercial (professional offices, services and entertainment) and retail (groceries, household items, services) activities generally between Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade, provided their adverse effects are compatible with each other and the character and amenity values of the area.**

- (b) Manage larger scale retail activities and complexes to ensure they do not detract from the vibrancy and vitality of Petone and Hutt City's central business district, and create an attractive and public focused environment.
- (c) Provide for residential activities which have quality living spaces for residents, meet the service needs of this type of activity, and adopt on-site measures to mitigate potential incompatibility issues with other activities.
- (d) Restrict residential activities at ground floor level along Jackson Street, thereby retaining retail and commercial activities along the Jackson Street pedestrian focused frontage.
- (e) Restrict certain activities, including industrial activities, which may be incompatible with other activities and/or degrade the character and amenity values of the Petone Mixed Use Area.
- (f) Manage the establishment and operation of vehicle-oriented activities where traffic generation is likely to have adverse effects on the safety and efficiency of the transport network.
- (g) Ensure that effects likely to be generated by each activity, such as noise, dust, odour and traffic, are managed to avoid or mitigate adverse effects on the amenity values and character of both the area and properties in nearby residential areas.
- (h) Ensure that effects likely to be generated by each activity are managed to avoid or mitigate any adverse effects causing harm or damage to the receiving environment.

Explanation and Reasons

There is demand for an area within Petone to accommodate a range of complementary activities including residential, retail and commercial activities. The area generally bounded by Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade is suitable as a mixed use area for the following reasons:

- (a) There are a wide range of sites, in terms of size, configuration and existing built development which can be used, adapted or redeveloped to accommodate a range of activities. These activities would serve both the local and wider community;
- (b) The area adjoins the small scale speciality retail area of Jackson Street and thus a sense of place can be achieved, complementary to a range of residential, retail and commercial activities within Area 2;
- (c) The area is well situated in terms of the regional transportation network (including public transport) and other public and community infrastructure and services;
- (d) The area adjoins the Petone Foreshore which offers visual interest, open space and recreational opportunities.

Providing for a wide range of activities in the Petone Mixed Use Area gives landowners flexibility in the use of land and buildings to meet the changing dynamics of the economy and society. This flexibility would assist in creating and maintaining a vibrant and attractive mixed use area which supports and recognises the established activities and qualities in Petone. This provision of mixed use seeks to make efficient use of the land within the western end of Petone, providing opportunities for the re-use and redevelopment of existing buildings and properties for different activities.

In providing for a wide range of activities, there is potential to cause adverse effects both within the Petone Mixed Use Area and in areas beyond its boundary, such as nearby residential areas. These effects include dust, noise and glare. The Plan manages these effects through applying performance standards to ensure these effects are avoided, remedied or mitigated.

Certain activities, such as service stations and heavy industrial activities, may be incompatible with other activities in the Petone Mixed Use Area, in terms of their nature and intensity of use, traffic generation, noise and odour. Therefore, the Plan restricts the establishment and operation of specific activities to manage the location, nature and scale, to ensure if they are established, that they operate in a manner which does not detract from the values for people living and working within this area.

Retail activities are continually changing in response to market pressures. The Petone Mixed Use Area has developed as a location for larger format retail activities. There is potential if a high number of smaller scale speciality or comparative shops develop in the Petone Mixed Use Area could degrade or undermine the vitality and vibrancy of the existing core Jackson Street retail area (Area 1) and the Lower Hutt City central area. Therefore, a limitation is placed on the size of larger retail complexes to maintain the role and economic and social wellbeing of the existing areas.

It is anticipated the Petone Mixed Use Area will experience some residential development, with a particular focus on apartments along The Esplanade. Residential activities can positively contribute to the vitality and vibrancy of the area, as these residents have convenient access to retail, commercial, community and recreational amenities. In addition, with changing demographics of an aging population and smaller household units, providing for residential activities within the Petone Mixed Use Area gives another option for meeting the requirements of future residents in the City.

However, residential activities may be incompatible with some other activities in the Petone Mixed Use Area, in particular, they may be sensitive to noise from other activities. Rather than overly restricting other activities, it is appropriate that the residential activities mitigate this sensitivity by providing for external noise insulation. In addition, residential activities are restricted on the ground floor on Jackson Street to ensure activities on the ground floor have a positive relationship to the street where they provide interest, visual connection and an active edge.

Some types of activities have a heavy dependence on private motor vehicles for access, such as supermarkets, takeaway outlets and service stations. Managing these types of activities ensures the effects on the transport network can be effectively assessed.

The effects of activities in the Petone Mixed Use area on the environment may have an adverse impact on the character or amenity values of an area, or on the receiving environment. These effects need to be managed to maintain and enhance the amenity values of the area and the respective interface areas.

AMENDMENT 5 [5B 1.1.3 (Area 2 – Petone Commercial Activity Area)]

Add a new Section 5B 1.1.3 on Main Entrance and Gateway Routes to read as follows:

5B 1.1.3 Area 2 – Petone Mixed Use – Main Entrance and Gateway Routes

Issue

The main entrance and gateway routes of the City need to be attractive and clearly defined to reinforce the identity of the City and the sense of place that it

offers. Three of the main transport routes pass through the Petone Mixed Use Area. These routes include Hutt Road, The Esplanade and Jackson Street, which contribute to the character, quality and amenity of Area 2 as a mixed use environment. It is necessary to manage the effects of development along these routes to maintain and enhance the image of the City, whilst enabling utilisation of the sites adjoining these routes consistent with the mixed use character of the area.

Objective

To recognise and enhance the image and visual appearance of the main entrances and gateways of the City where they pass through Area 2 – Petone Mixed Use.

Policies

- (a) Ensure that the design, external appearance, orientation and scale of structures and buildings fronting Hutt Road, The Esplanade and Jackson Street be managed to emphasise the identity and importance of these areas as main entrances and gateways to the City.
- (b) Ensure that buildings are designed in a manner that maintains and enhances the safety, convenience, accessibility, amenity and linkages within the Petone Mixed Use Area.
- (c) Ensure the effects of activities fronting Hutt Road, The Esplanade and Jackson Street are managed to enhance the image and visual appearance of these main entrance and gateway routes.
- (d) Encourage high quality urban design directed at enhancing the relationship of buildings with public open space (including Hutt Road, The Esplanade and Jackson Street) having regard to the role, character and values of each main entrance and gateway route.

Explanation and Reasons

The objective is to maintain and enhance the image and visual appearance of main entrance and gateway routes within the City. These routes can enhance the experience of entrance to and exit from the City, thereby creating a sense of approach, arrival and departure as people travel through the City. This helps to reinforce the identity of the City and accentuates the sense of movement from one place to another when entering or leaving the City. This approach to the main entrance and gateway routes can assist peoples' sense of orientation and understanding of the physical structure, and the geography, of the City.

Therefore, new buildings and developments and larger additions to existing buildings within the Petone Mixed Use Area will be specifically managed to ensure they achieve this objective. The main entrance and gateway routes within Area 2 – Petone Mixed Use are Hutt Road, The Esplanade and Jackson Street identified in Appendix Petone Commercial 3. Each road has different role, character and values which are to be considered.

Hutt Road:

The eastern side of Hutt Road south of Campbell Terrace is within Area 2 - Petone Mixed Use. The role of Lower Hutt as a regional industrial and service centre is emphasised by the character of the buildings and type of activities along this route. There are significant features along this route that mark progress, including the intersection with Jackson Street, and connection to the Petone Railway Station. This route provides a link between the Petone Off Ramp and the Central Commercial Activity Area. Development and activities along this route should enhance the amenity value and visual appearance of this main entrance route.

The Esplanade:

This area forms one of the most important entrances to the City. Given the close association with the harbour and public open space along the Petone foreshore, it is important to maintain a high standard of design for buildings and structures fronting The Esplanade.

The Esplanade carries a significant volume of traffic along the Petone foreshore area. This route is at the edge of the City and is part of the connection with the harbour, which is one of the region's most significant natural features. There is a contrast between, on the one side of the road, a building dominated townscape, and on the other, an open and panoramic seascape.

The building design and appearance will be managed to enhance the amenity value of the area. Design features will be incorporated to prevent visual monotony and promote a strong visual connection with the street. There is no landscaping requirement, however, landscaping may enhance the character of the site.

Jackson Street:

That portion of Jackson Street between Hutt Road and Victoria Street forms an important and highly utilised gateway route into Petone, for both vehicles and pedestrians, with Jackson Street being the main pedestrian thoroughfare extending from the Railway Station to Cuba Street. Given the close association with the historical commercial character of Jackson Street east (Area 1), and surrounding residential activities, it is important to maintain a high standard of design for buildings and structures fronting Jackson Street.

Activities along Jackson Street will be required to maintain and enhance the amenity value and visual appearance of this route. This will be achieved using specific standards and guidelines for buildings and structures to provide a safe, functional and attractive environment that accommodates a range of activities.

AMENDMENT 6 [5B 1.2.2 (Weather Protection)]

Amend the Issue, Objectives, Policies and Explanation and Reasons in Section 5B 1.2.2 of the Petone Commercial Activity Area to read as follows:

5B 1.2.2 Areas 1 and 2 - Weather Protection

Issue

It is important that all buildings on either side of Jackson Street between Hutt Road Victoria and Cuba Streets (Areas 1 and 2) have verandahs to provide weather protection.

Objective

To ensure that all buildings ~~except those existing buildings designed and built without verandahs~~ on either side of Jackson Street between Hutt Road Victoria and Cuba Streets (Areas 1 and 2) have adequate weather protection, ~~except those existing buildings designed and built without verandahs between Victoria and Cuba Streets (Area 1).~~

Policy

- (a) To ensure that in Area 1 all buildings except those existing buildings designed and built without verandahs have verandahs to provide weather protection to pedestrians.

- (b) To ensure that in the section of Jackson Street within Area 2 all new buildings and additions and alterations to existing buildings have verandahs to provide weather protection to pedestrians.

Explanation and Reasons

For the comfort of pedestrians/shoppers and to encourage circulation it is important that all buildings in Areas 1 and 2 have verandahs. For the section of Jackson Street within Area 2, it is anticipated that over time the area will be re-developed and the provision of verandahs would create a pedestrian friendly environment that will provide greater comfort and encourage circulation. In Area 1, an exception is provided where existing buildings were originally designed and built without a verandah.

AMENDMENT 7 [5B 1.2.3 (Character and Building Form and Quality within Petone Mixed Use Area)]

Add a new Issue, Objective, Policies and Explanation and Reasons as Section 5B 1.2.3 to the Petone Commercial Activity Area as follows:

5B 1.2.3 Area 2 - Character and Building Form and Quality within the Petone Mixed Use Area

Issue

The Petone Mixed Use Area provides for a range of complementary activities to support the needs of residents and workers. In order for the area to attract and support the mixture of activities, any buildings, structures and associated areas need to be functional, attractive and contribute to the quality of the environment. The building and open spaces also need to recognise their context and effects on their surroundings, such as the foreshore, heritage areas, main entrance and gateway routes, and residential areas.

Objective

To ensure that the form and quality of buildings, structures, open space and development overall within the Petone Mixed Use Area maintain and enhance the character, amenity values and quality of the environment, whilst recognising and protecting the values and features of adjoining areas.

Policy

- (a) On sites fronting Jackson Street, Hutt Road and The Esplanade:
- (i) Provide for alterations and minor additions to existing buildings, subject to minimum standards, and ensure a high quality urban and built form design for these building modifications.
 - (ii) Manage new buildings and developments and larger additions to existing buildings to be well designed and to contribute to the creation or maintenance of an integrated, safe and attractive mixed use environment with a high standard of streetscape and amenity.
 - (iii) For Jackson Street, require buildings to maintain an active, transparent and continual frontage, as well as shelter, to provide a pedestrian focused environment along this main gateway route.
- (b) On all other streets in the Petone Mixed Use Area, encourage new buildings and development to be well designed and achieve a high quality urban and built

form design which contributes to the creation or maintenance of an integrated, safe and attractive mixed use environment.

- (c) Manage the height and location of buildings to respond to their context and locality, with lower building heights along the front road boundary with taller buildings setback from the street, thereby creating a streetscape with lower level buildings and protecting sunlight to key public spaces including roads.
- (d) Manage new buildings to be designed to manage the adverse effect on amenity value, including visual, wind and glare.
- (e) Restrict the height and setback of buildings and structures at the interface with adjoining residential areas to minimise effects on the amenity values, including shading, over dominance and privacy.
- (f) Ensure that new buildings higher than 12 metres are designed to avoid, remedy or mitigate any wind problems that they create (including cumulative effects with other buildings) and where existing wind conditions are dangerous, ensure new development improves the wind environment as far as reasonably practical.
- (g) Encourage buildings to be designed and located in a manner that enhances the safety, convenience, accessibility and amenity of pedestrian spaces and linkages within the Petone Mixed Use Area.

Explanation and Reasons

The Petone Mixed Use Area consists of a range of complementary activities. In order to provide a quality environment that is attractive, functional and contributes to the quality of the environment, buildings and structures need to be well designed and integrated into the area.

It is recognised there are a variety of existing building forms and styles which have various functions and uses, and are of a mixed quality. The District Plan seeks to encourage the design of buildings and developments to ensure they positively contribute to the area's environment by adopting best practice urban design outcomes. Through the development and use of design guidance, the Council will guide and encourage the adoption of urban design outcomes resulting from development in the area.

For sites fronting Jackson Street, The Esplanade and Hutt Road, minor alterations and small additions to existing buildings are provided for to facilitate the upgrading, modification or conversion of the existing building stock in the area. For these small modifications to existing buildings, Council will encourage high quality building design to make a positive contribution to the built character and quality of the central area.

For new buildings and developments and larger additions to existing buildings for sites fronting Jackson Street, The Esplanade and Hutt Road, these will be specifically managed to ensure they relate well to the public environment and support the overall role of the area as accommodating a mixture of activities, and contribute to the quality of the environment. Buildings will be required to consider the relationship to public environment (such as streets and open spaces), creation or maintenance of linkages within the site and with adjoining sites and streets.

The existing wind speeds at ground level within the Petone Mixed Use Area are variable, with some areas experiencing high and dangerous conditions. In addition, in some locations within this area, such as areas of open space and outdoor street activity, calmer wind conditions are desirable to provide a more attractive environment. The wind conditions contribute to the overall amenity in this mixed use environment, with buildings having a direct relationship with the resultant wind conditions. Accordingly, the District Plan manages new buildings and larger additions to existing buildings over 12 metres in height to ensure the wind conditions are not worsened.

The Petone Mixed Use Area shares an extensive interface with adjacent Residential Activity Areas. This interface is a particularly sensitive one as the effects associated with commercial or servicing activities and development have the ability to adversely impact on the use and enjoyment of neighbouring residential areas.

Given the extent of this interface, and the range of activities permitted within the Petone Mixed Use Area, the District Plan seeks to ensure that adequate safeguards are put in place to protect residential amenity. These safeguards include measures to control the effects of new buildings and development and additions to existing buildings, on adjacent residential areas.

AMENDMENT 8 [5B 1.2.3 (Landscaping and Screening)]

Amend the existing Issue, Objective, Policies and Explanation and Reasons in Sections 5B 1.2.3 of the Petone Commercial Activity Area to read as follows:

5B 1.2.34 ~~Landscaping and Screening~~ Carparking

Issue

Car parking areas not contained within buildings can have adverse effects on amenity values. It is important that such car parking areas are designed and located to avoid or mitigate adverse effects.

Objective

To ensure that adverse visual effects arising from car parking areas are avoided or mitigated.

Policy

- (a) Manage the design, location and scale of Areas within the car parking areas, servicing, manoeuvring and access to maintain and enhance the streetscape and visual amenity values of the Petone Mixed Use Area. areas adjoining roads must be landscaped or suitably screened.

Explanation and Reasons

The provision of suitable on-site carparking is an important part of a number of activities and developments. Carparking needs to be both adequate and well-located, while not compromising other forms of transport or degrading the streetscape or visual amenity values of the area. Performance standards and design guidance is provided to ensure on-site carparking is provided in a manner which recognises and reflects the streetscape and visual amenity values of the area.

~~Landscaping and screening of car parking areas can improve the visual amenity values of an area. It is important therefore that areas within the car parking area and areas adjoining roads are suitably landscaped and screened.~~

AMENDMENT 9 [5B 2.2 (Rule Title)]

Amend the Rule Title for 5B 2.2 as follows:

5B 2.2 Area 2 – Petone Mixed Use - That area generally bounded by Hutt Road, Petone Avenue, Campbell Terrace, Victoria

Street, Sydney Street and The Esplanade To Puni Street,
Hutt Road, Petone Avenue and Victoria Street

AMENDMENT 10 [Rule 5B 2.2.1 (Permitted Activities)]

Amend Rule 5B 2.2.1 list of permitted activities to read as follows:

5B 2.2.1 Permitted Activities

- (a) Retail activities, excluding integrated retail developments exceeding 10,000m² in total combined floor area, with a gross floor area not less than 500m² and not more than 3,000m².
- (b) Commercial activities, with a gross floor area exceeding 500m².
- (c) Warehouses.
- (d) Garden centres.
- (e) Service stations, excluding on sites with road frontage to The Esplanade, Hutt Road or Jackson Street
- (f) Residential Activities, excluding at ground floor level on Jackson Street
- (g) Brothels and commercial sexual services
- (h) Commercial garages
- (i) Licensed premises
- (j) Places of assembly
- (k) Visitor accommodation
- (l) Service Industry Activities
- (m) Cottage Industry Activities
- (n) The construction, alteration, addition and repair of buildings and structures, except on sites with road frontage to Jackson Street, Hutt Road or The Esplanade.
- (o) On sites with road frontage to Jackson Street, Hutt Road or The Esplanade:
 - (i) The construction, alteration, addition and repair of buildings and structures where the gross floor area of the additions is less than 5% of the gross floor area of the existing building; or
 - (ii) The construction, alteration, addition and repair of buildings and structures which does not change the external building form (floor area and height) of the existing building.
- (p) The total or partial demolition or removal of buildings and structures.
- (f) ~~On Jackson Street, the former Petone West School site, Pt Sbdn 19B, 19C & 19D of Sec 3 Hutt District ML 2086, Pt Sbdn 19B, 19C & 19D of Sec 3 Hutt District ML 2086, Sec 1 SO 28557, Section 938 Hutt District SO 30910 (identified in Appendix Petone Commercial 2), in addition to the above (a) to (e):~~
 - ~~(i) Educational and Training Facilities~~
 - ~~(ii) Marae~~
 - ~~(iii) Cultural Centres~~

AMENDMENT 11 [Rule 5B 2.2.1.1 (a) – (c) (Bulk and Location Standards)]

Amend Rule 5B 2.2.1.1 to read as follows:

- (a) **Site Coverage:** 100%.
- (b) **Maximum Height and Recession Plane of Buildings and Structures:**
 - (i) 30.0m, provided that –
 - (ii) 15.0m on road front boundary of Jackson Street, Hutt Road and The Esplanade with a recession plane of 45° sloping inwards up to 30.0m in height ~~No part of any building shall exceed a height equal to 10 metres plus the shortest horizontal distance between that part of the building and the boundary of Jackson Street.~~
- (c) **Minimum Yard and Setback Requirements:**
 - (i) Buildings and structures abutting an urupa shall have a minimum setback of 3m.

AMENDMENT 12 [Rule 5B 2.2.1.1 (d) (Jackson Street Standards)]

Add new Rule 5B 2.2.1.1 (d) Permitted Activity Standards to read as follows:

(d) Verandahs, Building Frontages and Display Windows on Jackson Street:

For sites fronting Jackson Street:

- (i) All buildings shall be built to the front boundary of the site and have display windows along the frontage. The ground floor façade surface shall have a minimum of 60% transparent glass display windows.
- (ii) Buildings and structures shall have a maximum ground floor street frontage width for individual occupiers of 15 metres.
- (iii) Any parts of a building fronting Jackson Street shall have a verandah. The verandah shall meet the following requirements:
 - (1) A minimum clear of 2.5 metres directly above the footpath or formed ground surface.
 - (2) No more than 4 metres (measured at the base of the verandah fascia) directly above the footpath or from ground surface.
 - (3) Extend for the full length of the building.
 - (4) Extend outwards from the front of the building to the far side of the kerbing less than 450mm, or 3 metres whichever is ever the lesser.
 - (5) Provide continuous shelter with any adjoining verandah or pedestrian shelter.

AMENDMENT 13 [Rule 5B 2.2.1.1 (d) (Landscaping and Screening)]

Amend existing Rule 5B 2.2.1.1 (d) Permitted Activity Standards to read as follows:

(e)(d) Landscaping and Screening:

- ~~(i) At least 5% of car parking areas not contained within buildings must be landscaped. Areas within the parking area and areas adjoining or fronting roads must be landscaped.~~
- ~~(ii) All areas of outdoor storage shall be screened so that they are not visible from a road or public space. All outdoor storage and servicing areas must be screened so that they are not visible from a road or public space. Where this is not practicable such areas must be screened by a close-boarded fence or fence made of solid material with a minimum height of 1.8m.~~
- ~~(ii) Except on sites with road frontage to Jackson Street, Hutt Road or The Esplanade, any surface or ground level parking area shall not exceed a maximum width of 18m along the site frontage or 40% of the site frontage whichever is the lesser.~~

AMENDMENT 14 [Rule 5B 2.2.1.1(e) (Sites Abutting Residential Activity Areas)]

Amend existing Rule 5B 2.2.1.1 (e) Permitted Activity Standards to read as follows:

(f)(e) Sites abutting Residential Activity Areas:

Where a site abuts a Residential Activity Area, the following conditions shall apply:

- (i) The maximum building height is 10m. All buildings and structures shall comply with the recession plane requirements of the abutting residential activity area.
- (ii) Side yard - minimum depth of 3 metres where the site abuts a residential activity area.
- (iii) Rear yard - minimum depth of 8 metres where the site abuts a residential activity area. This may be reduced if there is a service lane to the rear of the site and sufficient provision has been made for loading/unloading operations.
- ~~(iv) Where a site abuts a residential activity area all outdoor storage and servicing must be screened by a close boarded fence made of solid material with a minimum height of 1.2m and a maximum height of 1.8m.~~
- ~~(v) All car parking areas, not contained within buildings, which abut a residential activity area shall be screened by a close boarded fence or fence made of solid material with a minimum height of 1.2 m and a maximum height of 1.8m.~~
- (iv) All outdoor storage, carparking, and servicing areas must be screened so they are not visible from abutting sites in the residential activity area.
- (vi) At least 5% of car parking areas not contained within buildings must be landscaped. Areas within the car parking area and areas adjoining residential areas and/or fronting roads must be landscaped.
- (vii) Where a site abuts a residential activity area servicing of activities must not occur between the hours of 10.00pm and 7.00am.
- (vii) No mechanical repair and servicing of motor vehicles, trailers or motor fuelled domestic equipment shall be undertaken on the site.

AMENDMENT 15 [Rule 5B 2.2.1.1 (g) (Noise Insulation)]

Add new Rule 5B 2.2.1.1 (f) Permitted Activity Standards to read as follows:

(g) Noise Insulation:

- (i) Any habitable room in a building used by a noise sensitive activity shall be protected from noise arising from outside the building by ensuring the external sound insulation level achieves the following minimum performance standard:

$$D_{nT,w} + C_{tr} > 30 \text{ dB}^1$$

Compliance with this performance standard shall be achieved by ensuring habitable rooms are designed and constructed in a manner that:

- (a) accords with the schedule of typical building construction set out in Appendix Central Commercial 7 – Noise Insulation Construction Schedule; or
- (b) accords with an acoustic design certificate signed by a suitably qualified acoustic engineer stating the design as proposed will achieve compliance with the above performance standard.

(ii) Ventilation

Where bedrooms with unopenable windows are proposed, a positive supplementary source of fresh air ducted from outside is required at the time of fit-out. For the purposes of this requirement, a bedroom is any room intended to be used for sleeping. The supplementary source of air is to achieve a minimum of 7.5 litres per second per person.

AMENDMENT 16 [Rule 5B 2.2.1.1 (h) (Lighting)]

Add new Rule 5B 2.2.1.1 (h) Permitted Activity Standards to read as follows:

(h) Lighting:

Any activity shall comply with the following requirements:

- (i) The emission of light (including glare) shall ensure that direct or indirect illumination does not exceed 8 lux (lumens per square metre) at the windows of buildings used for residential activities in any Residential Activity Area.
- (ii) Subject to the above standard, pedestrian routes and carpark areas available for public use during hours of darkness shall be lit at a minimum of 10 lux, measured in accordance with AS/NZS 1158.3.1 : 2005 and amendments.

AMENDMENT 17 [Rule 5B 2.2.1.1 (i) (Dust)]

Add new Rule 5B 2.2.1.1 (i) Permitted Activity Standards to read as follows:

(i) Dust:

Any activity shall not create a dust nuisance at or beyond the boundary of the site to the extent it causes an adverse effect. This standard applies to

¹ D_{nT,w} + C_{tr} > 30 dB is the standardised level difference (outdoor to indoor) and is a measure of the airborne sound insulation provided by the external buildings envelope (including windows, walls, ceilings and floors where appropriate)

contaminants which are not subject to a discharge consent and which are temporary or intermittent in nature.

AMENDMENT 18 [Rule 5B 2.2.1.1 (j) (General Rules)]

Amend numbering of Rule 5B 2.2.1.1(f) to Rule 5B 2.2.1.1(j) to read as follows:

(j)(f) General Rules:

Compliance with all matters in the General Rules - see Chapter 14.

AMENDMENT 19 [Rules 5B 2.2.2 (a) and 2.2.2.1 (a) (Restricted Discretionary Activity)]

Delete Rules 5B 2.2.2 (a) and 2.2.2.1 (a) as follows:

~~(a) All retail activities with a gross floor area exceeding 3,000m².~~

Matters in which Council has Restricted its Discretion and Standard and Terms

~~(i) Effects on the Transport Network:~~

~~— The adverse effects on the surrounding transport network of the movement of people and goods generated by the retail activity. An important consideration here is the ability of the surrounding transport network to accommodate the likely increase in movements generated.~~

~~— The adverse effects of the activity on traffic, cycle and pedestrian movements, public transport services and parking and access within the immediate vicinity of the site.~~

~~— The provision of pedestrian and cycle routes and facilities, and practical access to public transport services.~~

~~(ii) Appearance of Buildings and Structures:~~

~~The adverse effects on the visual impression of the streetscape. In this respect an important consideration is the bulk of the building.~~

AMENDMENT 20 [Rules 5B 2.2.2 (b) and 2.2.2.1 (b) (Restricted Discretionary Activity)]

Amend numbering of Rule 5B 2.2.2 (b) to Rule 5B 2.2.2 (a) and Rule 5B 2.2.2.1 (b) to 5B 2.2.2.1 (a) to read as follows:

(a)(b) Emergency facilities.

Matters in which Council has Restricted its Discretion and Standard and Terms

(i) Traffic effects:

- The adverse effects on the roading network generated by the emergency facilities.
- The adverse effects on traffic, cycle and pedestrian movement, parking and access in the immediate vicinity of the site.
- Appearance of buildings and structures.

- (ii) Appearance of Buildings and Structures:

The adverse effects on the visual impression of the streetscape. In this respect an important consideration is the likely impact on the continuous display window frontage requirements.

AMENDMENT 21 [Rules 5B 2.2.2 (b) and 2.2.2.1 (b) (Restricted Discretionary Activity)]

Add new Rules 5B 2.2.2 (b) and 2.2.2.1 (b) for buildings and structures fronting The Esplanade, Hutt Road and Jackson Street to read as follows:

(b) The construction, alteration of, addition to buildings and structures fronting Hutt Road, The Esplanade or Jackson Street, except for those works permitted under Rule 5B 2.2.1(o).

Matters in which Council has Restricted its Discretion and Standard and Terms

- (i) Design, external appearance and siting of the building or structures
- (ii) Matters in the Petone Mixed Use Area Design Guide.
- (iii) Amenity Values
 - Consideration shall be given to adverse effects upon the amenity values both within the site concerned and upon surrounding areas.
- (iv) Landscaping
 - The extent to which landscaping is incorporated within the proposal to mitigate adverse effects, which may arise.
 - A landscape plan will be required to ensure that any adverse effects of the proposal are mitigated. This should include landscaping of any site on any site parking areas.
 - Storage and servicing areas must be screened and not visible from the road or from any public space.
 - Goods or products stored or placed outside buildings must be screened from adjoining properties, be kept in a tidy condition and not detract from the amenity values of the surrounding area.
- (v) Traffic effects, including effects on the transport network and the suitability of site access and site servicing arrangements.

AMENDMENT 22 [Rules 5B 2.2.2 (c) and 2.2.2.1 (c) (Restricted Discretionary Activity)]

Add new Rules 5B 2.2.2 (c) and 2.2.2.1 (c) for buildings and structures over 12m in height to read as follows:

(c) The construction, alteration of, addition to buildings and structures over 12 metres in height, except:

- (i) The construction, alteration of, addition to buildings and structures where the gross floor area of the additions is less than 5% of the gross floor area of the existing building; or

- (ii) The construction, alteration of, addition of buildings and structures which does not change the external building form (floor area and height) of the existing building.

Matters in which Council has Restricted its Discretion and Standard and Terms

- (i) The effects of wind on public space and adjoining areas.

AMENDMENT 23 [Rules 5B 2.2.2 (d) and 2.2.2.1 (d) (Restricted Discretionary Activity)]

Add new Rules 5B 2.2.2 (d) and 2.2.2.1 (d) for non-compliance with the Permitted Activity Conditions to read as follows:

- (d) Except where stated in the General Rules, any Permitted Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.

Matters in which Council has Restricted its Discretion and Standard and Terms

- (i) Any actual or potential adverse effects arising from the proposed non-compliance, and measures to avoid, remedy or mitigate such effects.

AMENDMENT 24 [Rule 5B 2.2.2 (Restricted Discretionary Activity - Notification)]

Add a new notification clause to Rules 5B 2.2.2 (b) and (c) to read as follows:

- In respect of Rules 5B 2.2.2 (b) and (c), applications do not need to be publicly notified and do not need to be served on affected persons.

AMENDMENT 25 [Rule 5B 2.2.2.2 (a) (Restricted Discretionary Activity - Conditions)]

Amend Rule 5B 2.2.2.2 (a) to read as follows:

5B 2.2.2.2 Restricted Discretionary Activity - Conditions ~~Other Matters~~

- (a) All Restricted Discretionary Activities shall must comply with the ~~other~~ relevant Permitted Activity Conditions.

AMENDMENT 26 [Rule 5B 2.2.2.2 (b) (Restricted Discretionary Activity - Conditions)]

Add new Rule 5B 2.2.2.2 (b) to read as follows:

- (b) The construction, alteration of, addition, and repair of buildings and structures over 12 metres in height.

- (i) Wind Protection:

All buildings and structures over 12 metres in height and where any part of the building or structure fronts a street, pedestrian mall, pedestrian walkway, shall be designed to comply with the following conditions:

- (a) Safety: The safety criteria shall apply to all public space. The maximum gust speed shall not exceed 20 m/s. If the speed

exceeds 20 m/s with the proposed development, it must be reduced to 20 m/s or below.

(b) Cumulative Effect: The cumulative criteria shall apply to all public space. Any proposed development shall comply with the requirements for both of the following wind strengths, at each measurement location.

Wind strength	Change in annual hours of occurrence with the development at all measurement points	Requirements on developer
Strong (mean hourly wind speed = 3.5 m/s)	If hours that 3.5 m/s is equalled or exceeded increase by more than 170 hr/yr (i.e. 2 % of the year)	Reduce change in hours to a maximum of 170 hours.
Moderate (mean hourly wind speed = 2.5 m/s)	If hours that 2.5 m/s is equalled or exceeded increase by more than 170 hr/yr (i.e. 2 % of the year)	Reduce change in hours to a maximum of 170 hours.

(c) While hours exceeded at some locations in the Cumulative Effect Criteria may increase or decrease, the overall impact of a building on the wind conditions must be neutral or beneficial.

(d) To show that a development complies with these standards a wind report must be supplied that meet the requirements outlined in Appendix Petone Commercial 4 – Wind Report.

AMENDMENT 27 [Rule 5B 2.2.3 (a) (Discretionary Activities)]

Delete Rule 5B 2.2.3 (a) as follows:

~~(a) Except where stated in the General Rules, any Permitted Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 – General Rules.~~

AMENDMENT 28 [Rule 5B 2.2.3 (a) (Discretionary Activities)]

Add a new Rule 5B 2.2.3 (a) to read as follows:

(a) Except where stated in the General Rules, any Restricted Discretionary Activity which fails to comply with any of the relevant Permitted and Restricted Discretionary Activity Conditions, or relevant requirements of Chapter 14 - General Rules.

AMENDMENT 29 [Rule 5B 2.2.3 (b) (Discretionary Activities)]

Add a new Rule 5B 2.2.3 (b) to read as follows:

(b) Residential activities at ground floor level on Jackson Street.

AMENDMENT 30 [Rule 5B 2.2.3 (c) (Discretionary Activities)]

Add a new Rule 5B 2.2.3 (c) to read as follows:

(c) Service stations with road frontage to The Esplanade, Hutt Road or Jackson Street.

AMENDMENT 31 [Rule 5B 2.2.3 (d) (Discretionary Activities)]

Add a new Rule 5B 2.2.3 (d) to read as follows:

(d) All retail activities within an integrated retail development with a gross floor area exceeding 10,000m².

AMENDMENT 32 [Rule 5B 2.2.3 (e) (Discretionary Activities)]

Add a new Rule 5B 2.2.3 (e) to read as follows:

(e) Car sales yards.

AMENDMENT 33 [Rule 5B 2.2.3 (f) (Discretionary Activities)]

Add a new Rule 5B 2.2.3 (f) to read as follows:

(f) Industrial Activities.

AMENDMENT 34 [Rule 5B 2.2.3 (g) (Discretionary Activities)]

Add a new Rule 5B 2.2.3 (g) to read as follows:

(g) All other activities not listed as a Permitted or Restricted Discretionary Activity.

AMENDMENT 35 [Rule 5B 2.2.3.1 (c) (Discretionary Activities – Assessment Matters)]

Add a new Assessment matter Rule 5B 2.2.3.1 (b) to read as follows:

(b) Matters in the Petone Mixed Use Area Design Guide.

AMENDMENT 36 [Rule 5B 2.2.3.1 (b) (Discretionary Activities – Assessment Matters)]

Amend Rule 5B 2.2.3.1 (b) to read as follows:

(c)(b) The degree of compliance or non-compliance with any relevant Permitted or Restricted Discretionary Activity Conditions.

AMENDMENT 37 [Rule 5B 2.2.4 (Non-Complying Activities)]

Delete Rule 5B 2.2.4 and amend subsequent numbering as follows:

~~5B 2.2.4 Non-Complying Activities~~

- ~~(a) All other activities not listed as a Permitted, Restricted Discretionary or Discretionary Activity.~~

5B 2.2.54 Other Provisions

AMENDMENT 38 [5B 3 (Anticipated Environmental Results)]

Amend 5B 3 Anticipated Environmental Results to read as follows:

- (a) The distinctive built form, style and character of buildings are retained and enhanced.
- (b) Adjoining residential areas will be protected.
- (c) The commercial and retail needs of residents and other users will be met.
- (d) The centre will be vital and viable, catering for increased diversity of complementary activities with a greater concentration and level of activity.
- (e) A safe and attractive Petone Commercial Activity Area.
- (f) A sense of place and identify that reflects the character, qualities and context of the Petone area.

AMENDMENT 39 [New Petone Mixed Use Area Design Guide]

Delete “Appendix Petone Commercial 2 – Former Petone West School Site” map.

AMENDMENT 40 [New Petone Mixed Use Area Design Guide]

Add a new “Appendix Petone Commercial 2 – Petone Mixed Use Area - Design Guide” as shown in Part 4 of this document.

AMENDMENT 41 [New Main Entrance and Gateway Routes Map]

Add a new “Appendix Petone Commercial 3 – Main Entrance and Gateway Routes which pass through Area 2 - Petone Mixed Use” as shown in Part 4 of this document.

AMENDMENT 42 [New Wind Report]

Add a new “Appendix Petone Commercial 4 – Wind Report” to read as follows:

Buildings above 12 metres require a wind assessment report to identify and describe measures for addressing the potential adverse of wind on public space, including streets.

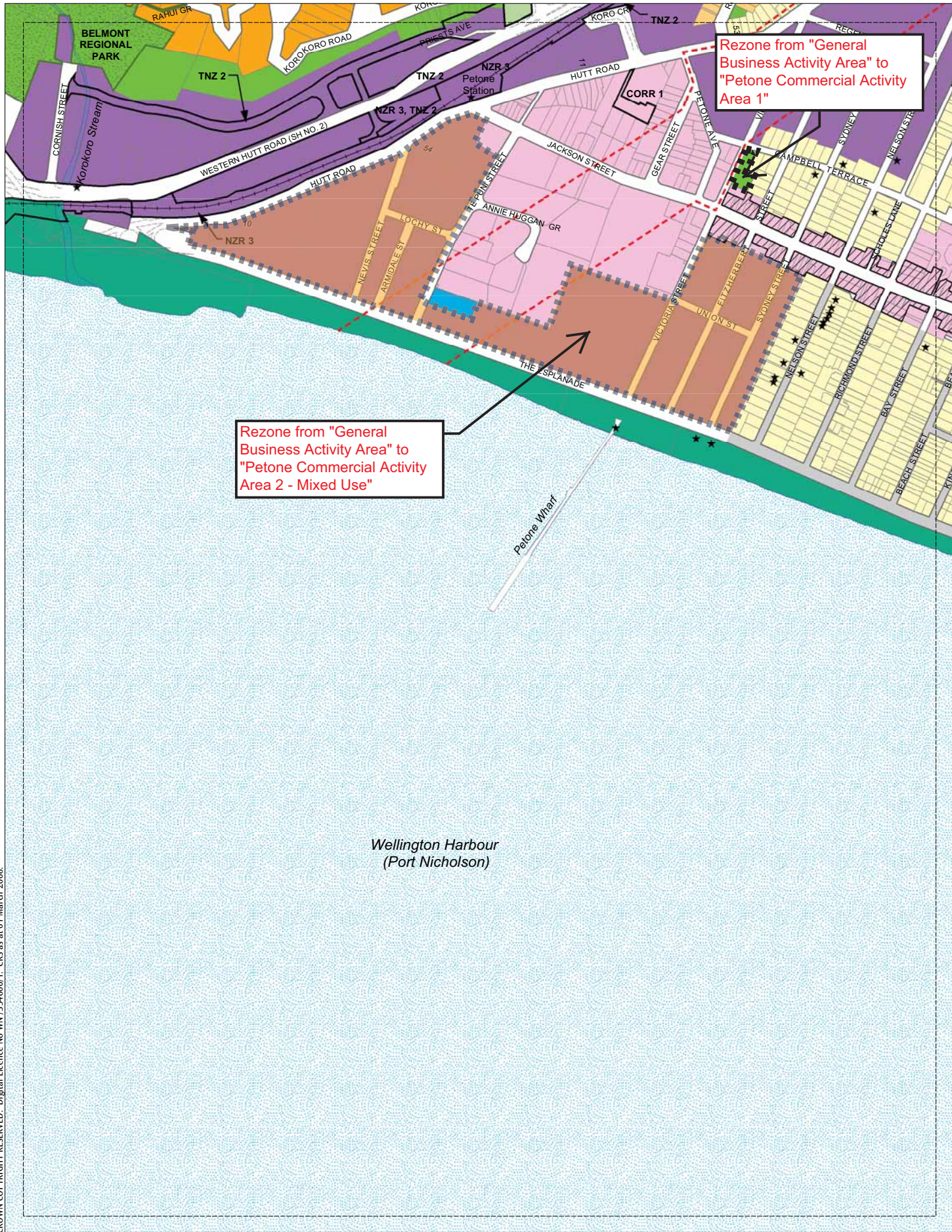
Typically headings for a wind assessment report would be:

- Existing wind conditions/environment

- Existing built context and environment in terms of height and bulk of surrounding buildings
- Location of the site relative to public spaces
- Proposed building height and form
- Design features proposed to manage wind effects

AMENDMENT 43 [Planning Map A5]

Amend Planning Map A5 by rezoning the area shown from General Business Activity Area to Petone Commercial Activity Area – Petone Mixed Use Area 2”



Rezoned from "General Business Activity Area" to "Petone Commercial Activity Area 1"

Rezoned from "General Business Activity Area" to "Petone Commercial Activity Area 2 - Mixed Use"

Wellington Harbour
(Port Nicholson)

Petone Wharf

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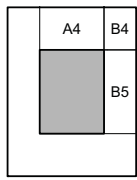
Updated 28 July 2008

ACTIVITY AREAS

- | | | |
|----------------------|---------------------|--------------------|
| General Residential | Central Commercial | Extraction |
| Special Residential | Petone Commercial | General Recreation |
| Historic Residential | Suburban Commercial | Special Recreation |
| Hill Residential | Special Commercial | River Recreation |
| Landscape Protection | General Business | Passive Recreation |
| Rural Residential | Special Business | Community Health |
| General Rural | Avalon Business | Community Iwi |

ANNOTATIONS

- | | |
|----------------------------|----------------------------|
| City Boundary | Regional/Forest Park |
| Designation | Heritage Area |
| Higher Density Residential | Primary River Corridor |
| Wellington Faultline | Secondary River Corridor |
| Special Study Area | 1 in 100 Year Flood Extent |
| Hydraulic Line | Building Setback Line |
| Flood Protection Bank | Notable Tree |
| Railway Line | Historic Place |



District Plan - City of Lower Hutt

Scale 1:6000

A5

Amendments to

Chapter 6A – General Business Activity Area

AMENDMENT 44 [6A 1.1.2 (Main Entrance Routes)]

Amend the Issue, Policies and Explanation and Reasons in Section 6A 1.1.2 of the General Business Activity Area as follows:

Issue

The main entrance routes of the City need to be attractive and clearly defined to reinforce the identity of the City and the sense of place that it offers. Some of the main transport routes pass through the General Business Activity Areas. These routes include Railway Avenue, Hutt Road, ~~The Esplanade~~, Waione Street, and State Highway No.2. It is necessary to manage the effects of development along these routes to maintain and enhance the image of the City.

Policies

- (a) That the design, appearance and scale of structures or buildings fronting main transport routes be managed to emphasise the importance of the area as a major access to the City.
- (b) That all structures fronting main entrance routes are modulated and do not have continuous blank walls.
- (c) That the design and appearance of sites fronting main transport routes be maintained to avoid adverse effects on the visual quality of the routes and the surrounding area.
- ~~(d) That the height, location and bulk of structures fronting ~~The Esplanade~~ be managed to avoid adverse effects on the adjoining foreshore.~~
- (d)(e) That the location, design and appearance of structures be managed to reinforce the definition of the street edge and enclosure of the sites fronting Waione Road.
- (e)(f) That the effects of activities fronting Railway Avenue, Hutt Road, ~~The Esplanade~~, Waione Street, and State Highway No.2 be managed to enhance the image of these main entrance routes and avoid adverse effects on the amenity value and character of the surrounding areas.

Explanation and Reasons

The objective is to maintain and enhance the image and visual appearance of main entrance routes within the City. These routes can enhance the experience of entrance to and exit from the City, thereby creating a sense of approach, arrival and departure as people travel through the City. This helps to reinforce the identity of the City and accentuates the sense of movement from one place to another when entering or leaving the City. This approach to the main entrance routes can assist peoples' sense of orientation and understanding of the physical structure, and the geography, of the City.

The main entrance routes include Railway Avenue, Hutt Road, ~~The Esplanade~~, Waione Street, and State Highway No. 2 identified in Appendix General Business 1.

(a) Railway Avenue:

Railway Avenue is an important point of entry into Lower Hutt's Central Commercial Activity Area. The activities fronting Railway Avenue should reflect such locational importance and enhance the image of this main entrance route. This area accommodates industrial and commercial activities, which provide a supporting role to the Central Commercial Activity Area. These activities should attain high levels of amenity and aesthetic standards to emphasise the importance of this entrance route.

(b) Hutt Road:

The role of Lower Hutt as a regional industrial and service centre is emphasised by the character of the buildings and type of activities along this route. There are significant features along this route that mark progress. These include ~~the roundabout with Jackson Street~~, the residential area at Riddlers Crescent and the railway overbridge. This route provides a link between the Petone Off Ramp and the Central Commercial Activity Area. Activities along this route should enhance the amenity value and visual appearance of this main entrance route.

~~**(c) The Esplanade:**~~

~~This area forms one of the most important entrances to the City. Given the close association with the harbour and public open space along the Petone foreshore, it is important to maintain a high standard of design for buildings and structures fronting The Esplanade.~~

~~Activities along The Esplanade will be required to maintain and enhance the amenity value and visual appearance of this main entrance route. This will be achieved using specific guidelines for buildings and structures to maintain the contrast of townscape and seascape.~~

(c)(d) Waione Street:

~~The Esplanade and~~ Waione Street carries a significant volume of traffic along the Petone foreshore area. This route is at the edge of the City and is part of the connection with the harbour, which is one of the region's most significant natural features. There is a contrast between, on the one side of the road, a building dominated townscape, and on the other, a panoramic seascape.

There is a transition at Waione Street from a seaside cottage style residential area to an industrial area which has a built up nature. The distinct industrial character and diversity of form contributes to signalling progression along the route. This contrasts with the openness and long range views to both the central City, and the river and harbour that can be obtained from the Estuary Bridge.

The buildings located close to the street boundary provide a sense of enclosure which contrasts with the openness of The Esplanade and the Hutt River, and emphasises a sense of progression along this route.

The aim of the policies is to maintain the sense of enclosure and contrast with open panoramic sea views on other stretches of the entrance route. Buildings will be permitted up to the street boundary and there will be no requirement for front or side yards. Outdoor storage, parking and servicing will be accommodated in the rear yard.

The building design and appearance will be managed to enhance the amenity value of the area. Design features will be incorporated to prevent visual monotony and promote a strong visual connection with the street. There is no landscaping requirement, however, landscaping may be permitted where it enhances the character of the site.

(d)(e) State Highway No.2:

The business areas at Cornish Street and Hebden Crescent are highly visible from State Highway No.2. The effects generated by the activities need to be managed to enhance the visual appearance, amenity value and contribution to the image of the City. This involves attention to building design and appearance, landscaping and screening, signage and traffic generation.

AMENDMENT 45 [6A 1.2.2 (Amenity Values of the Esplanade West Area)]

Delete Section 6A 1.2.2 as follows and amend subsequent numbering accordingly:

~~6A 1.2.2 Amenity Values of the Esplanade West Area~~

~~Issue~~

~~Land fronting The Esplanade enjoys a close association with the Harbour and public open spaces along the foreshore. The design and scale of buildings must be managed to ensure there are no adverse effects on amenity values of the area and the adjoining foreshore, as well as emphasising that this is an important access to the City.~~

~~Objective~~

~~To ensure that buildings and structures in the Esplanade West Area are of high design standard and of an appropriate scale to avoid adverse effects on the amenity values of the area and the adjoining foreshore area.~~

~~Policies~~

- ~~(a) That the design and external appearance of structures and buildings be managed to emphasise the importance of the Esplanade West Area as a major access to the City.~~
- ~~(b) That the height, location and bulk of buildings and structures be managed to maintain and enhance the contrast between townscape and seascape, provided that there are no adverse effects in terms of shadow and wind effects.~~

~~Explanation and Reasons~~

~~The Esplanade West Area forms one of the most important entrances to the City. A study carried out in 1994, "Approaches to the Hutt City: A Strategy for Accentuating Main Entrance Routes" stated that:~~

~~"Nowhere in Lower Hutt is the identity of the city more distinct from the surroundings than along The Esplanade. This route is clearly the edge of the city, and is part of the connection with the harbour which is the region's most significant natural feature. The contrast here is clearly between, on the one side of the road, a firmly dominated townscape, and on the other a panoramic seascape."~~

~~The study proceeded to describe the business area at the western end of The Esplanade as "unique as a seaside commercial locality in the region." It recommended the identity of this area of The Esplanade be reinforced. Given the close association with the harbour and public open space along the Petone foreshore, it is important to maintain a high standard of building design for structures fronting The Esplanade.~~

~~The Esplanade West Area will have specific guidelines for buildings and structures to achieve the contrast of townscape and seascape, provided that there are no adverse effects in terms of shadow and wind effects. The Esplanade West Area identified in Appendix General Business 2. Activities along The Esplanade will be required to~~

~~maintain and enhance the amenity value and visual appearance of this main entrance route.~~

AMENDMENT 46 [Rule 6A 2.1.1 (c) (Maximum Height of Buildings and Structures)]

Amend Rule 6A 2.1.1 (c) to read as follows:

(c) Maximum Height of Buildings and Structures:

- (i) Maximum height of all buildings and structures is 12m; ~~except in the Esplanade West Area.~~
- (ii) ~~Maximum height of all buildings and structures in the Esplanade West Area (see Appendix General Business 2) is 30m, provided that the following conditions are met:~~

~~All buildings and structures over 12m shall show that the proposed development complies with the following standards. A wind report must be supplied which includes the results of a wind tunnel test.~~

Existing Wind Speeds	Wind speed resulting from development proposal	Requirements on developer
	If exceeding 10m/sec in any public space	Reduce to 10m/sec in public space
Up to 15m/sec	If exceeding 15m/sec	1. Reduce to 15m/sec 2. Although other directional wind speeds may be increased towards 15m/sec, the overall impact is to be no worse than existing
15-18m/sec	If exceeding 15m/sec	Reduce to max 15m/sec
Above 18m/sec	If more than 18m/sec	Reduce to max 18m/sec

AMENDMENT 47 [Rule 6A 2.1.1 (l) (Visitor Accommodation)]

Amend Rule 6A 2.1.1 (l) to read as follows:

(l) Visitor Accommodation:

~~No visitor accommodation is permitted, except in the Esplanade West Area, as shown in Appendix General Business 2.~~

AMENDMENT 48 [Rules 6A 2.2 (a) and 6A 2.2.1 (a) (Controlled Activities)]

Amend Rules 6A 2.2 (a) and 2.2.1 (a) to read as follows:

- (a) Any Permitted Activity in the western ~~and southern~~ areas of Petone which does not comply with the Parking, Loading and Unloading Conditions for Permitted Activities in Chapter 14A. (The western ~~and southern~~ areas of Petone ~~are~~ is identified in Appendix General Business 3.)

AMENDMENT 49 [Rules 6A 2.3 (c) and 6A 2.3.1 (c) (Restricted Discretionary Activities)]

Delete Rules 6A 2.3 (c) and 2.3.1 (c) as follows and amend numbering of Rules 6A 2.3 (d) to (h) and 6A 2.3.1 (d) to (h) accordingly:

~~(c) — Any building or structure on a site fronting The Esplanade~~

Matters in which Council has Restricted its Discretion and Standard and Terms

~~(i) — Design and location of buildings and structures:~~

~~— The maximum width of a building or structure, or the primary forms of any multi-unit building at the road edge, when viewed from that road edge, shall be in keeping with the local characteristic building width. The appearance of a solid wedge of development must be prevented.~~

~~— All buildings and structures shall be designed and constructed such that their facades nearest to The Esplanade incorporate openings to the road which minimises the visually deadening effect of otherwise blank walls along the road edge.~~

~~— There should be no continuous blank walls, and facades should be modulated.~~

~~— There shall be no front yard or required setback of buildings from the front boundary and buildings should be located as close as practicable to the boundary with The Esplanade.~~

~~(ii) — Maintenance of structures, buildings and space about buildings:~~

~~All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.~~

~~(iii) — Landscaping and screening:~~

~~— Soft landscape planting of the front yard adjacent to The Esplanade should be minimised and permitted only where it contributes to heightening the landscape contrasts between the built edge of the site and the harbour foreshore.~~

~~— Storage and servicing areas must be screened and not visible from The Esplanade or from any public space.~~

~~— Goods or products stored or placed outside buildings must not be visible from The Esplanade or from any public space.~~

~~— Goods or products stored or placed outside buildings must be screened from adjoining properties, be kept in a tidy condition and not detract from the amenity values of the surrounding area.~~

~~(iv) — Car parking and servicing:~~

~~— Car parking areas shall not be provided in any yard area immediately between buildings and The Esplanade, but should be located in side and rear yard areas.~~

~~— Loading and unloading facilities should be provided in the rear or side yards of the site.~~

~~(v) Layout and location of activities and facilities not enclosed within a building or structure:~~

~~The site shall be designed and maintained in such a manner so as to enhance the amenity value of the area and the image of The Esplanade as a main entrance route of the city.~~

~~(vi) Traffic generation:~~

~~The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.~~

AMENDMENT 50 [Rule 6A 2.4 (d) (Discretionary Activities - Visitor Accommodation)]

Amend Rule 6A 2.4 (d) to read as follows:

- ~~(d) Visitor accommodation except in the Esplanade West Area as shown in Appendix General Business 2.~~

AMENDMENT 51 [Rule 6A 2.5 (c) (Non-Complying Activities)]

Delete Rule 6A 2.5 (c) as follows and amend numbering of 6A 2.5(d) accordingly:

- ~~(c) Service stations along The Esplanade.~~

AMENDMENT 52 [6A Appendix 1]

Amend Chapter 6A Appendix 1 "Main Entrance Routes which pass through General Business Activity Areas" by deleting the label and reference to "The Esplanade" from the map.

AMENDMENT 53 [6A Appendix 2]

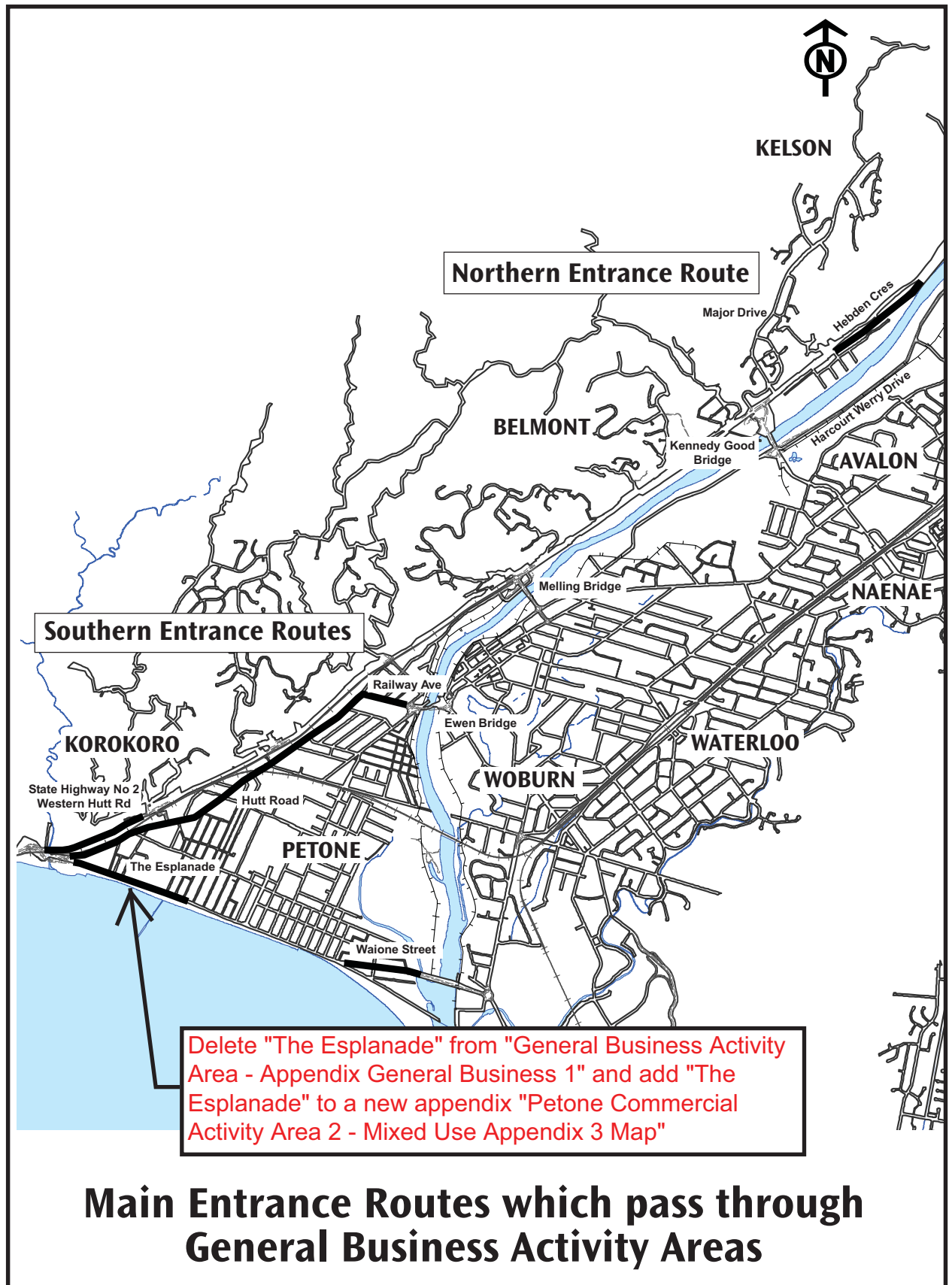
Delete Chapter 6A Appendix 2 "Esplanade West Area" of General Business Activity Area.

Consequential Changes: Re-number "General Business Appendix 3" to "General Business Appendix 2" and "General Business Appendix 4" to "General Business Appendix 3". Amend all other Plan provisions that cross-reference these appendices.

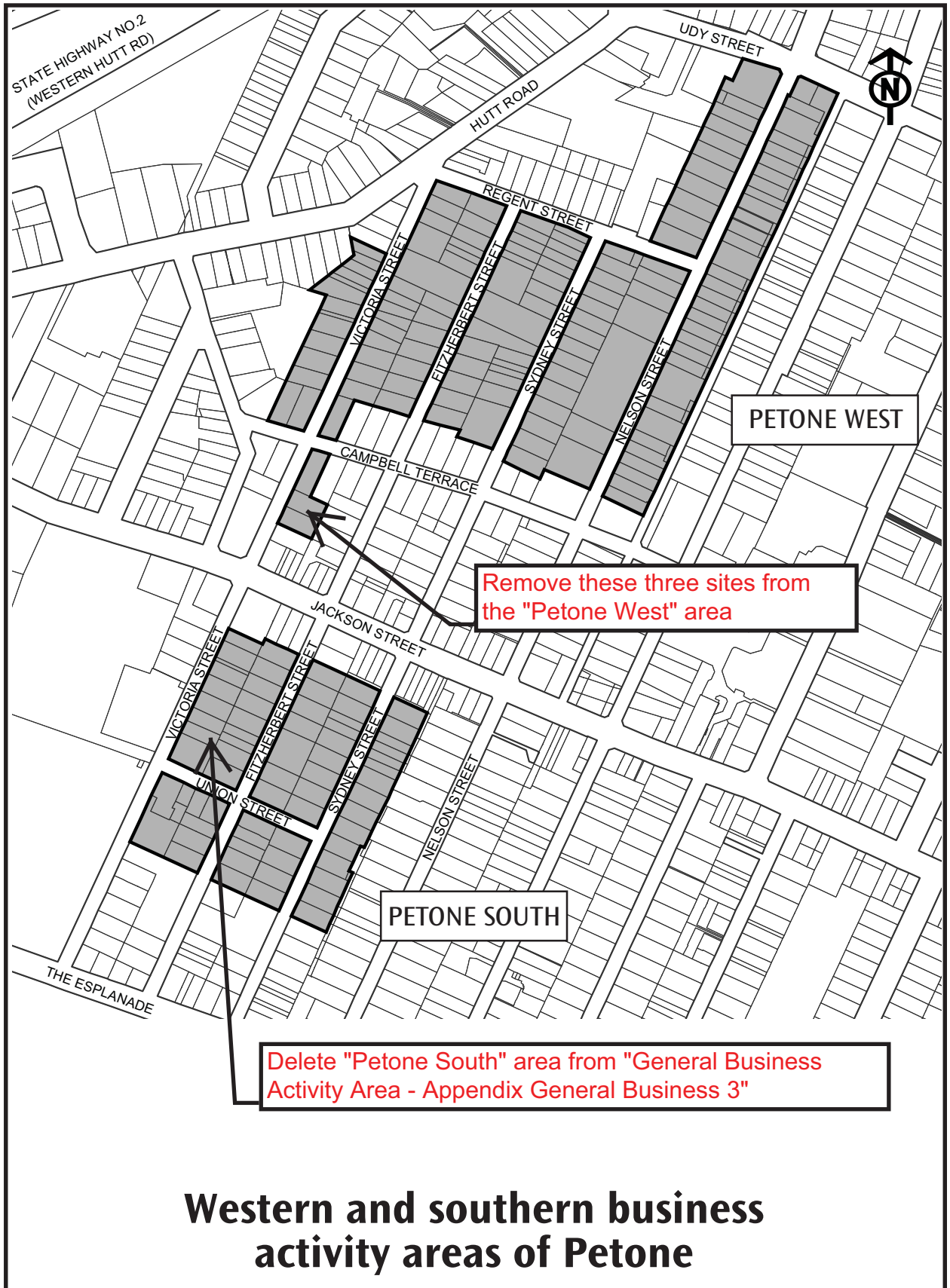
AMENDMENT 54 [6A Appendix 3]

Amend Chapter 6A Appendix 3 "Western and South Business Activity Areas of Petone" by deleting the "Petone South" Area, and also remove three sites off Campbell Terrace from "Petone West" Area as shown in Part 4 of this document.

Appendix General Business 1



Appendix General Business 3



Amendments to Chapter 14A - Transport

AMENDMENT 55 [14A(iii) 1.1.2 (Adequate Car Parking Provision in the Petone Commercial Activity Area)]

Amend Section 14A(iii) 1.1.2 to read as follows:

Issue

The availability of short stay parking in close proximity to the retail shops of Jackson Street is an important factor for business viability. There is a need for additional parking provision in the Petone Commercial Activity Area, particularly between Victoria and Cuba Streets. However, it is undesirable to provide access to off street parking along Jackson Street within Area 1, as this tends to break up the pedestrian frontage and the commercial properties lack depth.

If the on street parking is insufficient within Areas 1 and 2 of the Petone Commercial Activity Area, there is the potential for poor parking behaviour which creates a traffic hazard, visual detraction and an adverse impact on the amenity value of the area. Safe and adequate off street parking should be available in the vicinity of Jackson Street, both within Areas 1 and 2, to accommodate the parking demand of the workforce and shoppers.

Objective

To provide adequate car parking in a safe and visually attractive manner, to maintain the safety and amenity values of the area.

Policies

- (a) That sufficient parking spaces be provided using a graduated scale for retailing activities, commercial services and licenced premises.
- (b) That on site parking be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system.
- (c) That on street parking be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system.

Explanation and Reasons

The objective and policies seek to ensure that the safety and efficiency of the road system is maintained, and that adverse effects on the amenity values or character of the area are mitigated.

The sites along Jackson Street within Area 1 are small and it is difficult to provide on site parking or rear service lanes. It is not necessary for small retail shops to provide onsite parking as it is inappropriate to disrupt the commercial frontage. The needs of such small retail shops should be met by on street parking. However, larger retail premises would require on site parking provision, particularly where comprehensive development is proposed.

There are some sites in Area 2 – Petone Mixed Use which will find it difficult to provide on site parking and servicing areas, where the site is small and there is a narrow frontage. New development shall ensure that sufficient provision is made for parking, loading and unloading facilities.

On street parking will be controlled by a traffic management plan as necessary to avoid the adverse effects of poor parking behaviour on both safety and efficiency of the roading network.

The parking requirements for retail activities, commercial services and licenced premises will be determined on the gross floor area of the building, using a graduated system. Where a comprehensive retail development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis.

AMENDMENT 56 [14A(iii) 1.1.5 (Adequate Car Parking Provision in the South and Western Petone Business Activity Area)]

Amend Section 14A(iii) 1.1.5 to read as follows:

14A(iii) 1.1.5 Adequate Car Parking Provision in the ~~Southern and~~ Western Petone Business Activity Areas

Issue

Many of the sites in the ~~southern and western areas~~ of Petone, which are in the General Business Activity Area, are generally small sites. Some of these sites are unable to provide sufficient space for parking and servicing. It is necessary to manage activities on these sites to ensure that adequate provision is made for car parking and servicing.

Objective

To provide for adequate car parking and servicing in the ~~southern and~~ western areas of Petone in the General Business Activity Area.

Policy

- (a) That activities in the ~~southern and~~ western areas of Petone in the General Business Activity Area be controlled to ensure that adequate provision is made for car parking and servicing.

Explanation and Reasons

There are some sites in the ~~southern and~~ western areas of Petone in the General Business Activity Areas which will find it difficult to provide on site parking and servicing areas, where the site is small and there is a narrow frontage. New development will be a controlled activity to ensure that sufficient provision is made for parking, loading and unloading facilities. On street parking may be used where this is appropriate.

AMENDMENT 57 [Rule 14A(iii) 2.1(c)(ii) (Permitted Activity - Conditions)]

Amend Rule 14A(iii) 2.1(c)(ii) to read as follows:

- (ii) Petone Commercial and Suburban Commercial Activity Areas -

Residential Activities within Area 2 – Petone Mixed Use: The minimum parking requirement for residential activities is 1 space for every two residential units.

Retail Activities and Licensed Premises: A graduated system will be used to determine the appropriate amount of car parking spaces required for retailing activities, ~~commercial services,~~ and licenced premises. Where a

comprehensive development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis.

The minimum parking requirement for retailing activities, ~~commercial services~~, and licenced premises shall be based on the following graduated scale:

Less than 500m² GFA - Nil

More than 500m² GFA but less than 1500m² GFA - 1 space per 100m² GFA

More than 1500m² GFA but less than 3000m² GFA - 2 spaces per 100m² GFA

More than 3000m² GFA but less than 5000m² GFA - 3 spaces per 100m² GFA

More than 5000m² GFA - 5 spaces per 100m² GFA

Note: The above graduated system does not apply in a systematic way, in that the first 500m² of a 1800m² development is not exempt from the standard requiring 2 spaces per 100m².

Other Activities: The minimum parking requirements for other Permitted Activities are listed in Appendix Transport 3.

AMENDMENT 58 [14A(iv) 1.1 (Safe and Adequate Provision for Servicing)]

Amend the Explanation and Reasons in Section 14A(iv) to read as follows:

Explanation and Reasons

The objective and policy seek to ensure that the safety and efficiency of the road network is maintained, and that any adverse effects on the amenity values or character of an area are mitigated.

Loading and unloading facilities are an integral part of the road network, linked strongly to both moving traffic and land use activities. Adequate on site servicing provision is necessary to enhance the safety and efficiency of the roading network. Such provision shall be made in an attractive manner to maintain and enhance the amenity value of the area.

It is recognised that it is not always possible to provide sufficient on site loading and unloading facilities. For example, some of the business premises in the western ~~and southern~~ areas of Petone have a small site and narrow frontage, which makes it difficult to provide on site parking, loading and unloading facilities. New development will, therefore be a controlled activity to ensure that sufficient provision is made for parking, loading and unloading facilities. On street provision may be used where this is appropriate.

In the Central Commercial Activity Area, the objective is to increase residential development and the standard loading requirements for larger scale residential development would limit the efficient use of this land.

Part 4: Proposed Changes within the District Plan

The following section indicates how the District Plan will look if the amendments proposed by Proposed Plan Change 29 as detailed in Part 3 of this document become operative without further change.

1 Introduction and scope of the Plan

...

1.10 Area Wide Issues

The essential elements of a sustainable city are the residential areas, the distribution of key activities, such as retail, recreation, community services and facilities plus the transport networks linking them together. Natural resources are important in the sustainable city.

In this section area wide issues are identified and discussed with adoption of policies and strategies.

1.10.1 Resource Management and the Tangata Whenua of Lower Hutt

Issue

It is important that the Plan recognises the relationship between tangata whenua and wider resource management issues in the City. Sections 6(e), 7(a) and 8 of the Act require the relationship of Maori and their ancestral lands to be recognised and provided for as a matter of national importance, and for those exercising functions and powers under the Act, to have particular regard to kaitiakitanga and to take into account the principles of the Treaty of Waitangi.

Kaitiakitanga encompasses the Maori view of guardianship, involving the spiritual dimension as well as the physical dimension. The onus on people who say they are kaitiaki is to acknowledge all the responsibilities that come with kaitiakitanga, including actively looking after and caring for their mana whenua and taonga. Kaitiaki are required to continually be part of the process of environmental decision-making.

Kaitiakitanga includes an obligation on people to use resources in ways that respect and preserve resources in the environment, both physically and as sources of spiritual power. The tangata whenua who have mana over resources are able to determine both the characteristics of kaitiakitanga and how it should be given expression.

Objective

To respond to the principles of the Treaty of Waitangi and other matters of significance to the tangata whenua as specified in the Act.

Policies

- (a) To have particular regard to tangata whenua's desire to carry out kaitiakitanga.**

- (b) To protect waahi tapu and sites of cultural or historical significance to tangata whenua from desecration or disturbance.
- (c) To recognise and protect the tangata whenua desire to maintain and enhance their traditional relationship with the environment.
- (d) To consult with the tangata whenua when discharging functions and duties under the Act.

Explanation and Reasons

Chapter 2 provides a more comprehensive explanation of the partnership between tangata whenua and resource management in Lower Hutt.

1.10.2 Amenity Values

Issue

The different character and amenity values of areas contribute significantly to the environment of the City. The Act recognises the importance of people's environment (which is defined to include amenity values) and it is necessary to recognise these as essential elements in the Plan.

Objective

To identify, maintain and enhance the character and amenity values of the different activity areas.

Policy

To identify within all activity areas the general character and amenity values of that activity area.

Explanation and Reasons

Residential Activity Areas

General Residential Activity Area:

This Activity Area accounts for much of the residential development in the City. It is dominated by single dwellings on fee simple subdivisions, but also contains a variety of other housing styles including cross lease developments, semi detached housing, and a limited number of multi-unit developments. Semi detached and multi-unit developments are more common in some locations than others. Generally sites within the Activity Area have a flat topography, this being a natural feature or being a result of earthworks during the development stages. Sites in most locations have been well developed with maturing domestic scale landscaping and planting. While small scale businesses, which can be classed as home occupations, are common there are few larger commercial or industrial activities.

Special Residential Activity Area:

Three locations, Woburn, the Military Road area, and Lowry Bay, have been identified where sites are characterised by lower density development on larger sites often with mature landscaping and planting.

Historic Residential Activity Area:

Patrick Street, Petone: This historic area was largely developed at the time of the 1905 Workers Dwellings Act when the first state housing schemes were built. A variety of designs were used, comprising both single and two storey dwellings. Appendix Historic Residential 1 details the specific elements that contribute to the character and amenity values of this historic area.

Riddlers Crescent: This historic area was largely developed between 1906 and 1910 and consists of both villa designs and semi-detached workers' dwellings. Appendix Historic Residential 1 details the specific elements that contribute to the character and amenity values of this historic area.

Hill Residential Activity Area:

This Activity Area consists of significant amounts of land in the hillier parts of the City. The topography of these areas is such that individual sites have characteristics of slope, are often above or below road level, have a different relationship with neighbouring sites to those on the flat, and have views.

Landscape Protection Residential Activity Area:

This Activity Area is characterised by particularly steep sites with large land areas. The amenity values are influenced by this topography, vegetation cover and the potential impact of development including the creation of driveways and building platforms.

Commercial Activity Areas

Central Commercial Activity Area:

This Activity Area is the central focal point of the city as the main area of commercial, community and civic activities. Further diversity in the activity mix is anticipated, with increased levels of residential activities and service industries. The environment is characterised by a number of complementary activities of different size and scale. Buildings are of a mix of heights and ages, are constructed in a variety of styles and with a diverse range of materials. The relationship of buildings to the public realm (streets and open space areas) significantly contributes to the amenity values of the Central Area. Large surface areas of carparking and car sales could detract from the amenity values in this area. Improvements to the amenity values in the central area are planned, including improving the building quality and public realm. New private development or significant redevelopments are expected to contribute to such amenity values, while still remaining commercially workable or viable.

Petone Commercial Activity Area:

Area 1 – Jackson Street between Victoria and Cuba Streets: This part of Jackson Street is dominated by one and two storey buildings built between 1926 and 1940. The subdivision pattern is of small allotments with narrow frontages. Retail and commercial activities occur at ground level and commercial and residential uses above ground level. The close proximity of a residential activity area immediately behind the narrow band of commercial properties contributes to the character and amenity values. The character and amenity values of this area are strongly influenced by the heritage values of the buildings. Appendix Petone Commercial 1 details the specific elements that contribute to the character and amenity values of this historic area.

***Amendment 1**

Area 2 – Area generally bounded by Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade: This part of Petone is characterised by a mix of activities including residential, commercial, retail, community and some light industrial activities. The character and amenity values in this area are influenced by the more open nature of sites, a diversity of building scale, the coastal environment for those sites fronting The Esplanade, and mixed land uses.

Suburban Commercial Activity Area:

The character and amenity values of this activity area do vary with the specific locations. The factors influencing this generally include small allotment sizes, small

scale buildings with residential development at second storey level, close proximity to residential activity areas which are usually abutting, busy short term parking areas, and a mix of retail and service areas.

Special Commercial Activity Area:

Area 1 – Station Village: The influence of the historical character of the buildings that make up this activity area, including the Railway Station Building, contributes strongly to the character and amenity values. The proximity to the busy intersection of Hutt Road and Railway Avenue is also an important influence. The focus on leisure activities has created an identity which is different from other retail areas.

Area 2 – Boulcott Village: This small activity area is abutted by a residential activity area and this strongly influences the character and amenity values. The buildings are of a residential rather than commercial scale and character and the land uses are compatible with residential neighbours.

Business Activity Areas

General Business Activity Area

The character and amenity values of this activity area do vary with the specific locations. The factors influencing this generally include a low scale built environment, a diversity of land uses, signage, busy street environments with kerbside parking and frequent vehicle movements, and proximity to residential activity areas. These areas tend to have different character during the week than at weekends when the areas are often empty of activity and people.

A number of the locations are identified as main entrance routes and the character and amenity values of these locations are important to the overall environment of the City.

Special Business Activity Area

This activity area is characterised by larger allotments, buildings and land uses. Together with wider road reserves, these features tend to create a more open character. In some parts of the activity area character and amenity values are dominated by technological park developments, while in other areas the influence comes from the “tank farm” environment. The presence of the Waiwhetu Stream through this activity area and the coastal boundary along Port Road strongly influences the character and amenity values of sites in close proximity to these features. The hillier topography along the back of Gracefield Road gives a sense of enclosure to the area.

Avalon Business Activity Area

This activity area falls into two distinct physical locations, one at Fairway Drive and the other at Percy Cameron Street. Both areas comprise buildings and structures in an open setting, adjoining both residential activity areas and recreation activity areas associated with the Hutt River. Within the site, large areas of open space exist which include formal landscaping, mature planting and grassed areas and contribute to the general amenity values of the vicinity. The building, and in particular the tower block at Percy Cameron Drive, are the dominant visual elements. There is a marked contrast between the business activities occurring on these sites and the neighbouring residential activities.

Extraction Activity Area

The physical characteristics of the land significantly contribute to the character and amenity values of these sites. The sites are located on the Western Hills escarpment and can be seen from considerable distances. The stark contrast between excavated areas and regenerating native bush is a strong visual feature.

Recreation Activity Areas

General Recreation Activity Area:

The character and amenity values of this activity area do vary with specific locations. The factors influencing this generally include vastly different scales from small neighbourhood reserves to regional parks, generally close proximity to residential activity areas, the presence of built facilities including children's play equipment, sports facilities and halls, proximity to natural features such as rivers, the extent of vegetation, and the sense of enclosure depending on street frontage.

Special Recreation Activity Area:

Area 1 – Petone Foreshore: The character and amenity values of this activity area are dominated by the presence of the coastal foreshore. Other contributing factors are the separation of the activity area from other activity areas by The Esplanade, the presence in some parts of buildings and car parking areas, coastal planting, and the open space character of the area in general.

Area 2 – Seaview Marina: The nature of this facility strongly influences character and amenity values. The close proximity of the coastal escarpment at the base of Point Howard and the adjacent business activity area also contribute to the character and amenity values of the marina. Existing facilities such as the boat ramp, and yacht club all contribute to the overall character and amenity values of the area.

Area 3 - Hutt Park Visitor Accommodation: This facility is situated within an area of open space with the associated amenity values which include the Waiwhetu Stream. It is important that future building on the site recognises these amenity values and the open space character.

River Recreation Activity Area:

The physical characteristics of the rivers and streams dominate the character and amenity values of this activity area. This includes the scale of the watercourse, water levels and fluctuations, and the bank environment. Other important influences are the nature of neighbouring land uses.

Passive Recreation Activity Area:

This activity area consists of large areas of open space, essentially free of built structures. The activity area provides important visual amenity values from both the urban and rural environments of open space, rugged topography, and vegetation cover. The presence of the fire breaks is a dominant visual feature.

Rural Activity Areas

Many elements contribute to rural amenity values including topography; the coast; significant natural, cultural and archaeological resources; land uses including farming and forestry, rural lifestyle development; recreation uses and opportunities; water catchment and treatment facilities; existing subdivision patterns; and built structures. In the rural areas the amenity values are made up of components that include physical features, land use patterns, planting patterns, built features (including roading formations), views and vistas, subdivisional patterns, colours, and accessibility.

Rural Residential Activity Area:

There are a number of relatively small areas falling into the Rural Residential Activity Areas. These include locations on the western hills of the Hutt Valley; Upper Fitzherbert Road, Wainuiomata; Moores Valley; and Coast Road just beyond the urban area of Wainuiomata. Generally these rural residential areas derive their amenity values from factors which include property size and subdivisional pattern, the physical environment, and their accessibility to urban areas. Rural based industries

including boarding facilities for domestic pets and plant nurseries are located in rural residential areas. The various locations do have different amenity values which contribute to their uniqueness. Rural residential areas on the western hills are located between Normandale and Belmont, and fronting Liverton Road. These areas are easily accessible from the urban areas of the Hutt Valley and from the State Highway. Generally the properties are small in size, the majority having land areas between 2ha and 10ha. The eastern side of Moores Valley Road is characterised by steeper land, many existing dwellings being sited above the road level. Properties on the western side of the road are generally flat for approximately half their depth. This area is also characterised by its valley nature. In Upper Fitzherbert Road lot sizes vary from 4ha up to 38ha, many with large frontages. Much of the land is flat, with land rising towards the back of several properties.

General Rural Activity Area:

This activity area contains a vast land area with a relatively small amount of it located on the western hills of the Hutt Valley, but the vast majority is beyond the urban area of Wainuiomata. The activity area is dominated by diverse topography. From Eastbourne around to the City's boundary with the South Wairarapa District an extensive area is influenced by the coast. Two major river valleys, the Wainuiomata and Orongorongo, dominate the physical environment together with many other river and stream networks. From flat river terraces land rises to dominant and often steep hill areas. Within the hilly areas are isolated locations of more gentle topography. On the western hills of the Hutt Valley, the topography is characterised by the steep escarpment bordering the Hutt River and more gentle hill country leading back into the Belmont Regional Park. The influence of the coast on the character and amenity values of some parts of the rural environment is very significant. The original character of the coastal environment has been modified over time but retains a natural character. Throughout the coastal environment topographical features such as the beaches, the sea cliffs, the sloping marine terraces, the higher eroded terraces and the hills retain their natural character.

Within this coastline a number of distinct areas can be identified.

- (i) South of Camp Bay to Pencarrow Coast: It is considered that this stretch of the coast is one of the most natural and undeveloped edges with the Wellington Harbour. The area is appealing when viewed from a distance with a series of bays of varying sizes with attractive beaches.
- (ii) Pencarrow Head: A significant landform within the Wellington Region as viewed from land, sea and air. The cliffs and two white lighthouses are considered to be of high visual quality. The associated beach, extending from the sea level lighthouse southwards along the Bay to the northern side of Bluff Point, is also of high visual quality. This headland offers outstanding views extending from Baring Head to the Wellington Harbour and to the west harbour headland and beyond.
- (iii) Fitzroy Bay: The seaward margin is rugged and exposed to the elements. The visual character of the area is degraded by past and current mining operations. However, towards the Baring Head end of the coastline the area is of higher visual quality as it is less disturbed by mining activities. The twin lakes and immediate perimeter are of high landscape value. The hills are lower than other areas on the coast but they are highly visible as they form an important backdrop to the Wellington Harbour and can be seen from many Wellington suburbs.
- (iv) Baring Head: The headland, including the area extending well back from the spectacular Baring Head coastal cliffs and approximately two kilometres of relatively undisturbed sand dunes and other mature attractive vegetation at the

southern end of Fitzroy Bay, forms one of the most outstanding landform features on this stretch of the coastline and within the Wellington Harbour and Heads. This is especially the case when viewed from a distance such as Pencarrow Head and beyond. The marine terraces are highly visible from a distance due to their sloping nature, smooth horizontal texture and the pale colour of the pasture which contrasts strongly with the darker and rugged hills behind. Not only is Baring Head highly visible, it is also an area of considerable visual sensitivity. This sensitivity arises from its role as a meeting place between the land, sea and sky and the terminus of the eastern backdrop to the Wellington Harbour. The headland offers outstanding views extending from Turakirae Head to the Wellington Harbour entrance and beyond.

- (v) From Baring Head to Turakirae Head/Scientific Reserve: Turakirae Head is a very high impact landscape with its dramatic boulder fields, raised beaches, rocky land/sea interface and its headland providing an important backdrop to the reserve. The vegetation in the reserve is by far the most visually appealing within this part of the Wellington coastline. It is considered that Turakirae Head forms the physical division between the coastline oriented towards Wellington and the coastline oriented towards the Wairarapa.

The presence of a number of strong land uses influences the character and amenity values of the activity area. These include pastoral farming, forestry, recreation, water catchment and lifestyle farming.

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3 Definitions

100-Year Flood:	a 100-year flood in the Hutt River is equal to a 1 in 100 year event and currently has a magnitude of approximately 1900 cubic metres of water per second measured at Taita. It has about a 1% chance of being equalled or exceeded in any one year.
Access Leg:	in relation to a rear site, means a strip of land which is included in the ownership of the site, and which provides the legal and physical access from legal road to the net area of the site and which may be satisfied by a registered right of way outside the title (outside the legal boundaries of the allotment).
Accessory Building:	a building not being part of the principal building on the site, the use of which is incidental to that of any other building or buildings on the site. In the case of a site on which no building is erected, it is a building accessory to the use of the principal building permitted on the site. This includes a tool shed, playroom, recreation room, glasshouse, swimming pool and spa pool, but excludes self-contained residential accommodation and in rural activity areas will include buildings accessory to rural land uses.
Accessory Part:	those parts which are essential for the effective operation of the end product.
Allied:	any secondary activity on a site that is dependent on, related to or connected with the primary activity for that site.
Allotment:	shall have the meaning set out in Section 218 of the Resource Management Act 1991.
Ancillary Retailing:	retailing that is associated with the permitted activity but is not the primary activity on the site or in the building; such retailing is incidental and secondary to the principal activity.
Antenna:	any broadcasting and/or telecommunication or radiocommunication apparatus for transmission or reception including the antenna mounting but not any supporting mast or similar structure. This definition includes any satellite dish.
Archaeological Site:	as defined in the Historic Places Act 1993.
Boarding House:	a building or buildings providing permanent or semi-permanent accommodation for more than five boarders/lodgers for profit.
Boundary:	any boundary of the net site area and includes any road boundary or internal boundary. Internal boundary means any boundary of the net area of the site other than a road boundary. Road boundary means any boundary of a site abutting a legal road (other than an accessway or service lane) or contiguous to a boundary of a road designation. Frontage or road frontages shall have the same meaning as road boundary.
Brothel:	as defined in the Prostitution Reform Act 2003.

- Building:** means any structure or part of a structure, whether temporary or permanent, movable or immovable, but for the purposes of this Plan excludes:
- (a) any fence not exceeding 2 metres in height;
 - (b) any retaining wall not exceeding 1.2 metres in height;
 - (c) satellite dishes with a diameter not exceeding 0.6m and antennas 2.5m above the maximum height permitted in the activity area or the rules in Chapter 13 - Utilities.
 - (d) decks less than 500mm in height;
 - (e) all structures less than 1.2 metres in height;
 - (f) all signs, as defined in this Plan.
- Building Floor Level:** (in relation to flooding) means the underside of floor joist for timber structures or, for concrete slabs, shall be 150mm below the finished top of the slab.
- Building Improvement Centre:** premises used for the storage, display and sale of materials used in the construction, repair, alteration and renovation of buildings and includes builders supply and plumbing supply centres and home and building display centres.
- Building Setback Line:** land on the landward side of the building setback line is protected by flood protection structures up to a 100-year flood event. Land on the riverside of the line is at risk of erosion from the Hutt River.
- Childcare Facility:** a facility for the care and/or education of children including crèche, day care centre, kindergarten, Kohanga Reo, playcentre, playgroups and day nurseries; such facilities shall not provide for overnight stays.
- Commercial Activity:** any activity of a commercial nature which principally comprises:
- provision of office, financial, professional or other business services; including theatres, cinemas, video parlours, other places of entertainment, visitor accommodation, funeral parlours, showrooms, radio stations, television stations, car parking buildings, veterinary clinics, and any other use of a similar commercial nature
- but which excludes:**
- (a) retail activity, industrial activity, rural activity, recreational activity and residential activity; and
 - (b) service stations, commercial garages, car sales yards and licensed premises.
- Commercial Forestry:** the planting and management of trees and the felling of timber for commercial gain.
- Commercial Garage:**
- (a) the storage of 2 or more vehicles, caravans, boats or trailers, not belonging to the occupier of the premises or his or her family; and/or
 - (b) any one or more of the following: motor vehicle engine and/or body repairs, overhauling of motor vehicles; and/or
 - (c) any one or more of the following: panel beating, trimming or spray painting of motor vehicles provided these operations are on a small scale.

Commercial Recreation Activities:

those recreational activities which require payment of a casual fee or membership fee for participation and includes camping grounds, public swimming pools and concessionaires (eg. jet ski hire, windsurfer hire).

Commercial Sexual Services:

as defined in the Prostitution Reform Act 2003.

Community Activities/Facilities:

those activities which provide for the social and cultural needs of the community; and includes libraries, halls, plunket rooms and childcare facilities.

Contaminated Site:

a site at which hazardous substances occur at concentrations above background levels and where assessment indicates it poses or is likely to pose an immediate or long term hazard to human health or the environment.

Cottage Industry:

the production of light goods by woodworkers, leatherworkers, metalworkers, caneworkers, glass blowers, fabric printers, paper makers, stone and/or bone carvers, potters, weavers or workers producing goods of a similar nature using hand tools or machinery of a light nature and includes the sale of goods produced on the premises but not the sale of any other goods.

Council:

The Hutt City Council.

Critical Facility:

any facility which provides critical services and includes ambulance, fire and police stations, and hospitals.

Detention Facility:

a building or buildings for the detention or accommodation of persons detained pursuant to any statutory provision, where such detention is imposed for the protection of members of the public.

Display Window:

a window which permits the public to view display space within a building.

Dripline:

the line formed when a vertical line from the outermost extent of the spread of the tree's branches or canopy meets the ground.

Drive Through Retail:

a retail outlet at which customers receive service while in their vehicles.

Dust Nuisance:

a dust nuisance shall occur if there is visible evidence of suspended solids in the air beyond the site boundary and/or there is visible evidence of suspended solids from a dust source settling on the ground, building or structure of a neighbouring site, or water.

Dwelling House:

a building or unit within a building providing self-contained residential accommodation for a person, a family or non-family group and includes a foster home, women's refuge, accommodation for up to five boarders/lodgers and residential facilities for up to and including seven people but excludes:

- (a) detention facilities;
- (b) visitor accommodation;
- (c) health care service; and
- (d) boarding houses.

Earthworks:

any modification of land associated with subdivision or development, including excavation and filling, removing and replacing soil, contouring, cutting, levelling, deposition of cleanfill, and road, driveway and access construction.

Ecotoxicity: adverse toxic effects on ecosystems or ecological communities, harmful to any living organism or ecosystem.

Effects Ratio Trigger Level: the value of the Effects Ratio which is used in the Consents Status Matrix to define whether a proposed development requires a land use resource consent. The Effects Ratio trigger level differs for different activity areas to account for the difference in acceptable levels of risk.

Emergency Facility: any service which provides critical services and includes fire, ambulance and police stations, and civil defence.

Environmentally Damaging Substance: any substance which, by effects other than toxicity, is able to damage an aquatic ecosystem (for example, milk or oil).

Extraction Activity: an operation in connection with prospecting, exploring and any mining operation including blasting, processing (crushing, screening, washing and blending), storage, distribution and sale of aggregates, ancillary earthworks, removal and deposition of overburden and rehabilitation works.

Filming Activity: Is the recording of images (whether on film or video tape or electronically or by other means) for exhibition or broadcast (such as by cinema, television or the internet or by other means) and the use of land associated with the filming activity including temporary construction, use and dismantling of structures and sets and all associated setting up and packing up of structures, equipment and materials, clean up and restoration of the site, but does not include:

- (a) still photography;
- (b) recording images of a wedding ceremony or other private celebration or event principally for the purpose of making a record for the participants in the ceremony, event or celebration;
- (c) recording images as a visitor or tourist for non commercial purposes;
- (d) recording for the immediate purposes of a television program that provides information by way of current affairs or daily news.

Flood Hazard: the potential for damage to property or people due to flooding and associated erosion.

Flood Hazard Effects: the negative impacts of flooding caused by fast flowing or deep-ponded flood waters. Fast-flowing or ponded flood waters are dangerous for people, becoming more severe where floods affect urban areas. These effects also include damage to the flood protection system, and other structures and buildings by water and debris, or by erosion.

Flood Protection Structure: physical assets (including land) managed and maintained by the Wellington Regional Council or approved (including managed and maintained) by the Wellington Regional Council for the purpose of flood protection, such as stopbanks, flood gates, debris traps, river berms, bank-edge works and plantings.

Gross Floor Area: the sum of the gross areas of all the floors of a building or buildings measured from the exterior faces of exterior walls or from the centre-lines of walls separating two buildings.

For the purposes of calculating car parking and loading requirements only, this definition shall not include the floor area of interior balconies and

mezzanines not available to the public, and any carparking within the building.

Hazardous Facility: activities involving hazardous substances and sites, at which these substances are used, stored, handled and disposed of

but which excludes:

- (a) the incidental use and storage of hazardous substances in minimal domestic scale quantities including up to 100kg of LPG;
- (b) fuel in motor vehicles, boats and small engines;
- (c) retail outlets for the domestic scale usage of hazardous substances (i.e. supermarkets, hardware shops, pharmacies, home garden centers);
- (d) developments that are potentially hazardous but do not involve hazardous substances (i.e. high voltage transmission lines, radio masts etc.);
- (e) facilities using genetically modified or new organisms;
- (f) trade waste sewer and waste treatments or disposal facilities;
- (g) gas and oil pipelines;
- (h) the occasional loading and unloading of hazardous substances on a site where this forms only a minor part of the site operations and includes the carriage of explosives within the Extraction Activity Area; and
- (i) oil filled transformers containing less than 1000 litres of oil.

Hazardous Waste: waste that poses a present or potential future threat to the environment due to, for example, its explosive, flammable, reactive, toxic, corrosive or infectious nature.

Health Care Services: any activity which provides services relating to physical and mental health and welfare and includes acupuncturists, chiropodists, chiropractors, dentists, dietitians, homeopathy practitioners, medical practitioners, medical radiographers, medical social workers and counsellors, naturopathy practitioners, nurses, occupational therapists, opticians, optometrists, osteopaths, pediatricians, pharmacists, physiotherapists, podiatrists, psychotherapists, and psychologists.

Height: **Maximum Height** shall be the perpendicular distance between the lowest ground level at any point and the highest part of the building immediately above that point.

- (a) For the purposes of calculating maximum height, ground level shall be deemed to be:
 - (i) the natural level of the ground or the finished level of the ground as a result of an approved subdivision, and shall not include earthworks which have resulted or will result from work undertaken as part of the construction of any building or development of the site.
 - (ii) where the natural ground level has fluctuated over time, as a direct result of nature, the natural ground level will be the level that exists at the time the level has to be ascertained.
- (b) When calculating maximum height the following shall be excluded:

- (i) antennas, satellite dishes with a diameter not exceeding 0.6m, flagpoles, finials or other similar decorative features where the maximum height is not more than 3.0m above the maximum height permitted for the activity area and this shall also apply to utilities listed in Chapter 13 - Utilities.
- (ii) chimneys, flues and ventilation shafts.
- (iii) conductors relating to utilities.

Maximum Overall Height shall be the vertical distance between the lowest ground level and the highest part of the building immediately above that point.

- (a) For the purposes of calculating maximum overall height, ground level shall be deemed to be the lowest of the following levels:
 - (i) the finished level of the ground as a result of an excavation for building construction works.
 - (ii) the finished level of the ground as a result of any other works.
- (b) When calculating maximum overall height the following shall be excluded:
 - (i) antennas, satellite dishes with a diameter not exceeding 0.6m, flagpoles, finials or other similar decorative features where the maximum height is not more than 3.0m above the maximum height permitted for the activity area and this shall also apply to utilities listed in Chapter 13 - Utilities.
 - (ii) chimneys, flues and ventilation shafts.
 - (iii) conductors relating to utilities.

Helicopter Landing Areas:

any defined area of land or water, and any defined area on a structure, intended or designed to be used either wholly or partly for the landing, departure and surface movement of helicopters.

Historic Area:

as defined in the Historic Places Act 1993:

Historic Place:

as defined in the Historic Places Act 1993:

Housing for the Elderly: a building or part of a building used as a home under the Old People's Homes Regulations 1987 or any Regulation in substitution thereof. It includes old people's homes, rest homes, pensioner housing developments, retirement villages and associated ancillary facilities such as medical, recreational and other communal facilities which offer an exclusive service to the residents of the Home for the Elderly.

Individual Retail Activity:

a retail activity carried on under a single trading name from or in single premises.

Industrial Activity:

any activity of an industrial nature which principally comprises:

- (a) extraction or conversion of natural resources;
- (b) production, manufacture or processing goods or energy from natural or converted resources;
- (c) research for industrial purposes, geological purposes or agricultural purposes;

- (d) service, repair or hire of goods; and
- (e) storage of goods;

but which excludes:

- (a) retail activities;
- (b) home occupations;
- (c) rural/agricultural activities; and
- (d) extraction activities.

***Amendment 2**

Integrated Retail Developments:

an individual retail development, or a collection of any two or more retail activities that are developed and operate as a coherent entity (whether or not the activities are located on separate legal titles), and share one or more of the following:

- (a) servicing and/or loading facilities;
- (b) vehicle and/or pedestrian access;
- (c) car parking;
- (d) public spaces and/or facilities.

This definition includes shopping malls and large-format retail parks, but does not include trade supply retail, wholesale retail, yard-based retail or building improvement centres.

Intensive Farming:

the raising of livestock where

- (a) livestock are kept in buildings or concentrated on open space, or
- (b) livestock live predominantly off feed other than grass, or
- (c) more than five adult pigs (defined to be one year or older) are kept in buildings or on pasture.

Intersection:

as defined in Section 2 of the Traffic Regulations 1976 and subsequent amendments, with the following provisos:

- (a) That where the areas so defined are separated by less than 50 metres, the intersection also includes all connecting roadways; and
- (b) That the edges of roadways are defined by kerblines and not painted markings.

Kohanga Reo:

premises (language nest) where preschool children are taught and cared for in accordance with Tikanga Maori (Maori customs).

Kokiri Centre:

as defined in the Maori Purposes Act 1980 to be any premises in which training and tuition is given in respect of any of the following matters:

- (a) any trade, profession or occupation;
- (b) Any skill or art that promotes the general social well-being of the community;
- (c) Maori language, Maori customs and traditions, Maori arts and handicrafts, and other aspects of Maori culture essential to the identity of the Maori race;
- (d) Languages, customs and traditions, and arts and handicrafts of members of other areas.

Landfill:	an area of land used for disposal of wastes for land, run in accordance with safety and environmental requirements laid down by a regulatory authority.
Landscape Furniture:	includes picnic tables, seating, rubbish bins, lights, and tree protector guards.
Landscaping:	the provision of tree and/or shrub plantings and may include any ancillary lawn, water, rocks, paved areas, amenity features or other forms of hard landscaping.
Licensed Premises:	any premises, or any part of any premises, on which liquor may be sold pursuant to a licence; and includes any conveyance, or any part of any conveyance, in which liquor may be sold pursuant to a licence.
Living Court:	a part of a net site area set aside for outdoor activities which is required to be unoccupied and unobstructed by buildings, pedestrian accessways or parking areas except as otherwise provided for in this Plan.
Mana Whenua:	customary authority exercised by an iwi or hapu in an identified area.
Marae:	includes the meeting house, dining hall, educational and associated facilities and residential accommodation associated with the marae.
Mast:	any mast, pole, tower or similar structure designed to carry antennas to facilitate broadcasting, telecommunications and radiocommunications. This definition excludes any arm supports.
Minor Boundary Adjustment:	an adjustment or relocation of allotment boundaries which is desirable in order to improve the practicality of existing boundaries providing the number of titles and the general area and use of the allotments remains the same.
Net Site Area:	the total area of a site for the exclusive use of a single dwelling unit, including any area provided for parking or manoeuvring space and building, but does not include land held in common ownership, communal open space, communal parking and rights-of-way, and access legs to a rear site.
Noise Sensitive Activity:	means any: <ul style="list-style-type: none"> (a) residential activity; (b) visitor accommodation, boarding house or other premises where residential accommodation for five or more travellers is offered at a daily tariff or other specified time; or (c) childcare facility.
Non-residential Activity:	the use of land and buildings for any activity within a residential or rural activity area which does not fall under the definition of residential activity and which does not meet the conditions for a home occupation.
Notable Tree:	a tree recognised as possessing some significance or special value in the City, and which is listed in Chapter 14G - Appendix Trees 1.
Offensive Odour:	an offensive odour occurs when an odour can be detected and is determined to be offensive by one or more observers; including at least one council officer.
Office Activities:	any commercial, professional or administrative office and includes banks and offices of finance and building societies.

Off-licence:	any premises licensed under Part II of the Sale of Liquor Act 1989 from which to sell or deliver liquor on or from the premises to any person for consumption off the premises.
Papakāinga Housing:	residential accommodation on Māori owned land.
Passive Recreation:	those recreational pursuits which are of a passive nature including walking, picnicking, swimming, fishing and activities of a similar nature.
Permeable Surface:	Any part of a site which is grassed or planted in trees or shrubs and/or is capable of absorbing water or is covered by decks which allow water to drain through to a permeable surface. It does not include any area which: <ul style="list-style-type: none"> (a) falls within the definition of site coverage except for decks as above; (b) is occupied by swimming pools; or (c) is paved with a continuous surface.
Pesticide:	any substance used for the prevention or control of any pest including herbicides, fungicides, defoliants and desiccants, but not including any fertiliser or animal remedies.
Places of Assembly:	any land and buildings which are used in whole or in part for the assembly of persons for such purposes as meetings of spiritual, cultural, entertainment, social, education or similar purposes and includes churches, halls, clubrooms, health and fitness centres.
Plan:	this District Plan.
Primary River Corridor:	contains fast flowing water and includes areas that are prone to erosion.
Public Access:	the right or opportunity of the public to use or visit an area of land.
Recession Plane:	a control relating to the receipt of natural light by adjoining sites; this control does not apply to chimneys, antennas, satellite dishes with a diameter not exceeding 0.6m, flagpoles, and any part of a mast that above a height of 2.5m from ground level has a diameter not exceeding 0.6m.
Recreation Activity:	any activity whose primary aim is the passive or active enjoyment of leisure, whether competitive or non-competitive, casual or organised; and recreation has a corresponding meaning.
Regional Council:	the Wellington Regional Council.
Registered Place:	a place registered under Part II of the Historic Places Act 1993.
Regulations:	the Resource Management Regulations 1992 and including any amendments.
Residential Activity:	the use of land and buildings for any domestic/living purposes by people living in the building, but does not include home occupations or non-residential activities.
Residential Facility:	a building or buildings and activities providing: <ul style="list-style-type: none"> (a) residential support/care; (b) respite care; and (c) therapeutic/rehabilitation services; <p>but which excludes:</p> <ul style="list-style-type: none"> (a) dwelling house (including residential facilities for up to and including seven people); (b) detention facilities;

- (c) visitor accommodation;
- (d) health care service; and
- (e) boarding houses.

Restaurant or Cafe: any land and/or building on or in which food is sold to the public generally for consumption on the premises.

Retail Activity: any activity which involves display, sale or hire of goods direct to the public; and includes restaurants, cafes and takeaway food premises, off-licences, auction rooms, hair dressers, laundries and dry cleaners; but excludes service stations, commercial garages, car sales yards, video parlours and licensed premises.

Risk: the probability of an event occurring and the extent of likely damages caused by that event:

Individual Risk: maximum probability that an individual person, object or function, if present in a certain location for a certain period, would be harmed by the cumulative risk from all the hazards from one or more sources.

Societal Risk: maximum probability that a group of a certain maximum size may get simultaneously killed by the cumulative risk from all the hazards from one or more sources.

River Corridor: includes land immediately adjacent to the river. It is the minimum area able to contain a major flood and enable the water to pass safely to the sea. Due to its location, the river corridor represents a significant flooding and erosion hazard to people, buildings and structures, including the flood defences, sited in the corridor. The river corridor comprises both primary and secondary areas.

Roading Hierarchy: a classification of roads which consists of distributor routes for through-traffic and access routes for local access purposes.

Root Zone: for most species the root zone can be taken to be the dripline of the tree. For trees with a narrow upright form a minimum of 3 metres either side of the trunk shall be taken as the root zone.

Runanga: tribal representative and administrative body.

Rural Service Industry: small scale activities servicing rural needs such as: fencing contractors, topdressing contractors and machinery maintenance contractors.

Secondary River Corridor: contains fast flowing water, but the erosion risk is not as significant as the Primary River Corridor.

Separation Distance: the distance from the edge of the area where hazardous substances are used, stored or otherwise handled, to the edge of the area exposed to adverse effects.

Service Booth: a position at a drive through retail outlets where vehicles stand while receiving service.

Servicing Hours: the hours when deliveries can be made to and from a site. Such deliveries include all collection or distribution of products, supplies, raw materials, waste materials and mail deliveries.

Service Industry: small scale activities serving local needs such as:

- (a) bakeries and catering depots;

- (b) cabinet makers and associated woodcrafts, furniture restoration and upholstery;
- (c) dressmaking, tailoring and footwear repair;
- (d) jewellery manufacture and repair;
- (e) laundries, dry cleaning;
- (f) precision instrument manufacture and repair (including medical, surgical, optical, dental, photographic and electronic equipment);
- (g) repair and servicing of household and garden equipment and appliances;
- (h) studios (including arts and crafts, photographic recording);
- (i) watch and clock repairs; and
- (j) any other activity of a similar nature, being essentially small scale and which does not detract from the amenities of the locality.

Service Station:

any site used for the retail sale of the following:

- (a) Retail sale of petrol, provided the storage does not exceed 100,000 litres;
- (b) Retail sale of diesel, provided the storage does not exceed 50,000 litres;
- (c) Retail sale of LPG, provided the storage does not exceed 6 metric tonnes in aboveground tanks, or 20 metric tonnes in underground tanks which comply with the Australian Standard AS 1596 - 1989 supplement No.1:1994 for LP Gas Storage and Handling - Siting of LP Gas Automotive Retail Outlets;
- (d) Retail sale of CNG, Kerosene, and lubricating oils for motor vehicles;
- (e) Retail sale of tyres, batteries, and other accessories normally associated with motor vehicles;
- (f) Retail sale of general goods for the convenience and comfort of persons calling at the service station for the services described in this definition, provided that such goods shall be sold only when the service station is open for normal motor vehicle servicing. Retailing of such goods shall be ancillary and secondary to the sale of motor fuels and mechanical repairs;

Unless the site is located in a commercial activity area, not more than 150m² of the building may be used for the sale of general goods;

- (g) The mechanical repair and servicing of motor vehicles, (excluding trucks, buses and heavy vehicles) trailers and motor fueled domestic equipment, provided that all motor repair and servicing activities are undertaken inside a building. Mechanical repairs and servicing shall not include body repairs, panel beating, trimming, spray painting, and heavy engineering (such as engine reboring and crankshaft regrinding) or the refuelling, adding air, water or oil (but not changing) where the vehicle is in the forecourt for a short period of time; and
- (h) The mechanical washing of motor vehicles.

Shape Factor:

a shape of a minimum size which must be able to be placed wholly within the site.

Showroom: an area of a building used for the display of goods and where trade sales are permitted.

Sign: any word, letter, model, sign, banner, placard, board, hoarding, billboard, poster, symbol, emblem, notice, name, image, character, outline, spectacle, display, delineation, announcement, device or representation, or any other means of a similar advertising nature intended to principally attract attention whether a specially constructed device, structure or apparatus, whether painted, printed, written, carved, inscribed, endorsed or projected onto a place or otherwise fixed or attached to any wall, roof, fence, rock, stone, structure, canvas or stationary vehicle. Aerial signs (for example, blimps) and free standing signs are included.

Sign does not include any advertising matter placed on or within a display window of a shop, business (excluding home occupation) or industrial premises and does not include traffic signs.

Onsite Sign: a sign which is located on the site to which it relates.

Offsite Sign: a sign which advertises products, goods or services not available on the site on which the sign is located.

Face Area: the total area of a sign facing any one direction.

Where the lettering or design is on an existing surface, the face area of a sign is calculated by measuring the area which encloses all symbols, emblems, words and letters which make up the sign, together with any material or colour forming an integral part of the display or used to differentiate such a sign from the background against which it is placed.

Temporary Sign: a sign advertising an event not held frequently or regularly. A temporary sign shall only be visible for a short period of time.

Significant Natural, Cultural and Archaeological Resources:

any natural, cultural or archaeological resource which is considered to be significant to the City for historical, cultural, archaeological, botanical, geological or zoological reasons and which is listed in Chapter 14E - Appendix Significant Natural, Cultural and Archaeological Resources 1.

Site: an area of land which is:

1. (a) comprised in a single allotment, or other legally defined parcel of land and held in a single certificate of title; or
(b) comprised in a single allotment or legally defined parcel of land for which a separate certificate of title could be issued without the further consent of Council;
2. any area of land which comprises two or more adjoining legally defined parcels of land held together in one certificate of title in such a way that the lots cannot be dealt with separately without prior consent of the Council; or
3. an area of land which comprises two or more adjoining certificates of title where such titles are:
 - (a) subject to a condition imposed under section 37 of the Building Act 1991 or section 643 of the Local Government Act 1974 incapable of being legally disposed of separately; or
 - (b) held together in such a way that they cannot be dealt with separately without the prior consent of Council;

except that site shall have the following meaning in the cases as set out in 4 to 6 below.

4. In the case of land subdivided under the cross lease or company lease systems (other than strata titles), site shall mean an area of land containing:
 - (a) a building or buildings for residential or business purposes with any accessory building(s), plus any land exclusively restricted to the users of that/those building(s); or
 - (b) a remaining share or shares in the fee simple creating a vacant part(s) of the whole for future cross lease or company lease purposes; and
5. In the case of land subdivided under the Unit Titles Act 1972 (other than strata titles), site shall mean an area of land containing a principal unit on a unit plan together with its accessory units; and
6. In the case of strata titles, site shall mean the underlying certificate of title of the entire land containing the strata titles, immediately prior to the subdivision.

Site shall also include the access to the site.

Front Site: a site having frontage to a legal road of not less than the minimum required.

Corner Site: a site which lies within a general change of direction of abutting roads;

Through Site: a site having 2 or more road frontages, other than a corner site;

Rear Site: a site situated to the rear of another site or a site not having the required frontage for a "Front Site".

Site Coverage: that portion of a site which is covered by any buildings.

Spill Containment System: a structure which will contain liquids or solids in the event of a spill, and prevent them from entering the stormwater system or a natural water body.

Staff Member: in relation to a place of employment either a full time or part time employee.

Supermarket: the use of a building, having a floor area exceeding 350m², principally retailing groceries (including fresh fruit, vegetables, meat, fresh fish, bakery, delicatessen and liquor). A supermarket may also retail small variety goods (such as manchester, apparel and kitchenware), provided that the variety component occupies less than 20% of the floor area and that separate specialty shops do not comprise part of the operation.

Tangata Whenua: in relation to a particular area, means the iwi or hapu, that holds mana whenua over that area.

Temporary Activity: Is any activity provided (on a site or sites) of a temporary nature and duration and includes, but is not limited to, festivals, parades, concerts, fairs, markets, circus, carnivals, outdoor exhibitions and displays, cultural and sporting events, public meetings and gatherings and other community and special events and includes associated temporary buildings and structures but excludes recreation activities and emergency facilities and associated services and operations.

Taonga: treasure; property.

Trade Sale: the sale of an item either singularly or in bulk to a person who uses such an item in his/her occupation or to a person who resells, modifies, utilises or further processes such item as part of his/her business.

Trading Warehouse: a building used for the storage of bulky goods or materials, and/or for the storage of goods in bulk for sale from the premises and which is appropriately situated in a location peripheral to a main shopping area. Such uses include trade supplies and furniture or carpet warehouses, but exclude uses such as supermarkets and department stores or other retail premises engaged in retailing and/or wholesaling directly to the public rather than to resellers.

Utilities: comprises the following:

- (a) transformation, transmission or distribution of electricity provided by network utility operators or requiring authorities, and private connections to such utilities;
- (b) drainage or wastewater reticulation provided by network utility operators or requiring authorities and private connections to such utilities;
- (c) the distribution of water for supply, including irrigation;
- (d) broadcasting, telecommunication and radio communication facilities including transmitting/receiving devices such as antennas, dishes, wires, insulators, casings, tunnels and associated equipment as well as support structures such as towers, masts and poles and ancillary buildings;
- (e) pipes for the distribution or transmission of petroleum or natural or manufactured gas, and necessary incidental equipment provided by network utility operators or requiring authorities, and private connections to such utilities;
- (f) pipes for the conveyance of irrigation water, or drainage of water or wastewater, and necessary incidental equipment including pumping stations provided by network utility operators or requiring authorities and private connections to such utilities;
- (g) lighthouses, meteorological facilities, navigational aids and beacons including approach control services within the meaning of the Civil Aviation Act 1990;
- (h) roads, footways, cycleways and service lanes;
- (i) street lighting poles, traffic signals and equipment (including surveillance cameras);
- (j) street furniture and traffic signs, parking meters, parking control equipment, including Pay and Display Booths;
- (k) culverts;
- (l) recycling depots; and
- (m) wastewater treatment plants and booster pumping stations.

Urupa: burial ground.

Veterinary Clinic: any premises used for the medical care, surgery and associated holding of animals; but excludes animal pounds or animal boarding facilities.

Visitor Accommodation:

any building or buildings offering temporary accommodation and includes (but is not limited to) motels, tourist houses, backpackers accommodation, hostels and youth hostels. It does not include motor camps or camping grounds, and board and lodging facilities for up to and including five people.

Waahi Tapu:

a place sacred to Maori in the traditional, spiritual, religious, ritual or mythological sense.

Waahi Tapu Area:

an area of land that contains one or more waahi tapu.

Warehouse:

any building or part of a building or site used for the storage, distribution and trade sale of goods (but excluding bulk storage of fuel, oils and gases in any form) and ancillary workshops associated with the principal activity.

Yard:

any part of a net site area which is unoccupied and unobstructed by buildings except as otherwise provided by this Plan. Yards shall be measured from the boundaries of the net site area.

Front Yard: an area of land between the road line and a line parallel to and extending the full width of the site; for the purposes of a corner site, there shall be two front yards;

Rear Yard: an area of land between the rear boundary of the site and a line parallel to and extending across the full width of the site;

Side Yard: an area of land between a side boundary of the site and a line parallel to and extending:

- (a) from the front yard to the rear yard; or
- (b) if there is no front yard, from the front boundary of the site to the rear yard; or if there is no rear yard, from the front yard or boundary, as the case may be, to the rear boundary of the site; or
- (c) if there are two or more front yards, from yard to yard.

For the purposes of a corner site, there shall be one side yard.

5 Commercial

Introduction

Commercial centres around the City provide residents with the ability to obtain the goods and services they require to meet their needs. To recognise the distinct differences between the commercial centres in the City, such centres have been categorised into the following four activity areas:

- (a) **Central Commercial;**
- (b) **Petone Commercial;**
- (c) **Suburban Commercial; and**
- (d) **Special Commercial.**

In this Plan retailing is generally confined to the above four areas. In order to ensure that these commercial centres become strong focal points in the community, it is important that retailing be restricted in non-commercial activity areas. It is considered that such an approach will ensure that a sense of place can be achieved in commercial centres. In addition, existing public infrastructure and services associated with commercial centres will be used efficiently. Grouping retail activities enables public transport to be provided to such centres, and this will result in a more efficient use of a non-renewable energy resource.

(a) Central Commercial Activity Area

The Central Commercial Activity Area is one of the largest in the Wellington region. Over the last few years there has been considerable commercial and retail growth. It is important that this growth and development be accommodated so that a healthy, vibrant and vital commercial centre can be achieved.

The Central Commercial Activity Area is that area generally bounded by High Street to the south, Cornwall Street to the east, Daly and Rutherford Streets to the west, and Melling and Brunswick Streets to the north, including the Market Grove area.

(b) Petone Commercial Activity Area

The Petone Commercial Activity Area is strategically positioned at the hub of the Wellington region. The centre has a wide catchment area, and caters for a significant number of shoppers that come from beyond the immediate area for a variety of reasons. Two distinct areas are identified in the Plan as follows:

(i) Area 1 - Victoria Street to Cuba Street

Area 1 consists of both sides of Jackson Street, between Victoria and Cuba Streets, and adjoins residential activity areas. These commercial sites are generally small and consist of a mix of one and two storeyed buildings, with small frontage retail and commercial activities at road level. Residential flats and offices are located above street level activities. Many of the buildings in this area were built between 1926 and 1940, and have a distinctive built form, style and character. It is important that this be protected.

(ii) Area 2 – Petone Mixed Use

Area 2 comprises the space generally between Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade. This area is suitable for mixed uses, providing a range of residential, retail and commercial activities.

(c) Suburban Commercial Activity Area

The Suburban Commercial Activity Area provides residents with facilities to meet their day to day needs, and to engage in community activities in close proximity to their homes. This Activity Area includes all but a few very small suburban retail locations in the City. These small retail centres are incorporated in the residential activity area, where they are recognised as non-residential activities. By including retail shops in a residential activity area, those shops that are underutilised or remain empty for long periods of time, have the opportunity to become residential dwellings.

Suburban Commercial centres within the City vary in size and function. The larger centres such as Naenae, Stokes Valley and Wainuiomata, provide a wide range of activities, including supermarkets, banks and libraries, and serve a large catchment area. The smaller commercial centres such as Waiwhetu and Waterloo, provide more of a neighbourhood service, with facilities such as dairies, takeaway shops and hairdressers. While the Suburban Commercial Activity Area provides for a number of activities, there is an emphasis on minimising any adverse effects on residential activity areas.

(d) Special Commercial Activity Area

The Special Commercial Activity Area has two areas. They are as follows:

(i) Area 1 - Station Village

Area 1 comprises the Station Village complex at the western end of Railway Avenue. Station Village was originally established as a tourist and entertainment centre, and consequently encourages activities of a similar nature. The total floor area provided for retailing activities in this Activity Area is purposely limited, to encourage the establishment of leisure, entertainment and craft facilities. In addition to these facilities, Station Village encompasses a recognised historic building, and additional buildings designed in keeping with the historic theme. While it is important to maintain a leisure, entertainment and craft centre for the City, activities and buildings will not compromise the historic significance of the Station Building and its complementary surroundings.

(ii) Area 2 - Boulcott Village

Area 2 consists of the Boulcott Village commercial centre on High Street. The close proximity of Boulcott Village to the residential area warrants the need to protect residential amenity values from the adverse effects of activities at the commercial centre.

5B Petone Commercial Activity Area

5B 1 Issues, Objectives and Policies

5B 1.1 Local Area Issues

5B 1.1.1 Area 1 - Area on Jackson Street generally between Victoria and Cuba Streets

Issue

On both sides of Jackson Street between Victoria and Cuba Streets sites generally are small and adjoin residential activity areas. It is important that the scale and character of activities are controlled so that there are no encroachments into the adjoining residential areas and adverse effects, such as adverse traffic effects, are managed.

Objective

To ensure that activities in the area of Jackson Street generally between Victoria and Cuba Streets do not have adverse effects on adjoining residential activity areas.

Policy

- (a) To ensure that only small scale activities are permitted on Jackson Street generally between Victoria and Cuba Streets so that there is no likelihood of encroachment into adjoining residential activity areas and adverse effects, such as adverse traffic effects, are managed.

Explanation and Reasons

Sites on Jackson Street generally between Victoria and Cuba Streets, are small and adjoin residential activity areas. It is important that large scale and more vehicle oriented activities are excluded to ensure that adverse effects are minor and that there are no encroachments into adjoining residential activity areas.

**Amendment 4*

5B 1.1.2 Area 2 – Petone Mixed Use - Area Generally Bounded by Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade - Activities

Issue

There is demand in Petone for mixed uses which complement and support each other, such as commercial, servicing, residential and retail activities. Making provision for mixed use activities in Petone would support the social and economic well-being of the area and the City as a whole, but could also detract from the established vibrancy and vitality of the retail areas of Jackson Street

and the Central Commercial Activity Area. It is also necessary to manage the potential adverse effects, including noise, dust, odour, glare, light spill and traffic, of activities so as to maintain and enhance the quality of the environment.

Objective

To provide for a mixed use activity area within Petone which caters for a range of complementary commercial, servicing, residential and retail activities, increasing the number of residents and workers in Petone, and avoiding or mitigating adverse effects on the amenity values and character of the area, neighbouring areas and the overall receiving environment.

Policies

- (a) Provide for a range of residential, commercial (professional offices, services and entertainment) and retail (groceries, household items, services) activities generally between Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade, provided their adverse effects are compatible with each other and the character and amenity values of the area.
- (b) Manage larger scale retail activities and complexes to ensure they do not detract from the vibrancy and vitality of Petone and Hutt City's central business district, and create an attractive and public focused environment.
- (c) Provide for residential activities which have quality living spaces for residents, meet the service needs of this type of activity, and adopt on-site measures to mitigate potential incompatibility issues with other activities.
- (d) Restrict residential activities at ground floor level along Jackson Street, thereby retaining retail and commercial activities along the Jackson Street pedestrian focused frontage.
- (e) Restrict certain activities, including industrial activities, which may be incompatible with other activities and/or degrade the character and amenity values of the Petone Mixed Use Area.
- (f) Manage the establishment and operation of vehicle-oriented activities where traffic generation is likely to have adverse effects on the safety and efficiency of the transport network.
- (g) Ensure that effects likely to be generated by each activity, such as noise, dust, odour and traffic, are managed to avoid or mitigate adverse effects on the amenity values and character of both the area and properties in nearby residential areas.
- (h) Ensure that effects likely to be generated by each activity are managed to avoid or mitigate any adverse effects causing harm or damage to the receiving environment.

Explanation and Reasons

There is demand for an area within Petone to accommodate a range of complementary activities including residential, retail and commercial activities. The area generally bounded by Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade is suitable as a mixed use area for the following reasons:

- (a) There are a wide range of sites, in terms of size, configuration and existing built development which can be used, adapted or redeveloped to accommodate a range of activities. These activities would serve both the local and wider community;

- (b) The area adjoins the small scale speciality retail area of Jackson Street and thus a sense of place can be achieved, complementary to a range of residential, retail and commercial activities within Area 2;
- (c) The area is well situated in terms of the regional transportation network (including public transport) and other public and community infrastructure and services;
- (d) The area adjoins the Petone Foreshore which offers visual interest, open space and recreational opportunities.

Providing for a wide range of activities in the Petone Mixed Use Area gives landowners flexibility in the use of land and buildings to meet the changing dynamics of the economy and society. This flexibility would assist in creating and maintaining a vibrant and attractive mixed use area which supports and recognises the established activities and qualities in Petone. This provision of mixed use seeks to make efficient use of the land within the western end of Petone, providing opportunities for the re-use and redevelopment of existing buildings and properties for different activities.

In providing for a wide range of activities, there is potential to cause adverse effects both within the Petone Mixed Use Area and in areas beyond its boundary, such as nearby residential areas. These effects include dust, noise and glare. The Plan manages these effects through applying performance standards to ensure these effects are avoided, remedied or mitigated.

Certain activities, such as service stations and heavy industrial activities, may be incompatible with other activities in the Petone Mixed Use Area, in terms of their nature and intensity of use, traffic generation, noise and odour. Therefore, the Plan restricts the establishment and operation of specific activities to manage the location, nature and scale, to ensure if they are established, that they operate in a manner which does not detract from the values for people living and working within this area.

Retail activities are continually changing in response to market pressures. The Petone Mixed Use Area has developed as a location for larger format retail activities. There is potential if a high number of smaller scale speciality or comparative shops develop in the Petone Mixed Use Area could degrade or undermine the vitality and vibrancy of the existing core Jackson Street retail area (Area 1) and the Lower Hutt City central area. Therefore, a limitation is placed on the size of larger retail complexes to maintain the role and economic and social wellbeing of the existing areas.

It is anticipated the Petone Mixed Use Area will experience some residential development, with a particular focus on apartments along The Esplanade. Residential activities can positively contribute to the vitality and vibrancy of the area, as these residents have convenient access to retail, commercial, community and recreational amenities. In addition, with changing demographics of an aging population and smaller household units, providing for residential activities within the Petone Mixed Use Area gives another option for meeting the requirements of future residents in the city.

However, residential activities may be incompatible with some other activities in the Petone Mixed Use Area, in particular, they may be sensitive to noise from other activities. Rather than overly restricting other activities, it is appropriate that the residential activities mitigate this sensitivity by providing for external noise insulation. In addition, residential activities are restricted on the ground floor on Jackson Street to ensure activities on the ground floor have a positive relationship to the street where they provide interest, visual connection and an active edge.

Some types of activities have a heavy dependence on private motor vehicles for access, such as supermarkets, takeaway outlets and service stations. Managing these types of activities ensures the effects on the transport network can be effectively assessed.

The effects of activities in the Petone Mixed Use area on the environment may have an adverse impact on the character or amenity values of an area, or on the receiving environment. These effects need to be managed to maintain and enhance the amenity values of the area and the respective interface areas.

***Amendment 5**

5B 1.1.3 Area 2 – Petone Mixed Use – Main Entrance and Gateway Routes

Issue

The main entrance and gateway routes of the City need to be attractive and clearly defined to reinforce the identity of the City and the sense of place that it offers. Three of the main transport routes pass through the Petone Mixed Use Area. These routes include Hutt Road, The Esplanade and Jackson Street, which contribute to the character, quality and amenity of Area 2 as a mixed use environment. It is necessary to manage the effects of development along these routes to maintain and enhance the image of the City, whilst enabling utilisation of the sites adjoining these routes consistent with the mixed use character of the area.

Objective

To recognise and enhance the image and visual appearance of the main entrances and gateways of the city where they pass through Area 2 – Petone Mixed Use.

Policies

- (a) Ensure that the design, external appearance, orientation and scale of structures and buildings fronting Hutt Road, The Esplanade and Jackson Street be managed to emphasise the identity and importance of these areas as main entrances and gateways to the City.
- (b) Ensure that buildings are designed in a manner that maintains and enhances the safety, convenience, accessibility, amenity and linkages within the Petone Mixed Use Area.
- (c) Ensure the effects of activities fronting Hutt Road, The Esplanade and Jackson Street are managed to enhance the image and visual appearance of these main entrance and gateway routes.
- (d) Encourage high quality urban design directed at enhancing the relationship of buildings with public open space (including Hutt Road, The Esplanade and Jackson Street) having regard to the role, character and values of each main entrance and gateway route.

Explanation and Reasons

The objective is to maintain and enhance the image and visual appearance of main entrance and gateway routes within the City. These routes can enhance the experience of entrance to and exit from the City, thereby creating a sense of approach, arrival and departure as people travel through the City. This helps to reinforce the identity of the City and accentuates the sense of movement from one place to another when entering or leaving the City. This approach to the main entrance and gateway routes can assist peoples' sense of orientation and understanding of the physical structure, and the geography, of the City.

Therefore, new buildings and developments and larger additions to existing buildings within the Petone Mixed Use Area will be specifically managed to ensure they achieve this objective. The main entrance and gateway routes within Area 2 – Petone Mixed

Use are Hutt Road, The Esplanade and Jackson Street identified in Appendix Petone Commercial 3. Each road has different role, character and values which are to be considered.

Hutt Road:

The eastern side of Hutt Road south of Campbell Terrace is within Area 2 - Petone Mixed Use. The role of Lower Hutt as a regional industrial and service centre is emphasised by the character of the buildings and type of activities along this route. There are significant features along this route that mark progress, including the intersection with Jackson Street, and connection to the Petone Railway Station. This route provides a link between the Petone Off Ramp and the Central Commercial Activity Area. Development and activities along this route should enhance the amenity value and visual appearance of this main entrance route.

The Esplanade:

This area forms one of the most important entrances to the City. Given the close association with the harbour and public open space along the Petone foreshore, it is important to maintain a high standard of design for buildings and structures fronting The Esplanade.

The Esplanade carries a significant volume of traffic along the Petone foreshore area. This route is at the edge of the City and is part of the connection with the harbour, which is one of the region's most significant natural features. There is a contrast between, on the one side of the road, a building dominated townscape, and on the other, an open and panoramic seascape.

The building design and appearance will be managed to enhance the amenity value of the area. Design features will be incorporated to prevent visual monotony and promote a strong visual connection with the street. There is no landscaping requirement, however, landscaping may enhance the character of the site.

Jackson Street:

That portion of Jackson Street between Hutt Road and Victoria Street forms an important and highly utilised gateway route into Petone, for both vehicles and pedestrians, with Jackson Street being the main pedestrian thoroughfare extending from the Railway Station to Cuba Street. Given the close association with the historical commercial character of Jackson Street east (Area 1), and surrounding residential activities, it is important to maintain a high standard of design for buildings and structures fronting Jackson Street.

Activities along Jackson Street will be required to maintain and enhance the amenity value and visual appearance of this route. This will be achieved using specific standards and guidelines for buildings and structures to provide a safe, functional and attractive environment that accommodates a range of activities.

5B 1.2 Site Development Issues

5B 1.2.1 Area 1 - Distinctive Character and Built Form of the Area on Jackson Street generally between Victoria and Cuba Streets

Issue

Buildings and structures on both sides of Jackson Street generally bounded by Victoria and Cuba Streets have a distinctive built form, style and character. It is important that these characteristics are retained and enhanced.

Objective

To ensure that the distinctive built form, style and character of buildings and structures in the area between Victoria and Cuba Streets are retained and enhanced.

Policy

- (a) External alterations, repairs, or modifications to existing buildings and structures plus the construction of new buildings and structures in the area bounded by Victoria and Cuba Streets must comply with the specified design performance standards.

Explanation and Reasons

The area on both sides of Jackson Street bounded generally by Victoria and Cuba Streets consists of a mix of one and two storeyed buildings, with small frontage retail activities and commercial activities at road level, and residential flats or offices above. Many of the buildings in this area were built between 1926 and 1940. A large number of buildings have decorative parapets and present an imposing impression from the road.

This area has a distinctive built form, style and character. It is important that these characteristics are retained and enhanced. Council does not seek to prevent or prohibit the repair, alteration, modification or redevelopment of existing buildings or structures. Any such changes to the external facade of existing buildings or redevelopment must not compromise the existing built form and character of the area and will be assessed in accordance with design performance standards specified in Appendix Petone Commercial 1.

Signs on buildings not only provide an important commercial function but also add to the character and vitality of the area. The design of their position, size, shape, colour and lettering style must be carefully considered and assimilated into the design of the building as a whole. Therefore, it is important that all signs are compatible and sympathetic with the distinctive character of the area. This being the case all signs, (except those that are temporary for a period of three months) require a resource consent and will be assessed in accordance with the design performance standards specified in Appendix Petone Commercial 1.

***Amendment 6**

5B 1.2.2 Areas 1 and 2 - Weather Protection

Issue

It is important that all buildings on either side of Jackson Street between Hutt Road and Cuba Street (Areas 1 and 2) have verandahs to provide weather protection.

Objective

To ensure that all buildings on either side of Jackson Street between Hutt Road and Cuba Street (Areas 1 and 2) have adequate weather protection, except those existing buildings designed and built without verandahs between Victoria and Cuba Streets (Area 1).

Policy

- (a) To ensure that in Area 1 all buildings except those existing buildings designed and built without verandahs have verandahs to provide weather protection to pedestrians.
- (b) To ensure that the section of Jackson Street within Area 2 all new buildings and additions and alterations to existing buildings have verandahs to provide weather protection to pedestrians.

Explanation and Reasons

For the comfort of pedestrians/shoppers and to encourage circulation it is important that all buildings in Areas 1 and 2 have verandahs. For the section of Jackson Street within Area 2, it is anticipated that over time the area will be re-developed and the provision of verandahs would create a pedestrian friendly environment that will provide greater comfort and encourage circulation. In Area 1, an exception is provided where existing buildings were originally designed and built without a verandah.

**Amendment 7*

5B 1.2.3 Area 2 - Character and Building Form and Quality within the Petone Mixed Use Area

Issue

The Petone Mixed Use Area provides for a range of complementary activities to support the needs of residents and workers. In order for the area to attract and support the mixture of activities, any buildings, structures and associated areas need to be functional, attractive and contribute to the quality of the environment. The building and open spaces also need to recognise their context and effects on their surroundings, such as the foreshore, heritage areas, main entrance and gateway routes, and residential areas.

Objective

To ensure that the form and quality of buildings, structures, open space and development overall within the Petone Mixed Use Area maintain and enhance the character, amenity values and quality of the environment, whilst recognising and protecting the values and features of adjoining areas.

Policy

- (a) On sites fronting Jackson Street, Hutt Road and The Esplanade:
 - (i) Provide for alterations and minor additions to existing buildings, subject to minimum standards, and ensure a high quality urban and built form design for these building modifications.
 - (ii) Manage new buildings and developments and larger additions to existing buildings fronting, to be well designed and to contribute to the creation or maintenance of an integrated, safe and attractive mixed use environment with a high standard of streetscape and amenity.

- (iii) For Jackson Street, require buildings to maintain an active, transparent and continual frontage, as well as shelter, to provide a pedestrian focused environment along this main gateway route.
- (b) On all other streets in the Petone Mixed Use Area, encourage new buildings and development to be well designed and achieve a high quality urban and built form design which contributes to the creation or maintenance of an integrated, safe and attractive mixed use environment.
- (c) Manage the height and location of buildings to respond to their context and locality, with lower building heights along the front road boundary with taller buildings setback from the street, thereby creating a streetscape with lower level buildings and protecting sunlight to key public spaces including roads.
- (d) Manage new buildings to be designed to manage the adverse effect on amenity value, including visual, wind and glare.
- (e) Restrict the height and setback of buildings and structures at the interface with adjoining residential areas to minimise effects on the amenity values, including shading, over dominance and privacy.
- (f) Ensure that new buildings higher than 12 metres are designed to avoid, remedy or mitigate any wind problems that they create (including cumulative effects with other buildings) and where existing wind conditions are dangerous, ensure new development improves the wind environment as far as reasonably practical.
- (g) Encourage buildings to be designed and located in a manner that enhances the safety, convenience, accessibility and amenity of pedestrian spaces and linkages within the Petone Mixed use Area.

Encourage all new buildings to provide appropriate levels of natural light to occupied spaces within the building.

Encourage the quality and amenity of residential buildings by guiding their design to ensure current and future occupants have adequate private outdoor space, ongoing access to daylight, and an external aspect.

Explanation and Reasons

The Petone Mixed Use Area consists of a range of complementary activities. In order to provide a quality environment that is attractive, functional and contributes to the quality of the environment, buildings and structures need to be well designed and integrated into the area.

It is recognised there are a variety of existing building forms and styles which have various functions and uses, and are of a mixed quality. The District Plan seeks to encourage the design of buildings and developments to ensure they positively contribute to the area's environment by adopting best practice urban design outcomes. Through the development and use of design guidance, the Council will guide and encourage the adoption of urban design outcomes resulting from development in the area.

For sites fronting Jackson Street, The Esplanade and Hutt Road, minor alterations and small additions to existing buildings are provided for to facilitate the upgrading, modification or conversion of the existing building stock in the area. For these small modifications to existing buildings, Council will encourage high quality building design to make a positive contribution to the built character and quality of the central area.

For new buildings and developments and larger additions to existing buildings for sites fronting Jackson Street, The Esplanade and Hutt Road, these will be specifically managed to ensure they relate well to the public environment and support the overall role of the area as accommodating a mixture of activities, and contribute to the quality

of the environment. Buildings will be required to consider the relationship to public environment (such as streets and open spaces), creation or maintenance of linkages within the site and with adjoining sites and streets.

The existing wind speeds at ground level within the Petone Mixed Use Area are variable, with some areas experiencing high and dangerous conditions. In addition, in some locations within this area, such as areas of open space and outdoor street activity, calmer wind conditions are desirable to provide a more attractive environment. The wind conditions contribute to the overall amenity in this mixed use environment, with buildings having a direct relationship with the resultant wind conditions. Accordingly, the District Plan manages new buildings and larger additions to existing buildings over 12 metres in height to ensure the wind conditions are not worsened.

The Petone Mixed Use Area shares an extensive interface with adjacent Residential Activity Areas. This interface is a particularly sensitive one as the effects associated with commercial or servicing activities and development have the ability to adversely impact on the use and enjoyment of neighbouring residential areas.

Given the extent of this interface, and the range of activities permitted within the Petone Mixed Use Area, the District Plan seeks to ensure that adequate safeguards are put in place to protect residential amenity. These safeguards include measures to control the effects of new buildings and development and additions to existing buildings, on adjacent residential areas.

***Amendment 8**

5B 1.2.4 Carparking

Issue

Car parking areas not contained within buildings can have adverse effects on amenity values. It is important that such car parking areas are designed and located to avoid or mitigate adverse effects.

Objective

To ensure that adverse visual effects arising from car parking areas are avoided or mitigated.

Policy

- (a)** Manage the design, location and scale of car parking areas, servicing, manoeuvring and access to maintain and enhance the streetscape and visual amenity values of the Petone Mixed Use Area.

Explanation and Reasons

The provision of suitable on-site carparking is an important part of a number of activities and developments. Carparking needs to be both adequate and well-located, while not compromising other forms of transport or degrading the streetscape or visual amenity values of the area. Performance standards and design guidance is provided to ensure on-site carparking is provided in a manner which recognises and reflects the streetscape and visual amenity values of the area.

5B 2 Rules

5B 2.1 Area 1 - Both sides of Jackson Street generally bounded by Victoria and Cuba Streets

5B 2.1.1 Permitted Activities

- (a) In that area of Jackson Street generally bounded by Victoria and Cuba Streets, shown as Area 1, all retail activities with a gross floor area not exceeding 1,000m².
- (b) Commercial activities with a gross floor area not exceeding 1,000 m².
- (c) Residential activities above ground floor level.
- (d) Health care services with a gross floor area not exceeding 1,000 m².
- (e) Licensed Premises with a gross floor area not exceeding 1,000 m².

5B 2.1.1.1 Area 1 Permitted Activities - Conditions

- (a) **Site Coverage:** Up to a maximum of 100%.
- (b) **Maximum Height of Buildings and Structures:** 10.0m.
- (c) **Landscaping and Screening:**
 - (i) All outdoor storage and servicing areas must be screened so that they are not visible from a road or public place.
 - (ii) At least 5% of car parking areas not contained within a building and adjoining roads must be landscaped and screened.
- (d) **Sites abutting residential activity areas:**

Where a site abuts a residential activity area the following conditions shall apply:

- (i) The maximum height of buildings is 10 metres. All buildings and structures shall comply with the recession plane requirements of the abutting residential activity area.
- (ii) Side yard - minimum depth of 3 metres where the site abuts a residential activity area.
- (iii) Rear yard - minimum depth of 8 metres where the site abuts a residential activity area. This may be reduced if there is a service lane to the rear of the site.
- (iv) Where a site abuts a residential activity area all outdoor storage and servicing areas must be screened by a close-boarded fence or a fence made of solid material with a minimum height of 1.2m and a maximum height of 1.8m.
- (v) All car parking areas, not contained within buildings, which abut a residential activity area shall be screened by a close-boarded fence or a fence made of solid material with a minimum height of 1.2m and a maximum height of 1.8m.
- (vi) Where a site abuts a residential activity area, servicing of activities must not occur between the hours of 10.00pm and 7.00am.

(e) General Rules:

Compliance with all matters in the General Rules - see Chapter 14.

5B 2.1.2 Restricted Discretionary Activities

- (a)** All redevelopment, alterations, repairing or modifications of any building or structure, except the following:
- (i) Redecoration, repair or alterations which are internal and not visible from the road or from the road frontage; and
 - (ii) Minor repair or alterations or maintenance to the existing facade of a building or structure which does not require any building consent;
- which are Permitted Activities.
- (b)** All signs, except those that are temporary for a period of three months which are Permitted Activities.

5B 2.1.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

The matters that Council has restricted its discretion are specified in Appendix Petone Commercial 1. These relate to the following matters:

- (i) Building shape;
- (ii) Buildings on corner sites;
- (iii) Building modulation;
- (iv) Wall materials and openings;
- (v) Silhouette, parapets and cornices;
- (vi) Decoration and colour;
- (vii) Verandahs;
- (viii) Under verandahs; and
- (ix) Signs and lighting.

All resource consent applications will be assessed in accordance with the Standards and Terms specified in Appendix Petone Commercial 1.

5B 2.1.2.2 Other Matters

All Restricted Discretionary Activities must comply with other relevant Permitted Activity Conditions.

5B 2.1.3 Discretionary Activities

- (a)** Except where stated in the General Rules, any Permitted Activity which fails to comply with any of the Permitted Activity Conditions.
- (b)** Residential activity on the ground floor of buildings.
- (c)** Brothels and commercial sexual services on the ground floor of buildings.
- (d)** Brothels and commercial sexual services on a site abutting or directly across the road from schools, pre-school facilities, churches and other similar religious establishments or a residential activity area.

5B 2.1.3.1 Assessment Matters for Discretionary Activities

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) The degree of compliance or non-compliance with any relevant Permitted Activity Conditions.

5B 2.1.4 Non-Complying Activities

- (a) All other activities not listed as a Permitted, Restricted Discretionary or Discretionary Activity.

5B 2.1.5 Other Provisions

- (a) Subdivisions - See Chapter 11.
- (b) Financial Contributions - See Chapter 12.
- (c) Utilities - See Chapter 13.
- (d) General Rules - See Chapter 14.

**Amendment 9*

5B 2.2 Area 2 – Petone Mixed Use - That area generally bounded by Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade

**Amendment 10*

5B 2.2.1 Permitted Activities

- (a) Retail activities, excluding integrated retail developments exceeding 10,000m² in total combined floor area.
- (b) Commercial activities.
- (c) Warehouses.
- (d) Garden centres.
- (e) Service stations, excluding on sites with road frontage to The Esplanade, Hutt Road or Jackson Street.
- (f) Residential Activities, excluding at ground floor level on Jackson Street.
- (g) Brothels and commercial sexual services.
- (h) Commercial garages.
- (i) Licensed premises.
- (j) Places of assembly.
- (k) Visitor accommodation.
- (l) Service Industry Activities.
- (m) Cottage Industry Activities.
- (n) The construction, alteration, addition and repair of buildings and structures, except on sites with road frontage to Jackson Street, Hutt Road or The Esplanade.

- (o) On sites with road frontage to Jackson Street, Hutt Road or The Esplanade:
 - (i) The construction, alteration, addition and repair of buildings and structures where the gross floor area of the additions is less than 5% of the gross floor area of the existing building; or
 - (ii) The construction, alteration, addition and repair of buildings and structures which does not change the external building form (floor area and height) of the existing building.
- (p) The total or partial demolition or removal of buildings and structures.

5B 2.2.1.1 Area 2 Permitted Activities - Conditions

***Amendment 11**

- (a) **Site Coverage:** 100%.
- (b) **Maximum Height and Recession Plane of Buildings and Structures:**
 - (i) 30.0m, provided that –
 - (ii) 15.0m on road front boundary of Jackson Street, Hutt Road and The Esplanade with a recession plane of 45° sloping inwards up to 30.0m in height
- (c) **Minimum Yard and Setback Requirements:**
 - (i) Buildings and structures abutting an urupa shall have a minimum setback of 3m.

***Amendment 12**

- (d) **Verandahs, Building Frontages and Display Windows on Jackson Street:**
For sites fronting Jackson Street:
 - (i) All buildings shall be built to the front boundary of the site and have display windows along the frontage. The ground floor façade surface shall have a minimum of 60% transparent glass display windows.
 - (ii) Buildings and structures shall have a maximum ground floor street frontage width for individual occupiers of 15 metres.
 - (iii) Any parts of a building fronting Jackson Street shall have a verandah. The verandah shall meet the following requirements:
 - (6) A minimum clear of 2.5 metres directly above the footpath or formed ground surface.
 - (7) No more than 4 metres (measured at the base of the verandah fascia) directly above the footpath or from ground surface.
 - (8) Extend for the full length of the building.
 - (9) Extend outwards from the front of the building to the far side of the kerbing less than 450mm, or 3 metres whichever is ever the lesser.
 - (10) Provide continuous shelter with any adjoining verandah or pedestrian shelter.

***Amendment 13**

- (e) **Landscaping and Screening:**
 - (i) All areas of outdoor storage shall be screened so that they are not visible from a road or public space.

- (ii) Except on sites with road frontage to Jackson Street, Hutt Road or The Esplanade, any surface or ground level parking area shall not exceed a maximum width of 18m along the site frontage or 40% of the site frontage whichever is the lesser.

***Amendment 14**

(f) Sites abutting Residential Activity Areas:

Where a site abuts a Residential Activity Area, the following conditions shall apply:

- (i) The maximum building height is 10m. All buildings and structures shall comply with the recession plane requirements of the abutting residential activity area.
- (ii) Side yard - minimum depth of 3 metres where the site abuts a residential activity area.
- (iii) Rear yard - minimum depth of 8 metres where the site abuts a residential activity area. This may be reduced if there is a service lane to the rear of the site and sufficient provision has been made for loading/unloading operations.
- (iv) All outdoor storage, carparking, and servicing areas must be screened so they are not visible from abutting sites in the residential activity area.
- (v) At least 5% of car parking areas not contained within buildings must be landscaped. Areas within the car parking area and areas adjoining residential areas and/or fronting roads must be landscaped.
- (vi) Where a site abuts a residential activity area servicing of activities must not occur between the hours of 10.00pm and 7.00am.
- (vii) No mechanical repair and servicing of motor vehicles, trailers or motor fuelled domestic equipment shall be undertaken on the site.

***Amendment 15**

(g) Noise Insulation:

- (i) Any habitable room in a building used by a noise sensitive activity shall be protected from noise arising from outside the building by ensuring the external sound insulation level achieves the following minimum performance standard:

$$D_{nT,w} + C_{tr} > 30 \text{ dB}^2$$

Compliance with this performance standard shall be achieved by ensuring habitable rooms are designed and constructed in a manner that:

- (a) accords with the schedule of typical building construction set out in Appendix Central Commercial 7 – Noise Insulation Construction Schedule; or
- (b) accords with an acoustic design certificate signed by a suitably qualified acoustic engineer stating the design as proposed will achieve compliance with the above performance standard.

² $D_{nT,w} + C_{tr} > 30 \text{ dB}$ is the standardised level difference (outdoor to indoor) and is a measure of the airborne sound insulation provided by the external buildings envelope (including windows, walls, ceilings and floors where appropriate)

- (ii) Ventilation

Where bedrooms with unopenable windows are proposed, a positive supplementary source of fresh air ducted from outside is required at the time of fit-out. For the purposes of this requirement, a bedroom is any room intended to be used for sleeping. The supplementary source of air is to achieve a minimum of 7.5 litres per second per person.

***Amendment 16**

(h) Lighting:

Any activity shall comply with the following requirements:

- (i) The emission of light (including glare) shall ensure that direct or indirect illumination does not exceed 8 lux (lumens per square metre) at the windows of buildings used for residential activities in any Residential Activity Area.
- (ii) Subject to the above standard, pedestrian routes and carparks available for public use during hours of darkness shall be lit at a minimum of 10 lux, measured in accordance with AS/NZS 1158.3.1 : 2005 and amendments.

***Amendment 17**

(i) Dust:

Any activity shall not create a dust nuisance at or beyond the boundary of the site to the extent it causes an adverse effect. This standard applies to contaminants which are not subject to a discharge consent and which are temporary or intermittent in nature.

***Amendment 18**

(j) General Rules:

Compliance with all matters in the General Rules - see Chapter 14.

5B 2.2.2 Restricted Discretionary Activities

***Amendment 19**

***Amendment 20**

- (a) Emergency facilities.

***Amendment 21**

- (b) The construction, alteration of, addition to buildings and structures fronting Hutt Road, The Esplanade or Jackson Street, except for those works permitted under Rule 5B 2.2.1(o).

***Amendment 22**

- (c) The construction, alteration of, addition to buildings and structures over 12 metres in height, except where:
 - (i) The construction, alteration of, addition to buildings and structures where the gross floor area of the additions is less than 5% of the gross floor area of the existing building; or
 - (ii) The construction, alteration of, addition of buildings and structures which does not change the external building form (floor area and height) of the existing building).

***Amendment 23**

- (d) Except where stated in the General Rules, any Permitted Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.

***Amendment 24**

In respect of Rules 5B 2.2.2(b) and (c), applications do not need to be publicly notified and do not need to be served on affected persons.

5B 2.2.2.1 Matters in which Council has Restricted its Discretion and Standard and Terms

***Amendment 19**

***Amendment 20**

(a) Emergency Facilities

(i) Traffic effects:

- The adverse effects on the roading network generated by the emergency facilities.
- The adverse effects on traffic, cycle and pedestrian movement, parking and access in the immediate vicinity of the site.
- Appearance of buildings and structures.

(ii) Appearance of Buildings and Structures:

The adverse effects on the visual impression of the streetscape. In this respect an important consideration is the likely impact on the continuous display window frontage requirements.

***Amendment 21**

(b) The construction, alteration of, addition to buildings and structures fronting Hutt Road, The Esplanade or Jackson Street, except for those works permitted under Rule 5B 2.2.1(o).

(i) Design, external appearance and siting of the building or structures

(ii) Matters in the Petone Mixed Use Area Design Guide.

(iii) Amenity Values

- Consideration shall be given to adverse effects upon the amenity values both within the site concerned and upon surrounding areas.

(iv) Landscaping

- The extent to which landscaping is incorporated within the proposal to mitigate adverse effects, which may arise.
- A landscape plan will be required to ensure that any adverse effects of the proposal are mitigated. This should include landscaping of any site on any site parking areas.
- Storage and servicing areas must be screened and not visible from the road or from any public space.
- Goods or products stored or placed outside buildings must be screened from adjoining properties, be kept in a tidy condition and not detract from the amenity values of the surrounding area.

- (v) Traffic effects, including effects on the transport network and the suitability of site access and site servicing arrangements.

***Amendment 22**

- (c) **The construction, alteration of, addition to buildings and structures over 12 metres in height:**

- (i) The effects of wind on public space and adjoining areas.

***Amendment 23**

- (d) **Except where stated in the General Rules, any Permitted Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.**

- (i) Any actual or potential adverse effects arising from the proposed non-compliance, and measures to avoid, remedy or mitigate such effects.

***Amendment 25**

5B 2.2.2.2 Restricted Discretionary Activity - Conditions

- (a) **All Restricted Discretionary Activities shall comply with the relevant Permitted Activity Conditions.**

***Amendment 26**

- (b) **The construction, alteration of, addition, and repair of buildings and structures over 12 metres in height.**

- (i) Wind Protection:

All buildings and structures over 12 metres in height and where any part of the building or structure fronts a street, pedestrian mall, pedestrian walkway, shall be designed to comply with the following conditions:

- (a) **Safety:** The safety criteria shall apply to all public space. The maximum gust speed shall not exceed 20 m/s. If the speed exceeds 20 m/s with the proposed development, it must be reduced to 20 m/s or below.
- (b) **Cumulative Effect:** The cumulative criteria shall apply to all public space. Any proposed development shall comply with the requirements for both of the following wind strengths, at each measurement location.

Wind strength	Change in annual hours of occurrence with the development at all measurement points	Requirements on developer
Strong (mean hourly wind speed = 3.5 m/s)	If hours that 3.5 m/s is equalled or exceeded increase by more than 170 hr/yr (i.e. 2 % of the year)	Reduce change in hours to a maximum of 170 hours.
Moderate (mean hourly wind speed = 2.5 m/s)	If hours that 2.5m/s is equalled or exceeded increase by more than 170 hr/yr (i.e. 2 % of the year)	Reduce change in hours to a maximum of 170 hours.

- (c) While hours exceeded at some locations in the Cumulative Effect Criteria may increase or decrease, the overall impact of a building on the wind conditions must be neutral or beneficial.
- (d) To show that a development complies with these standards a wind report must be supplied that meet the requirements outlined in Appendix Petone Commercial 4 – Wind Report.

5B 2.2.3 Discretionary Activities

**Amendment 27*
**Amendment 28*

- (a) Except where stated in the General Rules, any Restricted Discretionary Activity which fails to comply with any of the relevant Permitted and Restricted Discretionary Activity Conditions, or relevant requirements of Chapter 14 - General Rules.

**Amendment 29*

- (b) Residential activities at ground floor level on Jackson Street.

**Amendment 30*

- (c) Service stations with road frontage to The Esplanade, Hutt Road or Jackson Street.

**Amendment 31*

- (d) All retail activities within an integrated retail development with a gross floor area exceeding 10,000m².

**Amendment 32*

- (e) Car sales yards.

**Amendment 33*

- (f) Industrial Activities.

**Amendment 34*

- (g) All other activities not listed as a Permitted or Restricted Discretionary Activity.

5B 2.2.3.1 Assessment Matters for Discretionary Activities

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.

**Amendment 35*

- (b) Matters in the Petone Mixed Use Area Design Guide.

**Amendment 36*

- (c) The degree of compliance or non-compliance with any relevant Permitted or Restricted Discretionary Activity Conditions.

**Amendment 37*

5B 2.2.4 Other Provisions

- (a) Subdivisions - See Chapter 11.
- (b) Financial Contributions - See Chapter 12.
- (c) Utilities - See Chapter 13.
- (d) General Rules - See Chapter 14.

5B 3 Anticipated Environmental Results

- (a) The distinctive built form, style and character of buildings are retained and enhanced.
- (b) Adjoining residential areas will be protected.
- (c) The commercial and retail needs of residents and other users will be met.
- (d) The centre will be vital and viable, catering for increased diversity of complementary activities with a greater concentration and level of activity.
- (e) A safe and attractive Petone Commercial Activity Area.
- (f) A sense of place and identity that reflects the character, qualities and context of the Petone area.

Appendix Petone Commercial 1

Part 1: Building Shape

1.1 Background

Given the quality of old building stock fronting Jackson Street, refurbishments or new developments should reinforce the visual cohesion of the existing facades. Refurbishment or renovation of existing buildings should relate to the historical design traditions within the street.

1.2 Design Performance Standards

The design performance standards for the assessment of building shape are:

1. The extent to which building refurbishment or new development is designed with consideration for both;
 - (a) The historical design characteristics with Jackson Street.
 - (b) Those buildings adjacent to the proposed refurbishment or redevelopment.

See Figure 1.

2. The extent to which building refurbishment, renovation or replacement is designed to maintain the compatibility of cornice lines, floor to floor heights where these are strongly expressed, sign bands and other elements in adjacent buildings and strives to unify the street as a whole.
3. That buildings be built to maintain the compatibility of the streetscape frontage.

Explanation: Buildings in Jackson Street are generally built up to the front boundary and this is a common unifying element in the streetscape. However, it is appropriate to consider situations where a building and the space created between the building and the street may together contribute to an interesting streetscape as a result of contrast.

4. The extent to which the new building is compatible with adjacent building heights.

Explanation: Buildings in the area are generally single or two storey in nature. To encourage the strengthening of the traditional linear street form new developments will comply with this height requirement.

See Figure 2

5. Where single storey buildings are proposed and adjoining buildings are higher the extent to which designs use high parapets, false fronts and cornices to approximate more closely the average height of the neighbouring facades will be important.

See Figure 3

Part 2: Buildings on Corner Sites

2.1 Background

Opportunities exist at each street corner to emphasis the character of the building (and therefore the streetscape) and to make the building form three dimensional by creating an L-shaped facade.

Due to the prominence of corner sites, buildings in these locations have the potential to become landmarks. Emphasis can be achieved by chamfering the corner and introducing special elements such as towers, turrets, clocks and elaborate decoration, and corner entrances. Emphasis is also achieved by encouraging stronger vertical elements, such as doorways with a pediment, or full height columns. Where all the corner buildings at one intersection have used their position to advantage, the street pattern benefits from the drama created. Corner buildings also act as "book ends" for the buildings in between.

See Figure 4.

2.2 Design Performance Standards

The design performance standards for the assessment of buildings on corners are:

1. The extent to which refurbishment or redesign of corner buildings emphasises their corner location.
2. The extent to which building renovation or redevelopment includes the use of vertical elaboration in parapet and/or corner tower architectural features. Corner entrances and canopies with strong facade modulation will evoke a particular focus, acknowledge and celebrate the corner with all levels of the building.

Part 3: Building Modulation

3.1 Background

The modulation of a building is the way the design divides up the facade into horizontal and vertical elements, resulting in a three dimensional pattern.

In Jackson Street the pattern is often symmetrical and provides a rhythm along the street with horizontal elements overpowering the vertical. Strong horizontal bands define the levels in the building. These are particularly the line of the verandah, cornice line and the parapet silhouette.

See Figures 5 & 6.

3.2 Design Performance Standards

The design performance standards for assessing building modulation are:

1. The extent to which building designs create a total building shape which reflect the traditional horizontal and vertical proportions and symmetry of building in Jackson Street.
2. The extent to which building designs emphasis the traditional strong horizontal elements of the verandah, cornice line and the parapet silhouette.
3. The extent to which the vertical lines will be less accentuated in the building design and occur as the structural bay columns of the building and the details of individual components such as doorways and shop front details.
4. The extent to which buildings which are continuous across a number of street level shops include modulation which is consistent at first floor level but is broken into rhythmical bays at parapet level to reflect the shop division below.

See Figure 7

Part 4: Wall Materials and Openings

4.1 Background

The buildings in Jackson Street are predominately (80%) plastered brick work or reinforced concrete, while 20% are of weatherboards over timber. Sometimes one is made to look like another. A monolithic form dominates, i.e. the building appears to be solid with openings shown as punctuation rather than transparent.

Often the thickness of the wall is emphasised by the built up reveal around openings, creating a shadow pattern. This can occur at parapet level where the thickness of the wall can be seen on its edges and cut outs.

There is a hierarchy in the size of the windows of a building, progressing from large at street level, and reducing in size and scale in the levels of the facade.

Along the street level, shop front glass covers most of the wall area, responding to the retailers need for display space. However structural columns are expressed at each bay and windows generally start a minimum 600mm above the footpath the shop fronts are divided by glazing bars to increase interest and reduce the scale. Often decorative tiles are used below sill level and the upper panes of glass are lead lights.

See Figure 8

At first floor level, windows occur rhythmically along the facade, either as single vertical units at frequent intervals, or in groups of windows, where the proportion is square or rectangular. Some buildings have reinforced the shape of groups of windows by making them into bay windows.

4.2 Design Performance Standards

The design performance standards for the assessment of wall materials and openings are:

1. The extent to which the building design reflects the traditional pattern of wall materials and openings.
2. The extent to which the building will appear monolithic rather than having a skin or veneer.
3. The extent to which building designs have discrete openings, and decoration which provides a rhythmical pattern within the monolithic form.
4. The extent to which building designs follow the general pattern of display windows at ground floor and rhythmic units on upper floor. If windows are grouped their segments will be highlighted by solid glazing bars. The extent to which openings may be embellished with decorative surrounds which together with the variation in groups, will add interest to the building facade.
5. Large bands of glass uninterrupted by areas of wall, or patterns of glazing bars ARE NOT acceptable as they do not respond to the street's history or character.

Part 5: Silhouette, Parapets and Cornices

5.1 Background

Due to the varied heights of buildings and their definite parapet patterns along the street the silhouette is varied and interesting. It provides a vitality to the streetscape above the verandah which is very visible to the pedestrian at street level. Many of the buildings have lost much of the embellishment of earlier times. Accurate reconstruction of missing external details is encouraged on heritage buildings.

The parapet creates an illusion of height. This, together with decorative features including an intricate parapet outline and embellishments, and below, ornate cornice lines and or applied signs and decoration, create imposing facades to the buildings.

Almost all the buildings have a strong cornice line applied to the face of the building. This strong horizontal line, emphasised by the shadow it creates underneath, is a dominant feature.

See Figure 9.

5.2 Design Performance Standards

The design performance standards for the assessment of silhouette, parapets and cornices are:

1. The extent to which building design includes a parapet, the size and proportions of which shall relate to the rest of the building, both in height and complexity and the design of adjacent buildings.
2. The extent to which the building's design includes decorative skyline features, these might include urns, balls, balustrades etc. constructed in modern materials which are not heavy masonry and therefore able to be fixed without compromising structural stability. Other appropriate parapet features include pediments, towers or cupolas, flag poles and turrets.
3. That buildings design will include a cornice line.

Part 6: Decoration and Colour

6.1 Background

Both decoration and colour, whilst being an integral part of a buildings character, can be replaced, added to or altered. These elements provide an opportunity to emphasise the character of the street itself.

Decoration should generally be applied as a complex pattern of small scale elements, which add up to an overall pattern and give an identity to the building. Decoration also indicates scale, adds stability and visual delight, and creates shadow effects.

See Figure 10.

Many older buildings in Jackson street have had their decorative features removed, partly in response to the perceived earthquake danger, and partly as architectural style changes to a more "modern" and uncluttered style. It is now recognised that the decorative features are important both to the character of individual buildings, and to the vitality of the street. Accurate reconstruction of missing external details is encouraged on heritage buildings.

6.2 Design Performance Standards

The design performance standards for decoration and colour are:

1. The extent to which the building design modulates its street facades with structural and decorative elements which recognise and respond to the diversity of the street in general and their neighbours in particular.
2. The extent to which renovations and alterations to older buildings reintroduce decorative features.
3. The extent to which colour schemes for buildings are designed to emphasise the decorative and structural elements of the facade.

4. The extent to which the overall colour scheme relates to both above and below verandah level.

Part 7: Verandahs

7.1 Background

The function of the verandah is protection from wind rain and summer sun. It was originally designed as an integral part of the building and was used to achieve a visual transition from facade to street.

Verandahs occur on almost all buildings, with corner buildings being the main exceptions. There are two traditional shapes. These are flat verandahs held up with hangers, or sloping verandahs with posts

Many buildings with flat verandahs have windows just above the verandah. This allows natural light into the high stud shops at street level.

Although the verandah was built primarily as a transitional shelter space, it also forms an enclosed space of human scale at street level. The arcade like atmosphere created by verandah posts is visually attractive to the pedestrian and provide separation from traffic. The use of verandah posts in Jackson Street is encouraged.

Verandah fascias are flat horizontal bands used as a facing to the street. Their main use is for applying signs, which indicate the name of the business available.

When verandahs are designed as an integral part of the building the fascia was often deep and modulated, reflecting the forms of the parapet, emphasising a detail or entry.

See Figure 11.

7.2 Design Performance Standards

The design performance standards for verandahs are:

1. The extent to which building designs include verandahs based upon traditional designs.
2. The extent to which verandah designs include a modulated hierarchy of fascia elements (perhaps responding to a significant point of entry) and vertical modelling of verandah details to emphasize variety of form and reflects features of the building.

Part 8: Under Verandahs

8.1 Background

Shop fronts are the dominant visual element under the verandah, competing with each other to provide the commodities and services we require. Well designed shop fronts can enhance the street and compliment the design of the buildings in which they are set. Many existing shop fronts are subject to pressure for regular refurbishment, to maintain a “progressive” retailing image for the occupants, and so many have a relatively short life span. Because of this, and to maintain an overall street character, guidelines are desirable for existing and future occupants, developers and designers.

Entrances to shops are traditionally either centrally located with display windows each side (larger shop fronts) or recessed on one side of a more dominant display window. The recess allows a space for the shopper to pause and browse. A succession of these recesses, often reflecting the structural bays of the building above, provides a rhythm along the footpath and the street.

See Figure 12.

The position of the doorways within the bays of shops can be emphasised by a reflecting pattern on the verandah fascia, by a corresponding placement of verandah posts.

The use of glazing bars within shop fronts are an important historical detail. They give an intimate feel, consistent with the size of the shop behind, and introduce an opportunity for tile and leadlight decoration.

8.2 Design Performance Standards

The design performance standards for under verandahs are:

1. The extent to which new building, renovation or alteration design reflects traditional designs in the street. Entrances to shops should be either centrally located with display windows either side or recessed on one side of a more dominant display window.
2. The extent to which small retail units (or small frontage units to larger retail floor space) are included to re-establish a reference to rhythm of original building modulation.
3. Recess doorways are preferred.
4. The extent to which detailed design features within the shop front will coordinate with the overall horizontal and vertical symmetry of the facade design.
5. During renovation or reconstruction the extent to which structural or decorative references to the facade above the verandah are reintroduced.

Part 9: Signs and Lighting

9.1 Background

Advertising signs can have a dramatic effect on the whole appearance of a building facade, and character of the street as a whole. This effect can be positive or detrimental to the streetscape and quality of the environment.

Signs on facades or fascias are not isolated entities : they are part of the building facade. It is accepted that signs are an essential part of the commercial character of the area, but a balance must be achieved between commercialism and architectural and streetscape quality. In Jackson Street signage is a significant part of the vibrant, colourful street image, but this is not encouraged to the extent that appreciation of the architectural, historical and character qualities are unduly compromised.

The design of their position, size, shape, colour and, for signs, lettering style, must be carefully considered and assimilated into the design of the building as a whole. The result will either detract from or add to both the character and vitality of the street, the building, and the activity carried out within the building.

See Figure 13.

As a general rule, signs were originally painted or formed in plaster work on flat panels of the building facade : on the pediment or parapet, under the cornice line, on a frieze panel between floors, on glass panes in windows, or on the verandah fascia.

The layout of signs were always symmetrical about a central axis, and signs were rectangular or followed the shape of the architectural surfaces to which they were applied (e.g. a pediment). Lines were horizontal or curved, with an accompanying decorative pattern.

Letters were generally dark on a light background, and gold leaf was used on glass. The most common lettering styles, especially in older buildings, were Antique, Fat Clarendon and Sans Serif.

Less common were Tuscan, Fat-faces, Fat Italics, Fat Gothic and Sans Serif Compressed.

See Figure 14.

Usually only one type face was used, except where one described the owner, and another the type of business.

A well lit shop front or building and attractive window displays tend to attract customers and increase trade. In addition well lit shops and under verandah areas are a method of providing security both to premises and passing pedestrians. Strip fluorescent should be avoided in favour of spot lighting or lighting which emphasise the architectural patterns, e.g. structural bays, verandahs posts, lead lighting.

9.2 Design Performance Standards

The design performance standards for signs and lighting are:

1. The extent to which signs related to and assimilated into the design of the building as a whole.
2. The extent to which signs refer to the owner or name of the shop or business rather than to any product which is being retailed.
3. Signs will not be hung at an angle to the building, unless below the verandah.
4. The extent to which lighting is to be used to dramatise the shape and decoration of the building as well as to highlight signs.
5. Lighting and illuminated signage above the verandah levels must be sensitive to residential uses. Spot lighting or general floodlighting down the facade, which reinforces the architectural character of the building, or which highlights particular features or signs, are encouraged.
6. The extent to which below the verandah level lighting is provided within any design.

Appendix Petone Commercial 2

Petone Mixed Use Area - Design Guide

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1. Introduction

1.1 Objectives of the Design Guide

The Petone Mixed Use Area Design Guide provides the basis for design assessment for development requiring resource consent in order to assist the achievement of the Hutt City Council’s strategic objectives for the Petone area as set out in the “Petone Vision Statement” document.

The design guide is to be used by:

- Hutt City Council to evaluate development proposals as part of the resource consent process; and
- Property owners, developers, builders, designers and planners preparing development proposals.

A key objective of the design guide, which is reflective of Council’s vision for the City, is to improve the quality and appearance of the Petone Area.

The implementation of the design guide will be undertaken by the Hutt City Council. However, its success will rely on landowners, developers and their consultants sharing that common vision for the Petone area’s future and working with Council through the design guide to help achieve it.

1.2 How the Design Guide Relates to the District Plan and Petone Vision Statement

Under the District Plan rules, all new buildings on sites fronting The Esplanade, Hutt Road and Jackson Street within the Petone Mixed Use Area require a resource consent to be assessed against the Assessment Guidelines in the Design Guide. In addition, any buildings within the entire Petone Mixed Use Area which do not comply with the permitted activity standards would also be assessed against this Design Guide.

The design guide is to be applied in conjunction with the other rules and standards in the District Plan. These rules and standards relate to such matters as transportation, historic heritage, signage and network utilities.

The design guide offers some flexibility to allow innovation and good design solutions that meet the objectives of this document. Development proposals that are not consistent with the design guide can be a basis for the Council to decline resource consent approval.

Despite this, the design guide is just that – a guide. In assessing applications against it, Council will take a flexible approach rather than an absolute one. It is acknowledged that strict adherence will not always be possible or practical. Council will balance design guide suggestions with broader considerations and practicalities including commercial viability.

The images in the design guide are indicative only and intended to further explain the design outcome sought as outlined in the text. They should not be seen as actual design solutions. Innovative and creative design solutions that meet the intended future character of the area are encouraged.

1.2.1 Petone Vision Statement

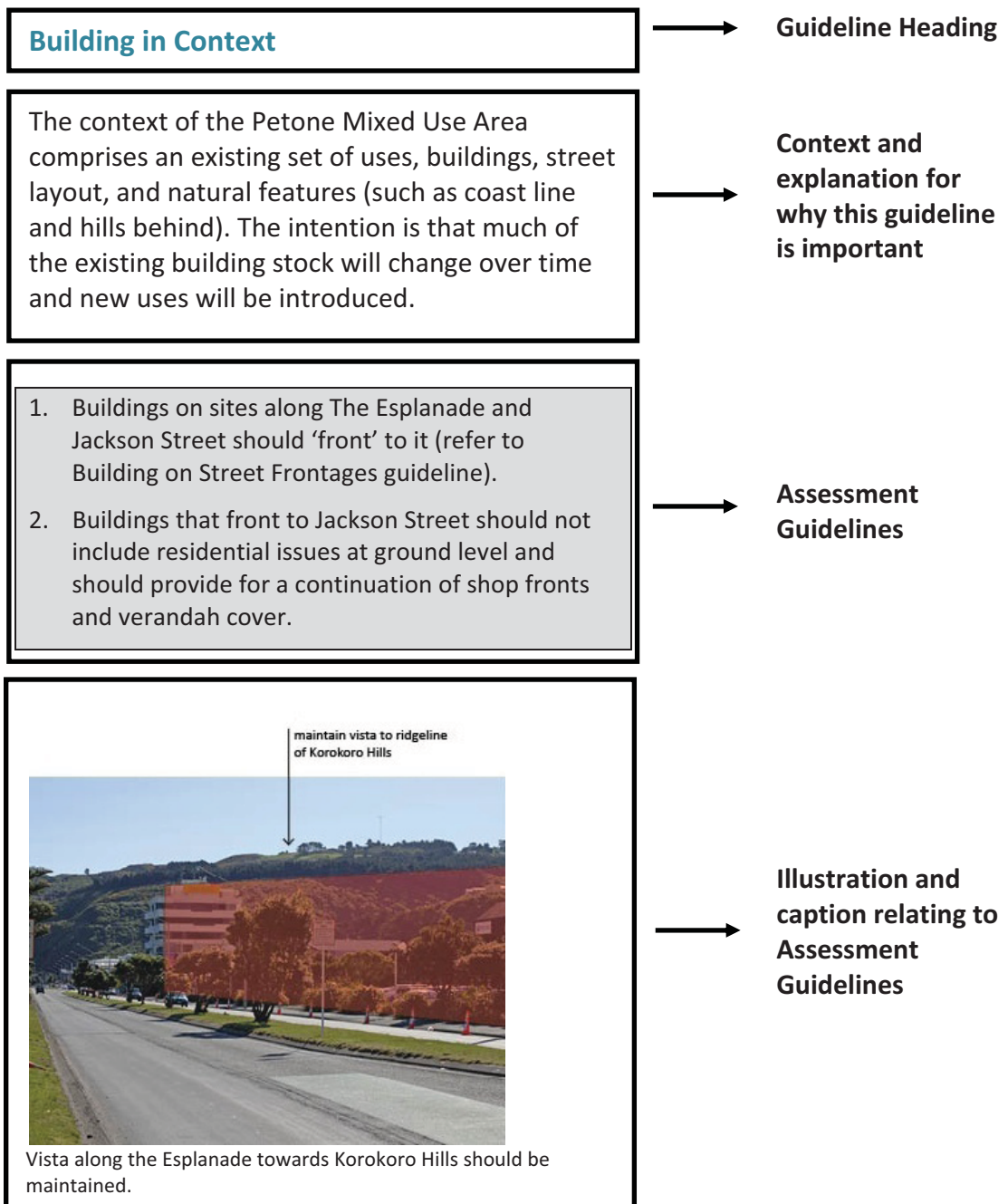
The Design Guide has been prepared taking into consideration the principles and vision in the Petone Vision Statement. The Vision Statement presents four themes that will guide the future of the Petone Area as follows:

- **Element 1:** A distinguishing feature of Petone is it being a unique heritage place
- **Element 2:** Growth in Petone will be managed in an economically and environmentally sustainable manner
- **Element 3:** A 'real place' for our people
- **Element 4:** An attractive and vibrant village culture at the heart of Petone

Changing the District Plan, including through the preparation and use of design guidance is one method Council would use to achieve the vision for Petone.

1.3 How to Use the Design Guide

Each section of the design guide is generally structured into 4 parts (for example):

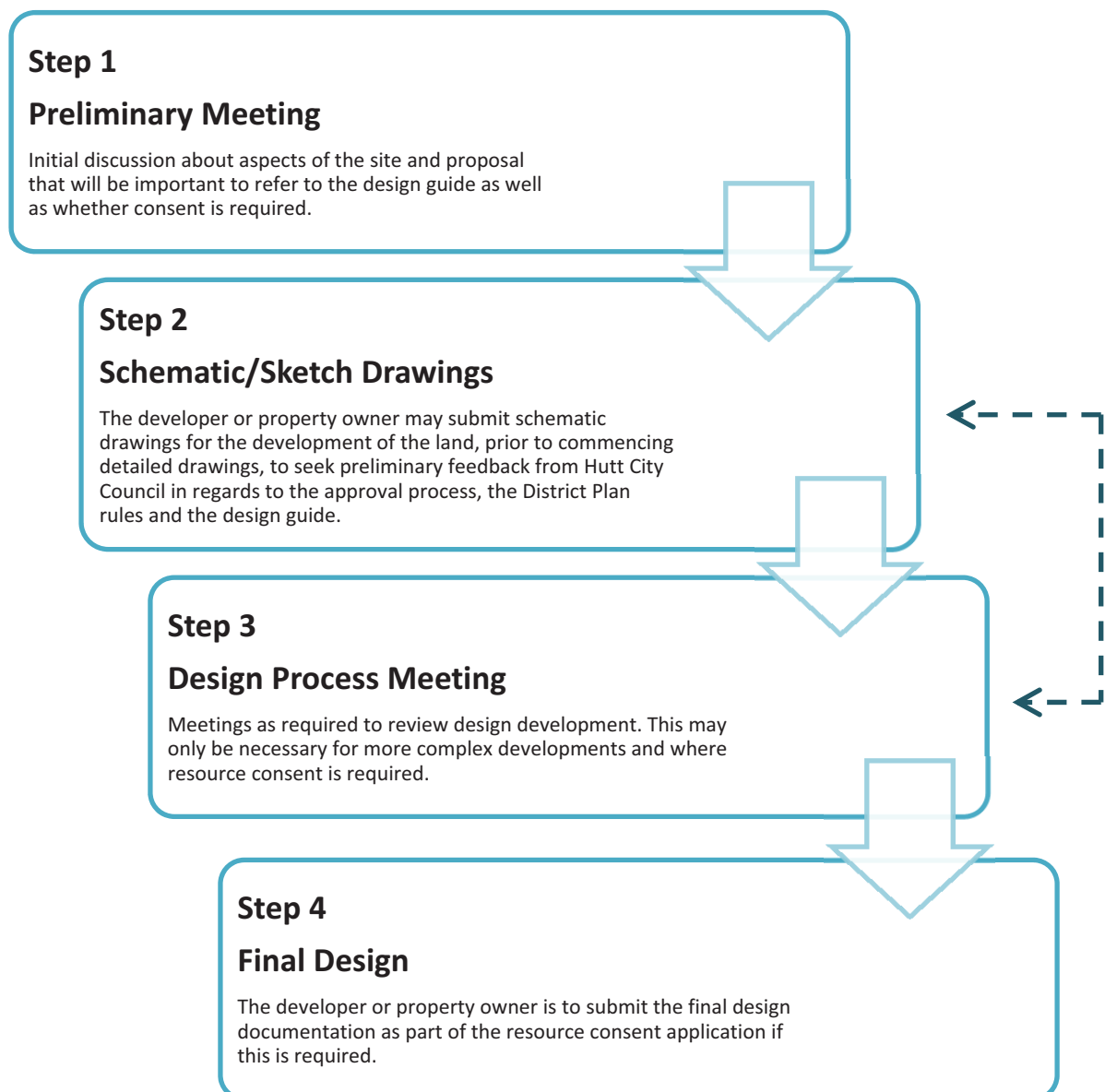


1.4 Approach to Working with Development Proponents

The Hutt City Council encourages landowners, developers and their architects, landscape architects, planners, engineers and other advisers to work collaboratively throughout the development planning process and to seek early discussions with Council prior to undertaking detailed design for any development.

This will enable concepts to be discussed prior to commencing detailed design to enable early feedback from Council and the most appropriate outcome for all parties to be reached.

A diagram of the desired process is described below. The need for all these steps will depend on the development scale. This process is optional but is intended to assist in providing for an efficient design and consenting process.



1.5 Area Covered by the Design Guide

The Design Guide applies to development located within the Petone Mixed Use Area as shown on the map below.



1.6 Character Description

The existing character of the Petone Mixed Use Area has been influenced by a limited group of land uses, including industrial, service and retail activities. As this area transforms into a mixed use environment with a wider range of activities, the character would progressively change over time. To assist in understanding the future character planned for the Petone Mixed Use Area, the descriptions below compare and contrast the existing and future character.

1.6.1 Existing Character

The Petone Mixed Use Area's character derives from its history of use and occupation over time. Physical remnants of Maori settlement still exist (urupa and archaeological sites). However, the whole area and its relationship to its context of hills and harbour remain significant for tangata whenua. As the original settlement of the NZ Company, a formal, regularised street pattern was developed and this remains in the grid of street along the foreshore.

Much of the subject area was industrialised (meat work, timber mills) in the later 1800's and the large blocks remain. A range of smaller servicing and trade-based activities associated with the larger industrial activities established in close proximity on nearby street. The housing of workers occurred throughout Petone and the Hutt Valley, with the older housing stock which sits adjacent to the east of the Petone Mixed Use Area now popular with people seeking the benefits of the coastal location and amenities of Petone's main street (Jackson Street). Petone has a legacy of older Victorian era architecture, and in the central part of Jackson Street (outside of the Petone Mixed Use Area) many of the original buildings remain in this main commercial area. This central part of Jackson Street has become a boutique retail and café location. The portion of Jackson Street within the Petone Mixed Use Area is currently dominated by a mix of larger format retail and service industries.

The railway line went through to the Wairarapa via Petone in 1874 and the Petone Railway Station sits adjacent to the Petone Mixed Use Area providing good public transport connectivity into Wellington City and wider region. The motorway runs parallel with the rail line, and this transport corridor separates the Petone Mixed Use Area from the area further west at the foot of the Korokoro hills.

By the late 1980s the larger industrial uses were being replaced by offices and retail. Today the uses are a mix of older warehouse uses and distribution, service industries, trade supplies, large format retail including supermarket, food related industries and manufacturing.

The built form in the Petone Mixed Use Area is generally lower height buildings (1 – 2 stories) with a few exceptions being some taller (up to 8 stories) buildings on The Esplanade and one on Jackson Street. These taller buildings are typically located on larger sites. In the eastern part of the subject area the sites are relatively small and regularly



shaped. The buildings on these smaller sites have a uniform built form, being 1-2 stories in height, setback 5 – 8 metres from the front road boundary with on-site parking in front, and immediately abut neighbouring buildings. Vehicle entrances, on-site parking and loading areas dominate streetscapes, with limited pedestrian activity.

On the larger sites in the central and western parts of the subject area, most buildings are 1-2 stories in height reflecting their large format retail and warehouse type uses. These larger sites also have large areas of on-site parking and service, with buildings typically free-standing within each site. The large sites are serviced from relatively few streets and some informal routes across these larger sites are used by pedestrians and vehicles to short cut given the limited connectedness available within the network.

The main street network is busy, with high vehicle volumes along The Esplanade and Hutt Road which are on the south and west side of the subject area respectively. Internally within the Petone Mixed Use Area private car/vehicular movements are the predominant mode of transport, along with a high proportion of heavy traffic associated with the industrial uses. There are limited non-vehicular movements (pedestrian and cycling) on the street network.

The area where the Wellington Fault Line passes through is relatively absent of built development, with mostly carparking and a few low-rise buildings used for industrial purposes located within this area.

1.6.2 Future Character

Petone Mixed Use Area is a sought after area to live and establish and operate a business – it has a mix of residential activities and current and new uses (e.g. retail, commercial and service). There are a range of residential living choices and activities which meet the daily needs of residents and workers. The area continues to attract and retain destination activities which bring people from the wider Hutt Valley and Wellington region to Petone. Overall, the number and range of land uses has increased, along with the permanent residential population and employees in the Petone Mixed Use Area. The character reflects this high level of mix in activities, with elements of its history retained and celebrated in new development.



To successfully encourage people to live in Petone West a base quality of development is provided to ensure that conflicts (e.g. noise) with existing uses do not occur and amenity (e.g. shelter and connections to desirable destinations like The Esplanade and Jackson Street) is provided. Many of the new buildings have car parking within the building to allow the sites to be developed to the fullest extent.



The built form accommodates this range of uses, with more diversity in the number, type and design of buildings. There are some smaller floor area retail (include cafes and restaurants) that supports the new uses and increased demand from residents. The full length of Jackson Street between the railway station and Cuba Street is a pedestrian friendly environment, with attractive and active shop frontages, shelter and access to open space. Within the Petone Mixed Use Area portion of Jackson Street, there are some taller buildings (4-5 stories) fronting the street which provide a continuous facade.



Overall, there are more buildings with the Petone Mixed Use Area and the overall form is with taller buildings along The Esplanade and interspersed through the area generally. Above ground level, the buildings step back from the street frontages to provide some relief to the scale of buildings relative to the streets and their users. The residential developments are a combination of apartments or town houses.

There are new connections (such as public streets or private accessways within the larger blocks) which have been made to provide residents and businesses with frontages and to provide improved access throughout the whole area. These new connections mean there is a high level of non-vehicular movements (pedestrians and cyclists) within the area, with most vehicular movements concentrated on the primary street network. There is also greater use of public transport via the Petone Railway Station and buses.

1.6.3 Summary Table

ATTRIBUTE	EXISTING CHARACTER	FUTURE CHARACTER
Uses	Service, commercial, large format retail and industrial.	Mix of uses, including existing uses (service, commercial, large format retail and industrial) plus medium density residential and smaller format retail in some streets. No residential uses on the ground floor on Jackson Street.
Densities	Low with a high amount of open areas with surface car parks.	Medium with public and private open spaces and limited open surface car parks.
Heights	Low, with mostly 1 or 2 storeys with a few taller (up to 8 stories).	Mix of low and taller buildings throughout the area. Taller buildings (up to 30m) located along The Esplanade and larger blocks where setback from the street.
Built Form	Stand alone buildings with large floor plates mixed with connected smaller buildings on streets to the east.	Mixed use buildings (retail, servicing, commercial on ground floor and residential and/or commercial above). Some existing buildings remain, but some gaps filled in and other buildings replaced with courtyard town houses, and blocks of apartments around private or public open spaces.
Connections	Large blocks with limited connectivity for all transport modes.	Existing streets with some new connections between provide more frontages, easier walking to destinations.
Car Parking	Large surfaces of carparking fronting the streets.	Carparking is located either internally within buildings or behind buildings and not visible from public spaces.

2 Assessment Guidelines

2.1 Building In Context

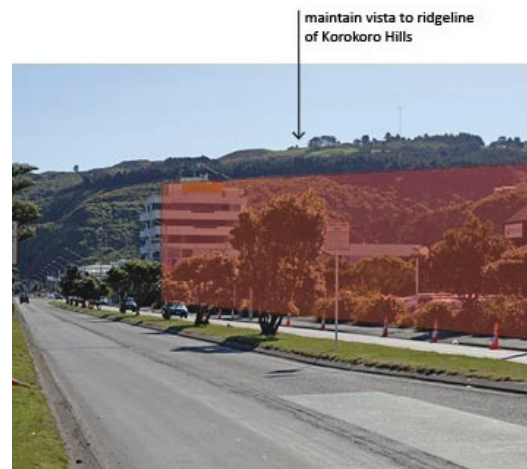
The context of the Petone Mixed Use Area comprises an existing set of uses, buildings, street layout, and natural features (such as coast line and hills behind). The intention is that much of the existing building stock will change over time and new uses will be introduced.

The District Plan bulk and location rules will be used to manage the overall form and location of buildings on the site. This guideline assists to manage the way new buildings relate to the aspects of the existing context which are considered to have significance to the community and focus on location specific outcomes sought. The context elements addressed by this guideline are:

- The Esplanade as the visible edge to the coast and on a road with high volumes of vehicular traffic
- Jackson Street as a relatively intact group of Victoria era buildings that have a consistent scale and alignment with the street and which is now a popular place for its cultural and social amenity as well as retail functions
- Vistas along The Esplanade to the hills behind



Future buildings on Jackson Street should front to the street and incorporate a verandah cover.



Vista along the Esplanade towards Korokoro Hills should be maintained.

Assessment Guidelines

1. Buildings on sites along The Esplanade and Jackson Street should 'front' to it (refer to Building on Street Frontages guideline).
2. Buildings that front to Jackson Street should not include residential uses at ground level and should provide for a continuation of shop fronts and verandah cover.
3. Buildings on sites along The Esplanade should make provision to accommodate uses at ground level that contribute to the coastal amenity and open space use opposite.
4. Buildings on sites along The Esplanade should provide for the maintenance of the long vistas to the hills of Korokoro when viewed from the west bound traffic lane.



Along the Esplanade the climate can be challenging and traffic heavy, but there are opportunities for the ground floors to open out on fine days and for spaces to be enclosed to provide shelter on bad weather days. Some separation vertically off the road will give some separation from traffic.

2.2 Building Articulation

The overall form of buildings in Petone Mixed Use Area will be managed by the bulk and location rules in the District Plan. This guideline focuses on the way that the form is articulated or expressed externally.

This external expression is important to humanise what could be reasonably large buildings given the allowed maximum height limits and the size of many of the existing sites.

This humanisation means making them comfortable to be next to or inside of, less visually intrusive from a distance such as from the hills behind or long vistas, and to create an identity and character to the area.

Assessment Guidelines

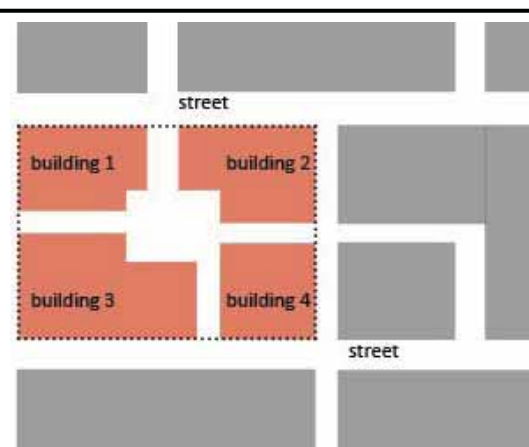
1. The bulk of a building should be reduced by the design expressing: (a) a combination of vertical divisions (i.e. a top, middle and ground level); (b) horizontal divisions (i.e. breaks along the frontage); and (c) contrasting materials, recessive spaces, or architectural elements.
2. The bulk of a building on a larger site should be reduced by breaking it into modules, with planned spaces between that can be small parks or courtyards, provide connectivity through to adjoining streets and allow natural light into the buildings.



These buildings have floor levels expressed vertically with recessed balconies/windows and the buildings' long horizontal length is visually broken up by the vertical sections at regular spacings.



This building expresses each floor level and has recessed and projecting architectural elements as well as different textures to reduce bulk.



This hypothetical plan view shows that for a large site that breaking the buildable area into modules can reduce the bulk and provide for good connections and possible open spaces within the development.

2.3 Building on Street and Open Space Frontages

For the Petone Mixed Use Area to become a place where people live and work in greater numbers, the quality of the experience (i.e. what it's like to be in) will be important. This experience will include the quality of internal spaces (e.g. residential units and commercial/retail premises), but also the quality of the public spaces – these will mostly consist of streets. The same applies to any public places like parks that may be provided as open space (this guideline similarly applies to park frontages as well street frontages).

A major influence on the quality of streets is the buildings and the uses these contain and how these relate to the street.

A good design for ground floors for buildings provides some visual interest (i.e. not blank or uninterrupted long walls), assists walking comfort (i.e. not generating multiple vehicle crossings), contributes to personal safety (i.e. has windows so people inside can see out to the street as a way of providing passive street surveillance), and preferably accommodates activities that people can use (i.e. provides a service or display).

Residential uses maybe provided on the ground level, except where this is not permitted by the District Plan on the Jackson Street frontage. Ground floor residential uses at medium densities require higher levels of design consideration for privacy compared to low density suburban situations as there is no requirement for a wide building set back, they are usually smaller, and are closer together.



This building is set back slightly from the footpath to allow some planting and has a slight increase in levels above the street. The building has small outdoor deck areas facing the street. The combination of these factors means the privacy of residents is maintained, the building does not dominate over the street and people in the building can watch over the street.

Assessment Guidelines

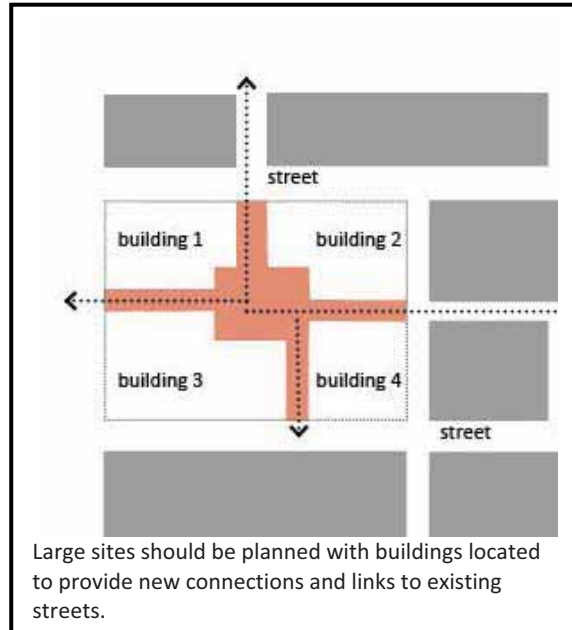
5. Ground floor residential uses should accommodate internal living spaces (i.e. not bedrooms or bathrooms) on the street frontage with glazing and/or outdoor open space on that frontage to the street.
6. Ground floor non-residential uses should have front walls that contain mostly glazing and entrance door openings.
7. Ground floor residential uses can have a narrow front yard space and/or small change in level from the public street environment.
8. Fences or walls fronting streets should be avoided, but if provided should be low enough to see over from inside, or transparent (e.g. open railing).
9. Multiple vehicle crossings for any one development should be avoided.

2.4 Connections

The Petone Mixed Use Area has a subdivision pattern that is a legacy of the previous uses as large industrial activities. Accordingly much of the area is made up of large sites and there are fewer street connections than are typical for a mixed use area or normal residential place.

Large sites provide positive opportunities for comprehensive new development. However, these sites also need to incorporate the provision of new connection networks to allow a positive transition to a quality urban place.

The reason these connections are important is that they enable walking, cycling, and traffic movements which are efficient as well as providing a new public environment where people can interact and a new community can form. If connections are not provided for, people will need to drive further to get to destinations they are seeking and walking movements (an indicator of positive urban quality) will be discouraged.



Assessment Criteria

1. For large sites, new, preferably public connections should be provided between existing streets and public places.
2. New connections should be designed as public spaces - either streets or lanes that have new buildings fronting to them – blank building edges and/or long narrow connections should be avoided.
3. Connections should be planned as a network which provides routes for people to move between known destinations and work into the existing street pattern.
4. Public open spaces in the form of courtyards or small parks should be included within the connection network where no other public open spaces are provided for.
5. The hierarchy of connections should reflect the uses expected of them – if it will be a busy traffic street this should be reflected in its scale – if it will be a walking route with only limited traffic then it can be a lane and possibly a shared street space.

2.5 Reusing and Building in Flexibility

Within the Petone Mixed Use Area there are existing buildings that could be converted into new or different uses. This scenario is a benefit from the point of view of retaining some of the character of the area, can make the change more cost effective, and has sustainability benefits as it allows structures to be recycled and reused rather than demolished and sent to waste.

Similarly, new buildings that are developed in the initial stages of the area being transitioned may need uses (especially at the ground level) that are one thing to start with, but can usefully evolve to have different uses in the future. For example, the ground floor areas may not be able to support public uses or businesses until there is a larger number of potential users living or working in the area. The design of new buildings can enable change in the future with some simple design features. If the flexibility of buildings is not considered when they are initially designed, it becomes much more expensive to change in the future, or may not allow an opportunity to be taken advantage of due to building design constraints.



Characteristic attributes may include the use of big door openings, and simple shed like structures.



Characteristic attributes may include the projection of upper floors over the street.

Assessment Guidelines

1. Existing buildings should be considered for their potential to be adapted and reused and the characteristic attributes (positive features) retained. If the building cannot practicably be reused, then any characteristic attributes of the building type should be considered for inclusion in the new building as a way of referencing the past character of the area.
2. The ground floor of new buildings should be at a height that enables occupation by commercial uses, even if its starts out as car parking or residential – typically 3.5- 4m floor to ceiling height is required.
3. The ground floor of new buildings should be designed to enable separate entrances to be provided for different uses within the building (e.g. main entrance to retail/commercial premises and second entrance to residential uses), or to subdivide the ground floor space into separate parts.

2.6 Car Parking

Historically, the Petone Mixed Use Area's land uses have typically provided on-site surface car parking. There is also some parking on the edge of streets including at the frontages to buildings. The character of the area is thus reasonably low density and open and there is little quality for walking about. The amenity where areas of car parking are provided is important for the people visiting or working in the area and is needed to support businesses.

For the Petone Mixed Use Area to transition to a place where more people will live and has more activity, the provision of car parking needs to be retained and probably added to, but provided for in a different way – no one wants to live in an area of car parks.

The large surface sealed areas also contribute significant quantities of water run-off when it rains (stormwater). This stormwater picks up contaminants (metals) from the surface deposits of oil and rubber and these currently discharge to Wellington harbour. The pipe infrastructure in the Petone Mixed Use Area is also at capacity and means that in larger rainfall events there is surface flooding. By re-considering the provision of surface parking it will be possible to reduce contaminant discharges, the quantities of water needing to be discharged, and reduce the costs of infrastructure upgrading required.



This parking area has porous surface areas and tree planting that will mature to provide shade and visually mitigate the wide open and hardness of the space.

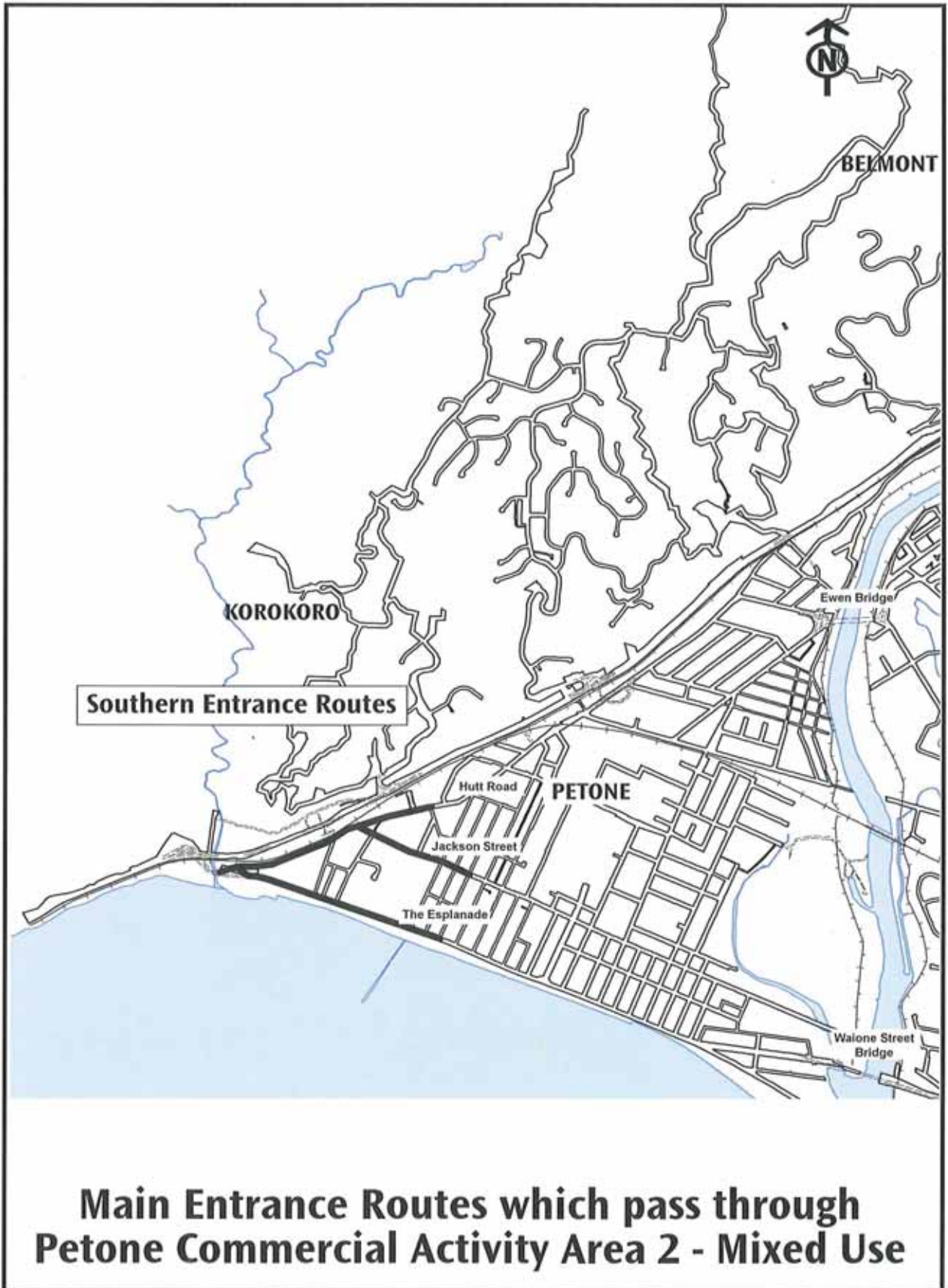


The use of a semi-porous surface allows for stormwater to penetrate through to the ground beneath and also provides some 'greenness' to the area.

Assessment Guidelines

1. Surface car parking should incorporate detention features to trap stormwater prior to discharge and include trees and tree pits that have in-built soakage.
2. Porous pavement such as permeable pavers, permeable concrete and permeable asphalt should be used for surface parking areas.
3. Surface car parking should be located to the rear of buildings so the buildings can come up to the street front.
4. Internal car parking within buildings should not front to streets, but if this is unavoidable, the building should allow for *Reusing and Building in Flexibility* [refer guideline above] and use design features such as green walls and screening to minimise the visual impact to the public spaces.

Appendix Petone Commercial 3



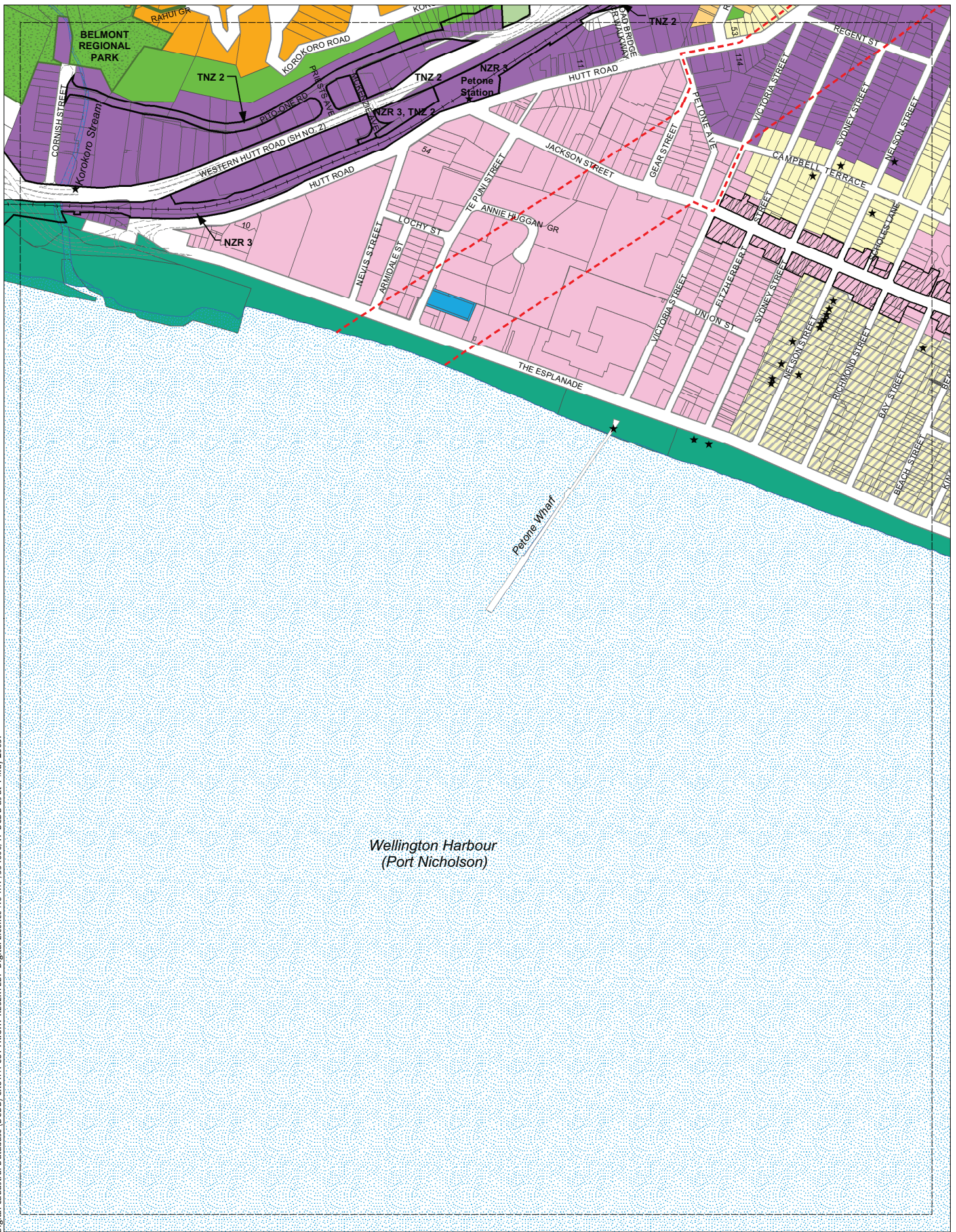
Appendix Petone Commercial 4

Petone Mixed Use Area - Wind Report

Buildings above 12 metres require a wind assessment report to identify and describe measures for addressing the potential adverse of wind on public space, including streets.

Typically headings for a wind assessment report would be:

- Existing wind conditions/environment
- Existing built context and environment in terms of height and bulk of surrounding buildings
- Location of the site relative to public spaces
- Proposed building height and form
- Design features proposed to manage wind effects



Wellington Harbour
(Port Nicholson)

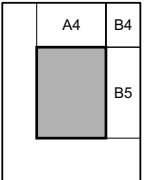
Corrected 19 July 2012

ACTIVITY AREAS

- | | | | | | |
|--|----------------------|--|---------------------|--|--------------------|
| | General Residential | | Central Commercial | | Extraction |
| | Special Residential | | Petone Commercial | | General Recreation |
| | Historic Residential | | Suburban Commercial | | River Recreation |
| | Hill Residential | | Special Commercial | | Passive Recreation |
| | Landscape Protection | | General Business | | Community Health |
| | Rural Residential | | Special Business | | Community Iwi |
| | General Rural | | Avalon Business | | |

ANNOTATIONS

- | | | | |
|--|----------------------------|--|----------------------------|
| | City Boundary | | Regional/Forest Park |
| | Designation | | Heritage Area |
| | Medium Density Residential | | Primary River Corridor |
| | Wellington Faultline | | Secondary River Corridor |
| | Special Study Area | | 1 in 100 Year Flood Extent |
| | Hydraulic Line | | Building Setback Line |
| | Flood Protection Bank | | Notable Tree |
| | Railway Line | | Historic Place |



District Plan - City of Lower Hutt

Scale 1:6000

A5

6A General Business Activity Area

6A 1 Issues, Objectives and Policies

6A 1.1 Local Area Issues

6A 1.1.1 Accommodation of a Mix of Activities

Issue

A mix of activities should be accommodated where the potential effects of non industrial activities are not dissimilar to those generated by industrial activities. In accommodating non industrial activities, it is necessary to avoid or mitigate any adverse effects on the amenity values of the area and the environment.

Objective

To accommodate those non industrial activities which are suitable in the General Business Activity Area and which do not cause adverse effects on amenity values of the area and the receiving environment.

Policies

- (a) Accommodate those commercial activities which provide a local service for the work force in the same area.
- (b) Accommodate commercial recreational activities which are appropriate within the General Business Activity Area and which are compatible with the surrounding area.
- (c) Accommodate certain retail activities which are compatible with other activities of the General Business Activity Area and do not undermine the strength, vitality and viability of commercial activity areas.
- (d) That the accommodation of non industrial activities avoids or mitigates adverse effects on the amenity values of the area and the environment.

Explanation and Reasons

A range of industrial and commercial activities are accommodated, based on controlling the adverse effects likely to be generated. The range of commercial activities accommodated should not, however, undermine the strength, vitality and viability of commercial centres. Therefore, certain retailing activities are permitted where they are not suitable in commercial centres due to their nature and character. For example, kit set garages, caravans, trailers and boats. Natural materials are included where they are sold in bulk, such as gravel, shingle, rock, concrete, coal, firewood and timber.

The accommodation of commercial recreation activities includes indoor sports complexes, go-kart racing and tenpin bowling alleys.

Those commercial activities which provide a local service for the work force are also accommodated. These activities include restaurants, dairies, takeaway bars, day care centres and creches. Kokiri centres are also permitted as the likely generated effects will be similar to those generated by business activities.

The range of non industrial activities accommodated also includes training facilities, conference centres, places of assembly and places of worship. These activities are provided for where the potential generated effects do not have an adverse effect on the amenity values of the area and the environment.

6A 1.1.2 Main Entrance Routes

***Amendment 44**

Issue

The main entrance routes of the City need to be attractive and clearly defined to reinforce the identity of the City and the sense of place that it offers. Some of the main transport routes pass through the General Business Activity Areas. These routes include Railway Avenue, Hutt Road, Waione Street, and State Highway No.2. It is necessary to manage the effects of development along these routes to maintain and enhance the image of the City.

Objective

To enhance the image and visual appearance of main entrance routes of the City where they pass through the General Business Activity Area.

Policies

- (a) That the design, appearance and scale of structures or buildings fronting main transport routes be managed to emphasise the importance of the area as a major access to the City.
- (b) That all structures fronting main entrance routes are modulated and do not have continuous blank walls.
- (c) That the design and appearance of sites fronting main transport routes be maintained to avoid adverse effects on the visual quality of the routes and the surrounding area.
- (d) That the location, design and appearance of structures be managed to reinforce the definition of the street edge and enclosure of the sites fronting Waione Street.
- (e) That the effects of activities fronting Railway Avenue, Hutt Road, Waione Street, and State Highway No.2 be managed to enhance the image of these main entrance routes and avoid adverse effects on the amenity value and character of the surrounding areas.

Explanation and Reasons

The objective is to maintain and enhance the image and visual appearance of main entrance routes within the City. These routes can enhance the experience of entrance to and exit from the City, thereby creating a sense of approach, arrival and departure as people travel through the City. This helps to reinforce the identity of the City and accentuates the sense of movement from one place to another when entering or leaving the City. This approach to the main entrance routes can assist peoples' sense of orientation and understanding of the physical structure, and the geography, of the City.

The main entrance routes include Railway Avenue, Hutt Road, Waione Street, and State Highway No. 2 identified in Appendix General Business 1.

(a) Railway Avenue:

Railway Avenue is an important point of entry into Lower Hutt's Central Commercial Activity Area. The activities fronting Railway Avenue should reflect such locational importance and enhance the image of this main entrance route. This area accommodates industrial and commercial activities, which provide a supporting role to the Central Commercial Activity Area. These activities should attain high levels of amenity and aesthetic standards to emphasise the importance of this entrance route.

(b) Hutt Road:

The role of Lower Hutt as a regional industrial and service centre is emphasised by the character of the buildings and type of activities along this route. There are significant features along this route that mark progress. These include the residential area at Riddlers Crescent and the railway overbridge. This route provides a link between the Petone Off Ramp and the Central Commercial Activity Area. Activities along this route should enhance the amenity value and visual appearance of this main entrance route.

(c) Waione Street:

Waione Street carries a significant volume of traffic along the Petone foreshore area. This route is at the edge of the City and is part of the connection with the harbour, which is one of the region's most significant natural features. There is a contrast between, on the one side of the road, a building dominated townscape, and on the other, a panoramic seascape.

There is a transition at Waione Street from a seaside cottage style residential area to an industrial area which has a built up nature. The distinct industrial character and diversity of form contributes to signaling progression along the route. This contrasts with the openness and long range views to both the central city, and the river and harbour that can be obtained from the Estuary Bridge.

The buildings located close to the street boundary provide a sense of enclosure which contrasts with the openness of The Esplanade and the Hutt River, and emphasises a sense of progression along this route.

The aim of the policies is to maintain the sense of enclosure and contrast with open panoramic sea views on other stretches of the entrance route. Buildings will be permitted up to the street boundary and there will be no requirement for front or side yards. Outdoor storage, parking and servicing will be accommodated in the rear yard.

The building design and appearance will be managed to enhance the amenity value of the area. Design features will be incorporated to prevent visual monotony and promote a strong visual connection with the street. There is no landscaping requirement, however, landscaping may be permitted where it enhances the character of the site.

(d) State Highway No.2:

The business areas at Cornish Street and Hebden Crescent are highly visible from State Highway No.2. The effects generated by the activities need to be managed to enhance the visual appearance, amenity value and contribution to the image of the City. This involves attention to building design and appearance, landscaping and screening, signage and traffic generation.

6A 1.1.3 Environmental Effects

Issue

Business activities (commercial and industrial activities) have the potential to generate adverse effects on the amenity values of the area and neighbouring areas at the interface. These adverse effects include noise, dust, odour, glare, light spill and traffic. These activities can also have an adverse effect on the receiving environment in terms of air, water, and soil contamination, or damage to ecosystems. It is, therefore, necessary to manage such adverse effects to maintain and enhance the quality of the environment.

Objective

To avoid or mitigate adverse effects on the amenity values of the area and neighbouring areas, and the receiving environment.

Policies

- (a) That effects likely to be generated by each activity, such as noise, dust, odour and traffic, are managed to avoid or mitigate adverse effects on the amenity values and character of both the General Business Activity Area and interface areas.
- (b) That effects likely to be generated by each activity are managed to avoid or mitigate any adverse effects causing harm or damage to the receiving environment.

Explanation and Reasons

The effects of activities in the General Business Activity Area on the environment may have an adverse impact on the character or amenity values of an area, or on the receiving environment.

These effects need to be managed to maintain and enhance the amenity values of the General Business Activity Area and their respective interface areas. Appropriate conditions are required at the interface areas to ensure that amenity values of neighbouring activity areas are not adversely affected.

The objective and policies promote protection of the receiving environment and enhancement of a good working environment that is attractive and healthy for present and future generations. The protection of the environment from harm or irreversible damage is important for the quality of land, air and water and the integrity of the ecological system.

6A 1.2 Site Development Issues

6A 1.2.1 Effects on the Amenity Values of the Area

Issue

The sites, structures and buildings used by business activities (commercial and industrial activities) have the potential to generate adverse effects on the amenity values of the area and neighbouring areas at the interface. These adverse effects include out of scale development, poor site maintenance, litter, dust, and visual detracting. It is necessary to manage such adverse effects to maintain and enhance the amenity values of the area.

Objective

To maintain and enhance the amenity values of the activity area and neighbouring areas.

Policies

- (a) That each site, structure and building is designed and maintained to enhance the amenity values and character of both the General Business Activity Area and adjacent activity areas.
- (b) That identified urupa sites be protected from inappropriate development on neighbouring sites.
- (c) That buildings or structures in the Point Howard General Business Activity Area located on Eastern Bays Marine Drive adjacent to the Seaview Tanker Terminal be designed and maintained to maintain and enhance the amenity values and character of the coastal environment.

Explanation and Reasons

The objective and policies promote the enhancement of a good working environment that is attractive and healthy for present and future generations. The design and maintenance of sites, structures and buildings shall be managed to avoid or mitigate adverse effects on the character and amenity values of the area, and the respective interface areas. This involves attention being given to the design and external appearance of buildings and structures, and to the maintenance of the site. This also includes setback requirements for sites abutting urupa sites and standards and terms for development at the Point Howard General Business Activity Area to enhance the amenity values of the coastal environment.

**Amendment 45*

6A 1.2.2 Effects of the Hutt River Flood Hazard

Issue

Buildings and structures within the Primary or Secondary River Corridor of the Hutt River are subject to flood hazard effects and can also have adverse effects on flood protection structures. The size, scale and location of buildings and structures need to be managed to avoid or mitigate these adverse effects.

Areas not protected by flood protection structures are at risk of flooding by the Hutt River. The site at 61 Connolly Street (Lot 1 DP 87322 C.T.WN 54D/764) has in place flood protection measures and these measures need to be recognised and maintained to ensure flood hazard effects are properly managed.

Objectives

- (a) To avoid or mitigate adverse flood hazard effects on buildings and structures.
- (b) To avoid or mitigate adverse flood hazard effects on flood protection structures.

Policies

- (a) To discourage the siting of buildings and structures in the Primary and Secondary River Corridors.
- (b) To ensure that buildings and structures in the Primary or Secondary River Corridor of the Hutt River have no more than minor adverse effects on flood protection structures.
- (c) To mitigate the effects of flood hazards on buildings and structures in the Primary and Secondary River Corridors by managing their location, size and scale.

- (d) Flood protection measures at 61 Connolly Street (Lot 1 DP 87322 C.T.WN 54D/764) need to be established and maintained to ensure buildings and structures on site are protected from adverse flood hazard effects of the Hutt River.

Explanation and Reasons

Buildings and structures which are inappropriately located can have adverse effects on adjoining activities. Buildings and structures in the Primary or Secondary River Corridor of the Hutt River could adversely affect flood protection structures. Buildings and structures in the river corridor will also be subject to effects of fast flowing water, deep flooding and erosion. The outcomes identified in the Hutt River Floodplain Management Plan are relevant and should be taken into account in any assessment of effects. It is important that buildings and structures are discouraged in the Primary and Secondary River Corridors. It is therefore appropriate to control the location of buildings and structures.

The site at 61 Connolly Street (Lot 1 DP 87322 C.T.WN 54D/764) is within the Hutt River floodway as shown in the Hutt River Floodplain Management Plan. The site is currently well developed and has in place flood protection measures to avoid and mitigate the adverse flood hazard effects from the Hutt River. These measures need to be maintained so that the risk of flooding is minimal. Flood protection measures protecting the site to 10.1m above mean sea level (which is the 100-year flood level) will ensure that Hutt River flooding is mitigated.

In order to ensure that flood hazard effects are managed, minimum conditions are specified.

6A 2 Rules

6A 2.1 Permitted Activities

- (a) Activities which meet the conditions for Permitted Activities and are not included as a Controlled, Restricted Discretionary, Discretionary or Non-Complying Activity.

6A 2.1.1 Permitted Activities - Conditions

(a) **Minimum Yard Requirements:**

- (i) The side yard shall be a minimum depth of 3m where the site abuts a residential activity area. No side yard is required where a service lane is provided.
- (ii) The rear yard shall be a minimum depth of 8m where the site abuts a residential activity area. This may be reduced if there is a service lane to the rear of the site and sufficient provision has been made for loading and unloading operations.

(b) **Setback Requirements:**

Buildings and structures abutting an urupa shall have a minimum setback of 3m.

All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area of 20m² or less and with a setback of 20m or more from a flood protection structure.

***Amendment 46**

(c) Maximum Height of Buildings and Structures:

- (i) Maximum height of all buildings and structures is 12m.

(d) Recession Planes:

All buildings or structures shall comply with the recession plane requirements of the abutting residential activity area.

(e) Maximum Site Coverage:

- (i) Maximum site coverage - 100% subject to compliance with yards and screening requirements and off street carparking, loading and unloading requirements.
- (ii) That portion of the site not covered shall be to the rear of the site, for servicing and parking provision.

(f) Dust:

- (i) All outside areas shall be sealed, surfaced, or managed appropriately so that there is no dust nuisance at or beyond the boundary of the site.
- (ii) All use, handling and storage of goods, raw materials and waste materials shall be undertaken in such a manner so that there is no dust nuisance at or beyond the boundary of the site.

(g) Odour:

All activities shall be carried out in such a manner so as to ensure that there is not an offensive odour or fumes at or beyond the site boundary.

(h) Light Spill and Glare:

- (i) Artificial light shall not result in added illuminance in excess of 8 lux measured at the window of a dwelling on a neighbouring site.
- (ii) All activities shall be undertaken so as to avoid all unreasonable light spill beyond the site boundary.
- (iii) All activities, buildings and structures shall avoid glare (light reflection) beyond the site boundary.

(i) Vibration:

All activities that cause vibration shall be managed to ensure that no vibration is discernible beyond the site boundary.

(j) Retail Activities:

There shall be no retail activities except in the following circumstances:

- (i) Where the goods are manufactured on site; provided that the retailing shall be ancillary to such manufacturing. For the purposes of this Section, manufacturing excludes those activities which comprise only the packing, labelling, sorting, mixing or assembling of pre-made products.
- (ii) Where the retail activity involves the sale of: carports, kitset garages and sheds; trailers; caravans; boats; swimming pools, spa pools, new and used motor cars; heavy commercial and agricultural vehicles; machinery; and the accessory parts which are essential to the operation of those goods.
- (iii) Where the goods are natural materials which are sold in bulk: gravel, sand, shingle, rock, concrete, coal, fire wood and timber for construction purposes.

- (iv) Where the retail activity is a building improvement centre on Lots 536 and 555, SO 22903 - Vogel Street/Hollands Crescent, Naenae.
- (v) Where the goods are sold at an auction, or garden centre.
- (vi) Where the retail activity provides a food service, provided the gross floor area does not exceed 200m².
- (vii) Where the retail sale of goods is from a service station.
- (viii) Where the retail activity is a supermarket on Lot 2 DP 15329 and Sections 493, 537, 551 and 555 Hutt District - Cambridge Terrace/Vogel Street, Naenae.

(k) Residential Activities:

No residential activities are permitted except where it is necessary to provide living quarters for a caretaker on site.

***Amendment 47**

(l) Visitor Accommodation:

No visitor accommodation is permitted.

(m) Storage Requirements:

- (i) All activities shall be provided with an outdoor area for storage of goods, materials and waste products. This area shall be clearly defined at the time an application is made for development or change of use and occupancy and shall be clear of vehicle access, manoeuvring and parking areas.
- (ii) All outdoor storage areas shall be of such dimensions as to adequately provide for the storage requirements of the proposed use.
- (iii) Waste management: All storage and disposal of refuse will be carried out in such a manner so as to avoid causing adverse effects beyond the boundary of the site.

(n) Landscaping and Screening Requirements:

- (i) All outdoor storage and servicing areas must be screened so that they are not visible from a road or public space. Where this is not practicable such areas must be screened by a close-boarded fence or a fence made of solid material with a minimum height of 1.8m.
- (ii) Where a site abuts a residential or recreation activity area, all outdoor storage and servicing areas must be screened by a close-boarded fence or a fence made of solid material with a minimum height of 1.2m and a maximum height of 1.8m.
- (iii) Where there are 5 or more parking spaces on site, that area is to be screened from the street and adjoining properties by a fence or wall not less than 1.5m in height.

(o) Servicing Hours:

Where a site abuts or is opposite a residential activity area, servicing of activities must not occur between the hours of 10.00pm and 7.00am, however this shall not apply to any activity on Pt Lot 1 DP 10694, Sec 1 SO 31984 and Secs 70, 71 and 72 Blk XIV Belmont SD where the hours of servicing are not limited (land adjacent to the Seaview Tanker Terminal).

(p) 61 Connolly Street, Lot 1 DP 87322 C.T.WN 54D/764 (identified in Appendix General Business 4):

In addition to the other Permitted Activity Conditions, the following shall apply to the scheduled activities on this site:

- (i) The site must be protected from flooding by flood protection measures. The flood protection measures protecting the site from Hutt River flooding must be to a minimum level of 10.1m above mean sea level; and
- (ii) All buildings and structures must have a minimum floor level of 9.2m above mean sea level; and
- (iii) There must be at all times an operational mobile onsite water pump that will be used to manage surface water run-off.

(q) General Rules:

Compliance with all matters in the General Rules - see Chapter 14.

6A 2.2 Controlled Activities

***Amendment 48**

- (a) Any Permitted Activity in the western area of Petone which does not comply with the Parking, Loading and Unloading Conditions for Permitted Activities in Chapter 14A. (The western area of Petone is identified in Appendix General Business 3.)
- (b) Any Permitted Activity on a site abutting or on the opposite side of a road from a residential activity area.

6A 2.2.1 Matters in which Council has Restricted its Discretion and Standards and Terms

***Amendment 48**

- (a) **Any Permitted Activity in the western area of Petone which does not comply with the Parking, Loading and Unloading Conditions for Permitted Activities in Chapter 14A.**
 - (i) The provision of adequate car parking. See section 14A(iii) 2.2.1 (Chapter 14A Transport) for car parking assessment matters.
 - (ii) The provision for loading and unloading facilities. See section 14A(iv) 2.2.1 (Chapter 14A Transport) for loading and unloading provisions.
- (b) **Any Permitted Activity on a site abutting or on the opposite side of a road from a residential activity area.**
 - (i) External appearance and design of buildings and structures:
All buildings and structures erected shall be of such design and appearance to maintain and enhance the amenity values of the adjoining area.
 - (ii) Maintenance of structures, buildings and space about buildings:
All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.
 - (iii) Traffic generation:

The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.

6A 2.2.2 Other Matters

All Controlled Activities must comply with the other relevant Permitted Activity Conditions.

6A 2.3 Restricted Discretionary Activities

- (a) Any activity which involves vehicle repairs, vehicle maintenance and servicing, engine and bodywork, spray painting and panel beating, or car wrecking and is located, either wholly or in part on a site abutting or on the opposite side of a road from a residential activity area.
- (b) Any building or structure on a site fronting Waione Street.
- (c) Any building or structure on a site fronting Railway Avenue.
- (d) Any building or structure on a site fronting Hebden Crescent.
- (e) Any building or structure on a site fronting State Highway No.2 and the Hutt Road.

(These main entrance routes are identified in Appendix General Business 1.)
- (f) Any building or structure on Pt 1 DP 10694, Sec 1 SO 31984 and Sec's 70, 71 and 72 Block XIV Belmont Survey District - land adjacent to Seaview Tanker Terminal.
- (g) All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area greater than 20m² or with a setback less than 20m from a flood protection structure.

**Amendment 49*

6A 2.3.1 Matters in which Council has Restricted its Discretion and Standards and Terms

- (a) **Any activity which involves vehicle repairs, vehicle maintenance and servicing, engine and bodywork, spray painting and panel beating, or car wrecking and is located, either wholly or in part on a site abutting or on the opposite side of a road from a residential activity area.**
 - (i) External appearance and design of buildings and structures:

All buildings and structures erected shall be of such design and appearance to maintain and enhance the amenity values of the adjoining area.
 - (ii) Maintenance of structures, buildings and space about buildings:
 - The site shall be managed to maintain and enhance the amenity values of the adjoining area.
 - All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.
 - No vehicles shall be repaired in the front yard; nor shall vehicles in various stages of repair be parked in the street.

(iii) Traffic generation:

The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.

(b) Any building or structure on a site fronting Waione Street.

(i) Sense of enclosure along Waione Street:

Buildings are to be built up to the front boundary.

(ii) External appearance and design of buildings and structures:

- All buildings and structures shall be of such design and appearance to maintain and enhance the amenity values of the adjoining area, and the image of the main entrance route.
- All buildings and structures shall be designed and constructed such that the facade nearest to the street incorporates design features that prevent visual monotony and promote a strong visual connection with the street.
- Provision for parking, servicing and outdoor storage to be made in the rear yard. No parking in front yards.

(iii) Maintenance of structures, buildings and space about buildings:

All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.

(iv) Traffic generation:

The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.

(c) Any building or structure on a site fronting Railway Avenue

(i) Design and location of buildings and structures:

- All buildings and structures erected shall be of such design and appearance to maintain and enhance the amenity value of the area and the image of Railway Avenue as a main entrance route.
- All buildings and structures shall be designed and constructed such that the facade nearest to the street incorporates design features that prevent visual monotony and promote a strong visual connection with the street.
- The maximum building facade width of a building, structure or the primary forms of any multi-unit building at the street edge shall not be out of keeping with the local characteristic building width.
- The publicly relevant activities such as entrance areas, windows, display areas, and offices within all buildings shall be located immediately adjacent to the street edge.
- All sites, structures and buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity value of the area.

- There shall be no front yard or required setback of buildings from the front boundary and buildings should be located as close as is practicable to the boundary with Railway Avenue.
 - Where it is proposed to have the building set back from Railway Avenue, the assessment will consider the following factors:
 - Building design and appearance;
 - The location of landscape planting. Soft landscaping of the front yard adjacent to Railway Avenue, where the design contributes to the urban landscape of the area.
 - The location of publicly relevant activities (entrance areas, windows, display areas, offices) as close as practicable to the street edge; and
 - The location and finished appearance of carparking and access areas. Carparking areas and hard-paved storage areas should not be located in front yards in such a way as to separate buildings from the street edge.
- (ii) Landscaping requirements:
- Soft landscaping of the front yard adjacent to Railway Avenue should be minimised and permitted only where it contributes to the sense of enclosure along Railway Avenue.
- (iii) Car parking and servicing:
- Car parking areas shall not be provided in any yard area immediately between buildings and Railway Avenue, but should be located in side and rear yard areas.
 - Loading and unloading facilities should be provided in the rear or side yards of the site.
- (iv) Layout and location of activities and facilities not enclosed within a building or structure:
- The site shall be designed and maintained in such a manner so as to enhance the amenity values of the area and the image of Railway Avenue as a main entrance route of the City.
- (v) Traffic generation:
- The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.
- (d) Any building or structure on a site fronting Hebden Crescent.**
- (i) Design and appearance of buildings and structures:
- Any building or structure erected shall be of such design and appearance to maintain and enhance the amenity values of the area and the image of State Highway No.2 as a main entrance route.
- (ii) Maintenance of structures, buildings and space about buildings:
- All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.

- (iii) Maximum height of buildings and structures: 8 metres.
 - (iv) Landscaping requirements:
A comprehensive landscaping plan shall be prepared, showing not less than 15% of the site area to be landscaped. Landscaping shall be carried out in terms of the approved plan before any activity commences on the site.
 - (v) Maximum site coverage:
Maximum site coverage 60% provided that the portion of the site not covered shall be nearest to Hebden Crescent, for parking, servicing and outdoor storage facilities.
 - (vi) Yard requirements:
The rear yard shall be 1.5 metres to allow for the provision and protection of bulk services.
 - (vii) Layout and location of activities and facilities not enclosed within a building or structure:
The site shall be designed and maintained in such a manner so as to enhance the amenity value of the area and the image of State Highway No.2 as a main entrance route of the City.
 - (viii) Vehicular access:
All vehicular access shall be from Hebden Crescent.
 - (ix) Traffic generation:
The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.
- (e) Any building or structure on a site fronting State Highway No.2 and the Hutt Road**
- (i) Design and appearance of buildings and structures:
Any building or structure erected shall be of such design and appearance to maintain and enhance the amenity value of the area and the image of the route as a main entrance route. This shall be assessed in terms of design, shape, bulk, height and location of all buildings and structures.
 - (ii) Maintenance of structures, buildings and space about buildings:
All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.
 - (iii) Layout and location of activities and facilities not enclosed within a building or structure:
The site shall be designed and maintained in such a manner so as to enhance the amenity value of the area and the image of the route as a main entrance route of the City.
 - (iv) Traffic generation:
The safe and efficient movement of all traffic needs to be ensured. It should be demonstrated that traffic generation and vehicles entering and

leaving the site will not adversely affect the traffic flows on the road, or cause a traffic hazard.

(f) Any building or structure on Pt 1 DP 10694, Sec 1 SO 31984 and Sec's 70, 71 and 72 Block XIV Belmont Survey District - land adjacent to Seaview Tanker Terminal.

(i) Design, appearance and location of buildings and structures:

Any building or structure erected shall be of such design and appearance to maintain and enhance the amenity values of the area. This shall be assessed in terms of design, shape, bulk, height and location of all buildings and structures.

(ii) Maintenance of structures, buildings and space about buildings:

All structures, buildings and space about buildings shall be maintained in a tidy state at all times to ensure that there is no adverse effect on the amenity values of the surrounding area.

(iii) Maximum height of buildings and structures: 8 metres.

(iv) Landscaping:

A comprehensive landscaping plan shall be prepared, showing not less than 15% of the site area to be landscaped. Landscaping shall be carried out in terms of the approved plan before any activity commences on the site.

(v) Maximum site coverage: 60%.

(vi) Layout and location of activities and facilities not enclosed within a building or structure:

The site shall be designed and maintained in such a manner so as to enhance the amenity values of the area.

(g) All new buildings and structures or additions in the Primary or Secondary River Corridor with a gross floor area greater than 20m² or with a setback less than 20m from a flood protection structure.

- Proximity of buildings and structures to flood protection structures; and
- Adverse effects of the flood hazard on buildings and structures and on flood protection structures.

6A 2.3.2 Other Matters

All Restricted Discretionary Activities must comply with the other relevant Permitted Activity Conditions.

6A 2.4 Discretionary Activities

- (a) Except where stated in the General Rules, any Permitted, Controlled or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity Conditions, or relevant requirements of Chapter 14 - General Rules.
- (b) Any permitted retail activity identified in 6A 2.1.1 (j) from a site fronting or abutting State Highway No.2.
- (c) Residential activities, except where it is necessary to provide living quarters for a caretaker on site.

***Amendment 50**

- (d) Visitor accommodation.
- (e) Waste transfer stations.
- (f) Any offensive trade specified in the Third Schedule to the Health Act 1956 and amendments.
- (g) Any activity which involves the use of radiation processes emitting up to 1,000,000 curies. This does not include x-ray machines and low level laboratory chemicals licensed by the National Radiation Laboratory, under the Radiation Protection Act 1965.
- (h) Trading warehouses.
- (i) Brothels and commercial sexual services on a site abutting or directly across the road from schools, pre-school facilities, churches and other similar religious establishments or a residential activity area.

6A 2.4.1 Assessment Matters for Discretionary Activities

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) The degree of compliance or non-compliance with any relevant Permitted Activity Conditions.
- (c) In addition to the above the following matters will be taken into account:
 - (i) In the case of any proposed retail activity fronting or abutting State Highway No. 2, the following matters will be assessed:
 - Whether access is provided from a service road;
 - Whether the activity is a low trip generating activity;
 - Whether the activity will cause an adverse effect on safety and efficiency of the through route. These adverse effects include an increase in traffic generation, parking demand and turning movements at each property entrance. Such adverse effects could create a conflict with Transit New Zealand's strategy for state highway networks; and
 - Whether there is an adverse effect on the amenity values of the area, the strength of commercial activity areas, and the quality of the environment.
 - (ii) For activities involved with radiation processes the assessment shall consider the level of protection for workers, the general public and adjacent premises from exposure above certain acceptable criteria, under the Radiation Protection Act 1965.

6A 2.5 Non-Complying Activities

- (a) Any retail activity which is not identified as a Permitted Activity.
- (b) Any activity involving the use of radiation in excess of 1,000,000 curies or acceptable limits as defined in the Radiation Protection Act 1965 and subsequent amendments.

***Amendment 51**

- (c) Any abattoir, slaughterhouse or packing house required to be licensed pursuant to the Meat Act 1981 and amendments.

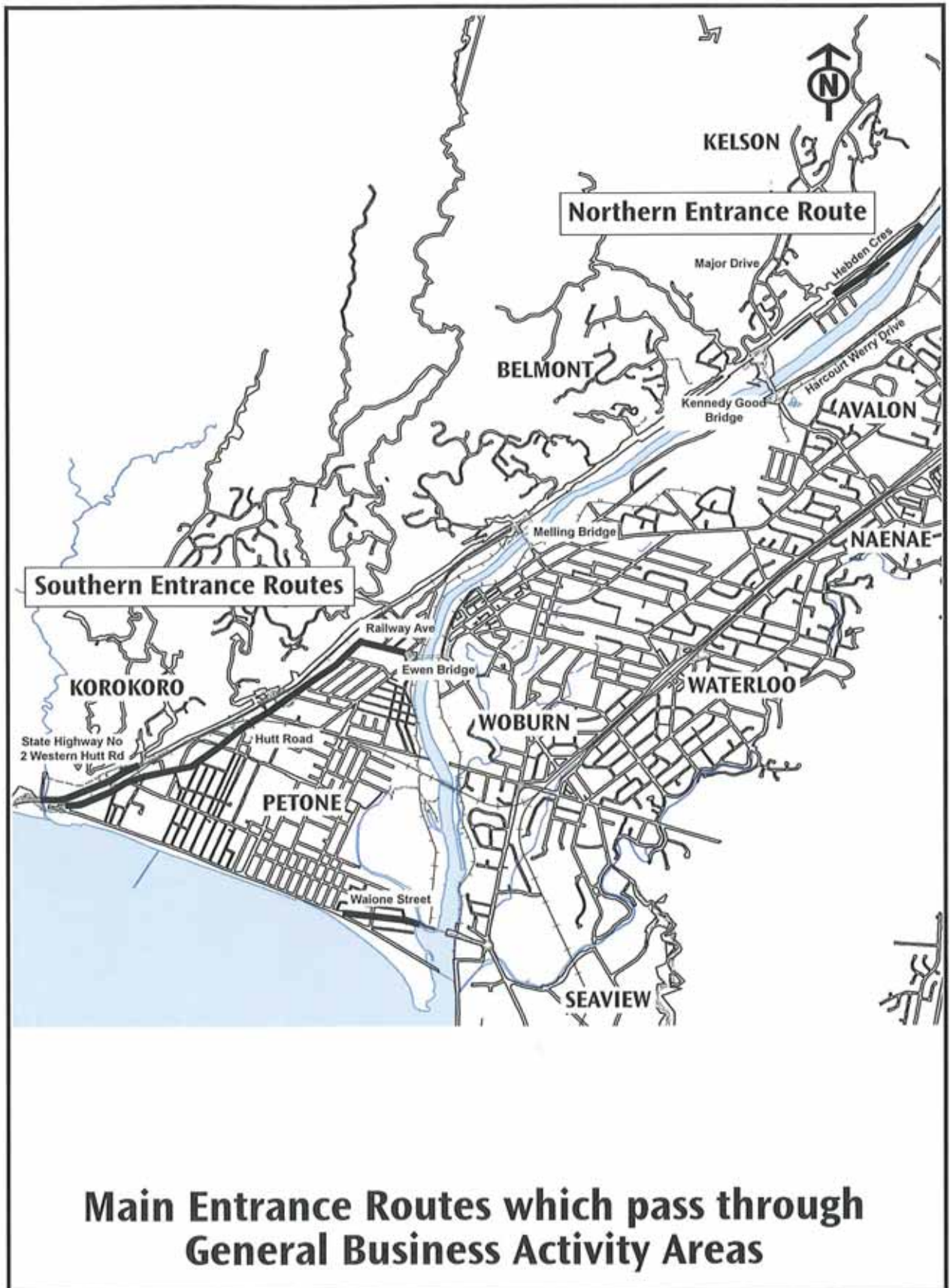
6A 2.6 Other Provisions

- (a) Subdivisions - See Chapter 11.
- (b) Financial Contributions - See Chapter 12.
- (c) Utilities - See Chapter 13.
- (d) General Rules - See Chapter 14.

6A 3 Anticipated Environmental Results

- (a) Protection of other activity areas from the intrusion of industrial development, which has the potential to generate adverse effects on the community and environment.
- (b) Mitigation and containment within the site of adverse effects to maintain and enhance compatibility with adjacent sites, amenity values of the area, and the receiving environment.
- (c) Safeguarding of the life supporting capacity of air, water, soil and ecosystems of the area from harm or irreversible damage.
- (d) Protection of the community and the environment from potential adverse effects associated with the use, storage, transportation and disposal of hazardous substances.
- (e) Accommodation of a mix of both industrial and non industrial activities.
- (f) The scale, size and location of buildings and structures will have adverse effects which are no more than minor on flood protection structures.
- (g) The adverse effects on buildings and structures in the Primary and Secondary River Corridors will be avoided or mitigated.

Appendix General Business 1



Appendix General Business 2



Western business activity area of Petone

14A(iii) Car and Cycle Parking

14A(iii) 1 Issues, Objectives and Policies

14A(iii) 1.1 Local Area Issues

14A(iii) 1.1.1 Adequate Car Parking Provision in the Central Commercial Activity Area

Issue

The increased ownership of private vehicles and increased activity in the Central Commercial Activity Area in recent years has contributed to a high demand for long and short stay parking. Each activity should provide sufficient parking on site, however, the inner area sites are generally small which makes it difficult to provide on site parking. It is also desirable to maintain a continuous pedestrian frontage for shoppers.

Policies for the Central Commercial Activity Area have maintained the approach that sites within the inner area are not generally required to provide on site parking, though parking for residential units are required. Sites in the outer area will be required to provide on site parking to meet the high demand for long and short stay parking. The provision of adequate and well located parking contributes to the maintenance of amenity values, and the vitality and viability of the Central Commercial Activity Area.

Objective

To maintain the safety and amenity values, and support the vitality and viability of the Central Commercial Activity Area through the provision of sufficient long and short stay car parking.

Policies

- (a) That sufficient long and short stay off street parking be provided in the vicinity of the Inner Central Area Parking District to enhance the safe and efficient operation of the roading system.
- (b) That sufficient long and short stay on site parking be provided in the Outer Central Area Parking District to enhance the safe and efficient operation of the roading system.
- (c) That sufficient parking spaces be provided using a graduated scale for retailing activities, commercial services and licensed premises.
- (d) That adequate on site car parking is provided for residential activities in the Central Commercial Activity Area, recognising the different character and amenity between the Inner and Outer Central Area Parking Districts.

Explanation and Reasons

The provision of sufficient on and off street parking for the inner area has been maintained over a number of years. The inner area is identified as the Inner Central

Area Parking District and is shown in Appendix Transport 2. Sites in this area shall not be required to provide on site parking, as these sites are generally small, and it would degrade the overall quality of the central area, such as breaking up the continuous pedestrian shopping frontage. However, residential activities in the Inner Central Area Parking District are required to provide on site parking to meet the parking demand generated by this type of activity, while maintaining or enhancing the character and amenity of the central area.

Parking within the Inner Central Area Parking District has been provided through two main public parking areas. There is on street parking for short stay purposes and both long and short stay parking is available at the Riverbank Carpark and the Centre City Plaza Car Park. Changes may occur in the future to these existing parking areas, as well as the provision of new parking facilities in other locations. This ensures that there is adequate long and short stay parking available for the central area workforce and retailers.

The Outer Central Area Parking District does require that adequate on site parking provision is made. The parking requirements for retail activities will be determined on the gross floor area of the building, using a graduated system. Where a comprehensive retail development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis.

There are also on site car parking requirements for other activities. The on site parking requirement for each activity is based on the type and scale of activity, and the associated trip generation factor. The criteria have been based on appropriate measures of the intensity of each activity, such as gross floor area. The Outer Central Area Parking District is shown in Appendix Transport 2.

The provision of adequate car parking in the Central Commercial Activity Area assists the safe and efficient operation of the roading system, thereby contributing to the vitality and viability of the commercial centre. However, large surface areas of car parking can detract from the streetscape and amenity values in the Central Commercial Activity Area. In addition, the provision of parking must be considered in relation to travel demand and increased traffic movements, which can also decrease the amenity and attractiveness of the Central Commercial Activity Area.

14A(iii) 1.1.2 Adequate Car Parking Provision in the Petone Commercial Activity Area

***Amendment 55**

Issue

The availability of short stay parking in close proximity to the retail shops of Jackson Street is an important factor for business viability. There is a need for additional parking provision in the Petone Commercial Activity Area, particularly between Victoria and Cuba Streets. However, it is undesirable to provide access to off street parking along Jackson Street within Area 1, as this tends to break up the pedestrian frontage and the commercial properties lack depth.

If the on street parking is insufficient within Areas 1 and 2 of the Petone Commercial Activity Area there is the potential for poor parking behaviour which creates a traffic hazard, visual detraction and an adverse impact on the amenity value of the area. Safe and adequate off street parking should be available in the vicinity of Jackson Street, both within Areas 1 and 2, to accommodate the parking demand of the workforce and shoppers.

Objective

To provide adequate car parking in a safe and visually attractive manner, to maintain the safety and amenity values of the area.

Policies

- (a) That sufficient parking spaces be provided using a graduated scale for retailing activities, commercial services and licenced premises.
- (b) That on site parking be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system.
- (c) That on street parking be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system.

Explanation and Reasons

The objective and policies seek to ensure that the safety and efficiency of the road system is maintained, and that adverse effects on the amenity values or character of the area are mitigated.

The sites along Jackson Street within Area 1 are small and it is difficult to provide on site parking or rear service lanes. It is not necessary for small retail shops to provide onsite parking as it is inappropriate to disrupt the commercial frontage. The needs of such small retail shops should be met by on street parking. However, larger retail premises would require on site parking provision, particularly where comprehensive development is proposed.

There are some sites in Area 2 – Petone Mixed Use which will find it difficult to provide on site parking and servicing areas, where the site is small and there is a narrow frontage. New development shall ensure that sufficient provision is made for parking, loading and unloading facilities.

On street parking will be controlled by a traffic management plan as necessary to avoid the adverse effects of poor parking behaviour on both safety and efficiency of the roading network.

The parking requirements for retail activities, commercial services and licenced premises will be determined on the gross floor area of the building, using a graduated system. Where a comprehensive retail development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis.

14A(iii)1.1.3 Adequate Car Parking Provision in the Suburban Commercial Activity Areas

Issue

There should be an adequate provision for long and short stay parking to meet the parking demand of the local workforce and shoppers. Such parking should not disrupt the continuous pedestrian shop frontage, nor create adverse effects on amenity values of the commercial centre.

Objective

To provide adequate car parking in a safe and visually attractive manner, to maintain the safety and amenity values of the area.

Policies

- (a) That sufficient parking spaces be provided using a graduated scale for retailing activities, commercial services and licenced premises.
- (b) That on site parking be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system.
- (c) That on street parking be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system.

Explanation and Reasons

The objective and policies seek to ensure that the safety and efficiency of the road system are maintained, and that adverse effects on amenity values or character of the area is mitigated. It is not necessary for small retail shops to provide on site parking as it is inappropriate to disrupt the commercial frontage. The needs of such small retail shops should be met by on street parking. However, larger retail premises would require on site parking provision, particularly where comprehensive developments are proposed.

On street parking will be controlled by the traffic management plan as necessary to avoid the adverse effects of poor parking behaviour on both safety and efficiency of the roading network.

The parking requirements for retail activities, commercial services and licenced premises will be determined on the gross floor area of the building, using a graduated system. Where a comprehensive retail development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis.

14A(iii) 1.1.4 Adequate Car Parking Provision in the Special Commercial Activity Areas

Issue

The Special Commercial Activity Area comprises Station Village and Boulcott Village. It is necessary to provide safe and adequate parking in these commercial centres to meet the needs for long and short stay parking purposes. Such parking provision should also maintain the amenity values of the area.

Objective

To maintain an adequate supply of parking spaces in a safe and attractive manner.

Policies

- (a) That the existing supply of car parking spaces be maintained to meet the parking demand for long and short stay purposes.
- (b) That additional parking spaces be provided in a safe and visually attractive manner to enhance the safe and efficient operation of the roading system, and to maintain the amenity value of the area.

Explanation and Reasons

The provision of sufficient parking is necessary to avoid an overspill of parking onto adjoining roads, which creates a traffic hazard, visual detraction and an adverse effect on the amenity values of the area. The present supply of car parking spaces must be maintained to meet the demand for long and short stay parking purposes.

Any additional parking spaces should be provided in a safe and attractive manner to maintain the safe and efficient operation of the roading network and maintain the amenity values of the area.

***Amendment 56**

14A(iii) 1.1.5 Adequate Car Parking Provision in the Western Petone Business Activity Area

Issue

Many of the sites in the western area of Petone, which are in the General Business Activity Area, are generally small sites. Some of these sites are unable to provide sufficient space for parking and servicing. It is necessary to manage activities on these sites to ensure that adequate provision is made for car parking and servicing.

Objective

To provide for adequate car parking and servicing in the western area of Petone in the General Business Activity Area.

Policy

- (a) That activities in the western area of Petone in the General Business Activity Area be controlled to ensure that adequate provision is made for car parking and servicing.

Explanation and Reasons

There are some sites in the western area of Petone in the General Business Activity Areas which will find it difficult to provide on site parking and servicing areas, where the site is small and there is a narrow frontage. New development will be a controlled activity to ensure that sufficient provision is made for parking, loading and unloading facilities. On street parking may be used where this is appropriate.

14A(iii) 1.2 Site Development Issue

14A(iii) 1.2.1 On Site Parking Provision For Activities

Issue

The demand for parking is a generated effect of most activities. Poor parking behaviour on streets and footpaths in any activity area creates a traffic hazard, visual detraction and an adverse impact on the amenity values of the area. Attention needs to be given to the manner in which car parking is provided on site, as poor provision can have an adverse effect on the safe and efficient operation of the roading network, and on the amenity values of the area.

Objective

To provide adequate on site car parking in a safe and visually attractive manner, to maintain the safety and efficiency of the roading system, and the amenity values of the area.

Policy

- (a) That adequate on site parking space is provided for each type of activity in a safe and visually attractive manner.

Explanation and Reasons

The objective and policy seek to ensure that the safety and efficiency of the road system are maintained, and that any adverse effects on the amenity values or

character of an area are mitigated. The provision of adequate on site parking is an integral part of the safe and efficient operation of the roading system, linked strongly to both moving traffic and land use activities.

The demand for parking is a generated effect of most activities. Provision of sufficient parking is necessary to avoid overspill of parking onto the adjoining road and neighbouring properties. This situation creates a traffic hazard, visual detraction and an impact on the amenity values of the area. The policy requires that each activity provides sufficient parking spaces depending on their trip generation capacity and turnover characteristics.

The provision of numerous car parking spaces can have adverse effects on the amenity values of the area. Parking areas can create dust or mud if unsealed, and they can detract from the visual quality of the area. Attention to sealing, landscaping and screening will be required to reduce these adverse impacts.

14A(iii) 2 Rules

14A(iii) 2.1 Permitted Activities - Conditions

(a) Car Parking Requirements:

The following parking provisions shall apply in all activity areas where an activity is established on site; or there is a change in activity; or the building is constructed, substantially reconstructed, altered or added to. Except as provided for in this section and in Section (c) below (Special Parking Areas) and in relation to temporary activities and filming activities, all activities shall meet the minimum parking requirements set out in Appendix Transport 3.

Parking requirements are based on the type, scale and the associated trip generation factors for each activity. The minimum parking requirements are listed in Appendix Transport 3. Sufficient carparking shall be provided to meet the actual or 10th highest parking demand hour in any year during the life of the development. The parking standards in Appendix Transport 3 are deemed to meet this objective for parts of the City except as provided for in this section and in Section (c) below (Special Parking Areas).

In calculating the number of parking spaces to be provided, fractional numbers shall be rounded up to the next complete number.

If the proposed development will lead to the loss of public parking on an Access Road, either through additional length of kerb crossing, or through consequential parking prohibitions, then the number of parks lost shall be added to the requirement.

Space needed for manoeuvring, loading, unloading, queuing, or standing at a service booth, shall not be used for carparks counted towards meeting the requirement.

(b) Location of Parking Spaces:

Parking spaces must be provided on site.

(c) Special Parking Area:

(i) Central Commercial Activity Area -

The provision of long and short stay parking is controlled by the provisions of the Inner and Outer Central Area Parking Districts.

Residential Activities: The minimum parking requirement for residential activities is 1 space for every two residential units.

Other Activities: No on-site parking requirements within the Inner Central Area Parking District.

Outer Central Area Parking District:

Retail Activities and Licensed Premises: A graduated system will be used to determine the appropriate amount of car parking spaces required. Where a comprehensive development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis. Where the inner/outer parking area boundary separates a comprehensive development, any carparking provided within the inner area can be used in the calculation of the total carparking requirement.

The minimum parking requirement for retail activities and licensed premises shall be based on the following graduated scale:

Less than 500 m² GFA - Nil

More than 500 m² GFA but less than 1500 m² GFA - 1 space per 100 m² GFA

More than 1500 m² GFA but less than 3000 m² GFA - 2 spaces per 100 m² GFA

More than 3000 m² GFA - 3 spaces per 100 m² GFA

Note: The above graduated system does not apply in a systematic way, in that the first 500m² of a 1800m² development is not exempt from the standard requiring 2 spaces per 100m².

Residential Activities: The minimum parking requirement for residential activities is 1 space per single residential unit.

Other Activities: The minimum parking requirements for other Permitted Activities are listed in Appendix Transport 3.

***Amendment 57**

(ii) Petone Commercial and Suburban Commercial Activity Areas -

Residential Activities within Area 2 – Petone Mixed Use: The minimum parking requirement for residential activities is 1 space for every two residential units.

Retail Activities and Licensed Premises: A graduated system will be used to determine the appropriate amount of car parking spaces required for retail activities and licenced premises. Where a comprehensive development involves a range in sizes of retail activities then the parking requirement will be determined on an aggregate basis.

The minimum parking requirement for retailing activities and licenced premises shall be based on the following graduated scale:

Less than 500m² GFA - Nil

More than 500m² GFA but less than 1500m² GFA - 1 space per 100m² GFA

More than 1500m² GFA but less than 3000m² GFA - 2 spaces per 100m² GFA

More than 3000m² GFA but less than 5000m² GFA - 3 spaces per 100m² GFA

More than 5000m² GFA - 5 spaces per 100m² GFA

Note: The above graduated system does not apply in a systematic way, in that the first 500m² of a 1800m² development is not exempt from the standard requiring 2 spaces per 100m².

Other Activities: The minimum parking requirements for other Permitted Activities are listed in Appendix Transport 3.

(iii) Special Commercial Activity Area -

Boulcott Village:

There shall be a minimum of 33 parking spaces maintained at Boulcott Village, comprising 23 on Lot 1 DP 69175, and 10 on Lot 2 DP 66201. Additional parking spaces shall be provided using the minimum parking requirements for Permitted Activities listed in Appendix Transport 3.

Station Village:

The existing supply of parking spaces shall be maintained. Additional parking spaces shall be provided using the minimum parking requirements for Permitted Activities listed in Appendix Transport 3.

(d) Design Standards:

The layout, design and detailing of all parking spaces shall be such as to ensure their convenient, safe and efficient use.

All parking shall be formed and maintained for use in all weathers. All parking shall be sealed or appropriately maintained at all times with a dust free surface. All parking spaces shall be kept clear at all times for the use of motor vehicles and shall not be used for the storage of goods, articles, materials or substances or for any other purpose.

Except where parking spaces are associated with a specific dwelling house, or for network utility operations it shall be possible to gain access to any space without shifting other vehicles.

Every parking space shall be provided with an access which is of a properly constructed motorcrossing; as is necessary for access of motor vehicles to and from a street. Sufficient space shall be allowed for vehicles to manoeuvre within the site. In determining the extent of area required for manoeuvring space, the provisions of Australian Standard AS2890 shall be taken into account.

Every parking space shall have such dimensions as to comply with the requirements of the Australian Standard AS2890 Part 1.

(e) Cycle Parking Requirements:

Space for the parking of bicycles shall be provided as follows:

For each building where there are 10 or more employees	Secure storage for cycles at the rate of 1 for every 30 employees.
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At every place of assembly or footpaths entertainment facility:	Space for cycles to be placed clear of and roadways, not more than 50 metres from the public entrance, at the rate of 1 space for each 100m ² GFA.
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Stands need not be provided but storage must be safe with the possibility of securing cycles to an immovable object.

14A(iii) 2.2 Discretionary Activities

- (a) Where a Permitted Activity proposes to provide less than the required number of parking spaces.
- (b) Where a Permitted Activity is unable to provide the required number of parking spaces on site.
- (c) Any other Permitted, Controlled or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity - Conditions.

14A(iii) 2.2.1 Assessment Matters for Discretionary Activities

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) The degree of compliance or non-compliance with any relevant Permitted Activity Conditions.
- (c) In addition to the above the following matters will be taken into account:

- (i) Provision of car parking spaces:

Where a Permitted Activity proposes to provide less than the required number of parking spaces, the proposal shall be assessed on the following matters:

- Whether the nature of the activity is such that the demand for parking will be permanently lower than the requirement.
- Whether the timing of the parking demand is such that it can be met by using car parks normally used by other activities.
- Whether sufficient public parking is available for use without causing significant adverse effects on other activities in the vicinity. The use of on street parking on Access Roads may be considered for this purpose.
- Whether there is reasonable public transport or access to the site, and a likelihood of it being used.

- (ii) Location of parking spaces:

Where a Permitted Activity is unable to provide the required number of parking spaces on site, Council may approve spaces located elsewhere provided that:

- The fact that the spaces have been allocated to a different site is recorded as a Memorandum of Encumbrance on the title;
- Convenient pedestrian access between the development and the spaces is available and signposted;
- Parking shall be no more than 100 metres walking distance from doors of the development, except that this shall be reduced to 50 metres where it is necessary to cross a road, or ascend or descend a flight of steps more than 2 metres in height; and
- Pedestrians walking between the development and the spaces do not need to cross a road with a hierarchy classification higher than Access Road.

14A(iv) Loading and Unloading

14A(iv) 1 Issue, Objective and Policies

14A(iv) 1.1 Site Development Issue

14A(iv) 1.1.1 Safe and Adequate Provision for Servicing

Issue

Inadequate or poor provision of servicing areas for loading and unloading purposes will create a traffic hazard, visual detraction and adverse effects on the amenity values of the area. Attention needs to be given to the manner in which loading and unloading facilities are provided on site to avoid adverse effects on the safety and efficiency of the roading network and on the amenity values of the area.

Objective

To maintain the safety and efficiency of the roading network and the amenity values of the area.

Policy

- (a) That adequate on site loading and unloading provision be made in a safe and attractive manner.

***Amendment 58**

Explanation and Reasons

The objective and policy seek to ensure that the safety and efficiency of the road network is maintained, and that any adverse effects on the amenity values or character of an area are mitigated.

Loading and unloading facilities are an integral part of the road network, linked strongly to both moving traffic and land use activities. Adequate on site servicing provision is necessary to enhance the safety and efficiency of the roading network. Such provision shall be made in an attractive manner to maintain and enhance the amenity value of the area.

It is recognised that it is not always possible to provide sufficient on site loading and unloading facilities. For example, some of the business premises in the western area of Petone have a small site and narrow frontage, which makes it difficult to provide on site parking, loading and unloading facilities. New development will, therefore be a controlled activity to ensure that sufficient provision is made for parking, loading and unloading facilities. On street provision may be used where this is appropriate.

In the Central Commercial Activity Area, the objective is to increase residential development and the standard loading requirements for larger scale residential development would limit the efficient use of this land.

14A(iv) 2 Rules

14A(iv) 2.1 Permitted Activities - Conditions

(a) Loading and Unloading Requirements:

Every owner or occupier in all activity areas who constructs, substantially reconstructs or changes the use of a property, shall make adequate provision on the site for the loading of or unloading from vehicles of all goods and materials associated with the activity. No servicing activity may take place on road reserve.

For residential developments having fewer than 20 dwelling units or accommodating fewer than 20 residents, for all residential development in the Central Commercial Activity Area, and for network utility operations on sites less than 200m² or for unstaffed network utility sites, the requirements of Chapter 14A - Transport, 14A(iii) Car Parking requirements are deemed sufficient.

(b) Loading and Unloading Requirements for Non-Residential Activities:

For retail and industrial activities (except in the Core, Riverfront (Core), Riverfront (Commercial) and Residential Transition Precincts in the Central Commercial Activity Area), the number of loading spaces to be provided shall not be less than the following requirements:

Table 7 - Loading Space Requirements:

Gross Floor Area	No. of Spaces	Minimum Design Vehicle
Under 2000m ² GFA	1	Maximum rigid truck
2000 - 4000m ² GFA	1	Maximum articulated truck Plus 1 Maximum rigid truck
more than 4000m ² GFA	1	Maximum articulated truck Plus 2 Maximum rigid truck

For all other types of non-residential activity (including retail and industrial activities in the Central Commercial Activity Area), one loading space shall be provided in accordance with the design requirements in 14A(iv) 2.1(c).

(c) Design Requirements:

- (i) Loading spaces for light vehicles shall be a minimum of 6.0 metres long, 3.0 metres wide and 3.2 metres high.
- (ii) Loading platforms for heavy vehicles shall have a minimum width of 4.0 metres and minimum length of 8.5 metres, in addition to the space required for the vehicle. Where side loading or mechanical handling methods are proposed, additional space shall be provided in accordance with the particular methods and equipment contemplated.
- (iii) Where articulated vehicles are likely to be used, a greater depth shall be provided.

Design of all facilities, including access, manoeuvring and circulation space, shall take into account the provisions of Australian Standard AS2890 "Off-street Parking, Part 2: Commercial Vehicle Facilities (1989)."

14A(iv) 2.2 Discretionary Activities

- (a) Any Permitted, Controlled or Restricted Discretionary Activity which fails to comply with any of the relevant Permitted Activity - Conditions.

14A(iv) 2.2.1 Assessment Matters for Discretionary Activities

- (a) The matters contained in sections 104 and 105, and in Part II of the Act shall apply.
- (b) The degree of compliance or non-compliance with any relevant Permitted Activity - Conditions.

Part 5: Section 32 Evaluation

1. INTRODUCTION

The Hutt City Council (HCC) has prepared Proposed Plan Change 29 to the City of Lower Hutt District Plan (“the District Plan”) for notification under the provisions of the Resource Management Act 1991 (“the Act”). This report provides an analysis of the content of the Plan Change, in accordance with the requirements of Section 32 of the Act.

2. SCOPE OF PROPOSED PLAN CHANGE

The area subject to Proposed Plan Change 29 is that area identified as “Petone Mixed Use Area” forming Area 2 of the Petone Commercial Activity Area, and is that area generally bounded by Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade.

The Petone Mixed Use Area consists of the operative District Plan zoning of Petone Commercial Activity Area (Area 2), General Business Activity Area, including the Esplanade West Area, and a small area of Community Iwi Activity Area located on Te Puni Street.

The Proposed Plan Change provides an area within the western part of Petone to accommodate mixed use developments with activities of varying composition based on primarily residential, commercial and retail uses.

3. BACKGROUND

The City of Lower Hutt District Plan became operative in March 2004. As set out under section 79(2) of the Act, District Plans are required to be reviewed no later than every 10 years. The Council has elected to undertake the review of its District Plan in components (i.e. a ‘rolling’ review). The reasoning for this approach is to lessen the administrative burden of reviewing an entire District Plan within the statutory timeframes and to allow the public to comment on more manageable topics.

The Council has been progressively reviewing the different parts of the Commercial Activity Area. In reviewing these provisions, Council has identified some issues that could be better accommodated in the District Plan. In March 2011 Plan Change 14 relating to the Central Commercial Activity Area was made operative. Following on from Plan Change 14, the next Commercial Activity Area to be reviewed was the Petone Commercial Activity Area 2, particularly in relation to giving effect to the potential for mixed use development in the western part of Petone.

The review has been informed by a number of documents and other Council initiatives, in particular the Petone Vision Statement.

3.1 Petone Vision Statement

In June 2007 a draft Petone Vision Statement was completed and released for community consultation. Taking the community’s submissions and feedback into account the final version of the Petone Vision Statement was completed and adopted by Council in early 2009.

The Vision Statement describes that Petone is a very important and unique part of Hutt City. It outlines four major elements which the community identified as important in considering the future of Petone. These four elements are:

- A distinguishing feature of Petone is being a unique heritage place.

- Growth in Petone will be managed in an economically and environmentally sustainable manner.
- We recognise that Petone has to be a real place for our people.
- Petone needs an attractive and vibrant village culture at its heart.

For each element, a series of outcomes are listed to guide and measure progress towards achieving the vision. The Vision Statement also provides direction on how the outcomes are to be achieved, including who would be responsible for their implementation and how. In Element 2 on growing Petone, the introduction of a Mixed Use Activity Area is proposed. Through the Vision Statement, the community identified proactive management, planning and investment to need to support Petone's future prosperity. This support includes changing the District Plan to include objectives, policies, rules and other methods to protect the quality and 'look and feel' of Petone while providing for development in the area.

Other outcomes in the Vision Statement are to increase opportunities for residents to work locally, more local businesses, increased attractiveness of walking and cycling options, a wider range of housing choice, and supporting investment in quality design of buildings and developments. Working towards achieving these outcomes can be assisted by changing the District Plan to provide the regulatory framework for manage land use and development.

3.2 National Direction

New Zealand Urban Design Protocol

The Hutt City Council became a signatory to this protocol in early 2008. By becoming a signatory, the Council agreed to work to raise the standard and quality of the urban design of developments built in the City. The Plan Change seeks to implement the urban design principles contained in the Urban Design Protocol.

3.3 Regional Direction

There have been some recent developments in the policy direction at a regional level. Principally, these policy directions are contained in the Wellington Regional Strategy and the Proposed Wellington Regional Policy Statement.

Wellington Regional Strategy (Sustainable Economic Growth Strategy)

This Strategy provides direction on drivers and initiatives to support economic growth in the greater Wellington region. The Strategy has three main focus areas, one being investment in good regional form.

Within this focus area, the Petone foreshore area is recognised as an area where further growth could be accommodated, linking with further development in Seaview and Grenada in the future. Another initiative in the Strategy is its support of quality urban design, as it recognises that a city which looks good, feels safe and is easy to get around attracts economic growth. Good regional form also supports more intensive residential activity within and around the sub-regional centres.

The District Plan can assist in implementing many of these initiatives related to good regional form, which helps contribute towards the economic wellbeing of Hutt City and the wider greater Wellington region.

The implementation and overall direction of the Strategy is currently subject to review following an independent evaluation in May 2011. Council will take into account any outcomes of this review during the Plan Change process.

Proposed Wellington Regional Policy Statement

Notified in March 2009, the Proposed Regional Policy Statement for the Wellington Region sets out the resource management issues for the Wellington region, and outlines the policies and methods required for achieving the objectives in the Policy Statement. This Policy Statement has been prepared under the Resource Management Act, and the District Plan “must give effect to” the policy directions contained in the Regional Policy Statement.

The Proposed Regional Policy Statement includes a number of issues which are specifically relevant to the proposed Petone Mixed Use Area, including:

- Coastal development
- Energy, infrastructure and waste
- Historic heritage
- Indigenous ecosystems
- Natural hazards
- Regional form, design and function

The following is a list of policies in the Proposed Regional Policy Statement (as amended by decisions) which this plan change gives effect to in relation to the proposed Petone Mixed Use Area:

Policy 9: Promoting travel demand management – district plans and the Regional Land Transport Strategy

District plans and the Wellington Regional Land Transport Strategy shall include policies to promote travel demand management mechanisms that reduce:

- (a) *the use and consumption of non-renewable transport fuels; and*
- (b) *carbon dioxide emissions from transportation.*

Policy 10: Promoting energy efficient design and small scale renewable energy generation

District plans shall include policies that:

- (a) *promote energy efficient design and the use of small scale renewable energy generation; and*
- (b) *provide for energy efficient alterations to existing buildings.*

Policy 28: Avoiding subdivision and inappropriate development in areas at high risk from natural hazards – district and regional plans industrial-

Regional and District plans shall:

- (a) *identify areas at high risk from natural hazards; and*
- (b) *include policies and rules to avoid subdivision; and*
- (c) *include policies and rules to avoid inappropriate development in those areas.*

Policy 29: Maintaining and enhancing the viability and vibrancy of regionally significant centres – district plans

District plans shall include policies, rules and/or methods that encourage 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 following centres of regional significance:

- (b) Suburban centres in:*
 - (i) Petone;*

Policy 30: Identifying and promoting higher density and mixed use development – district plans

District plans shall:

- (a) identify key centres suitable for higher density and/or mixed use development;*
- (b) identify locations, with good access to the strategic public transport network, suitable for higher density and/or mixed use development; and*
- (c) include policies, rules and/or methods that encourage higher density and/or mixed use development in and around these centres and locations,*

so as to maintain and enhance a compact, well designed and sustainable regional form.

Policy 56: Integrating land use and transportation

When considering an application for a resource consent, notice of requirement, or a change, variation or replacement to 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) whether traffic generated by the proposed development can be accommodated within the existing transport network and the impacts on the efficiency, reliability or safety of the network;*
- (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; and*
- (e) whether new, or upgrades to existing, transport network infrastructure have been appropriately recognised and provided for.*

The above suite of policies highlight a number of matters which are relevant to the Proposed Petone Mixed Use Area, in terms of giving effect to them in the District Plan, and/or as a consideration in changing the District Plan. The policies direct a compact and sustainable urban form which includes making more efficient use of existing urban areas and support for regionally significant centres such as Petone. The Proposed Plan Change is considered consistent with the objectives and policies in the Proposed Regional Policy Statement, as it supports and provides for the ongoing use and development of an existing regionally significant centre, through the provision of higher density and mixed use development. The area is well serviced by existing infrastructure which can be upgraded over time to meet future needs, such as the provision of additional bus services and more frequent train services.

It is noted the Proposed Regional Policy Statement is currently at the appeal stage at the time of preparing this Plan Change. If changes to the above policies are made to the Regional Policy Statement through the appeal process, or new policies of relevance are introduced, a future Plan Change to the District Plan may be required.

4. REVIEW OF THE CURRENT PROVISIONS IN THE DISTRICT PLAN

A review of the current Petone Commercial Activity Area, in particular Area 2, and associated provisions was completed at the start of this process. This review entailed consideration of the effectiveness of the policies and methods in achieving the objectives in the Plan. It was informed by consideration of the background and research in developing the Plan provisions, what provisions are working well and what are not, and by what are the future aspirations for the Petone West area taking into account the strategic directions in the recent planning and visioning exercises.

While the existing Petone West Area (comprising Area 2 of the Petone Commercial Activity Area and General Business Activity Area) provides for a range of commercial and industrial activities, there is limited opportunity for smaller scale retail and residential activities within an attractive and functional urban environment.

4.1 District Plan Review for Petone - Discussion Document

Following on from the Petone Vision Statement, Council prepared the District Plan Review for Petone - Discussion Document in June 2009. The Discussion Document translated the broader vision elements from the Vision Statement into District Plan matters and issues, and posed a series of questions on which feedback was sought.

The Discussion Document addressed issues and approaches for the following:

- Residential Activity Areas
- Commercial Activity Areas, especially the Petone Commercial Activity Areas 1 and 2 along Jackson Street
- Business Activity Areas including the General Business Activity Area along The Esplanade
- Recreation Activity Areas
- Heritage
- The Esplanade
- Transport
- Urban Amenities
- WelTec

A total of 126 feedback forms/written comments were received on the Discussion Document covering a wide range of issues.

With respect to the Petone Commercial Area, the Discussion Document stated:

“We think that this area (Area 2) could be considered for transformation into a Mixed Use Activity Area allowing for smaller scale retail and residential activities to be added to other uses already provided for in the area. It has the potential for growth and higher density without interfering with special character or heritage areas. It’s close to shops and restaurants on Jackson Street as well as the foreshore with its recreation activities.”

Furthermore the area has very good access to public transport (railway and bus station) and is close to State Highway 2.

All these factors make the area highly attractive for residential development as well as office and retail activities. For all these reasons we think it would make sense to create a new chapter in the District Plan for Area 2 as a Mixed Use Activity Area.

This new Mixed Use Area could also include much of the adjoining General Business Area south of Jackson Street (including the Esplanade West Area)."

The section on the Petone Commercial Area contained the question "Should Area 2 and the adjoining General Business Area be considered for transformation into a Mixed Use Area?"

The feedback to the above issue and question expressed some support for the transformation of the area into mixed use with 54% of the 68 responses to this question expressing support. 10 responses raised concern about the existing maximum building height of 30m and 100% site coverage for parts of the Petone area. Concerns were also expressed about mixed use being a potential threat to the vibrancy and vitality of Jackson Street if further retail activities were to be provided for in the proposed mixed use area. Other responses raised concern about the issue of reverse sensitivity and potential risk of higher density in the vicinity of the Wellington fault line.

With respect to the General Business Area, the Discussion Document outlined:

"In the recent past there have been a number of enquires about provision for residential activities in the Esplanade West Area. Due to the proximity to the foreshore and to public transport we are considering allowing for commercial uses, retailing, restaurants and cafes in this area along with residential activities. This could be achieved by creating a Mixed Use Activity Area at the western end of the Esplanade. The introduction of these provisions could create a walkable neighbourhood, increase the number of pedestrians in the area and make it livelier and more vibrant."

The associated question posed was "Should the Esplanade West Business Area be considered for transformation into a Mixed Use Activity Areas?" There was some support (59% of the 61 responses to this question) for a change to allow mixed use, and some support for mixed use with restrictions on retail to protect the vibrancy and vitality of Jackson Street. Limited support was expressed for holiday or residential apartments in the General Business Area, and some support for reducing the current building height requirements. Some concerns were raised about the location and extent of the General Business Activity Area and the need for a transition area with adjoining residential properties.

A further issue and question asked in the Discussion Document was "Should the other General Business Areas in Petone remain unchanged to avoid reverse sensitivity?" There were divergent views on this question, with 40% of the 68 responses answering 'yes', and 41% answering 'no'. Within these responses, there were some comments supporting transforming parts of the area into limited mixed use and some support for retaining the existing business area and protecting existing businesses.

A further issue queried whether rules should be introduced into the District Plan to protect adjacent residential areas. There was some support (62%) for this proposition received from submitters. However, it is noted that this question was asked in the context of the General Business Activity Area as opposed to a Mixed Use Area.

The feedback on the Discussion Document shows that there is a level of support for introducing the concept of 'mixed use' into the District Plan, particularly in the commercial

and business areas at the western end of the Petone (currently Petone Commercial Activity Area 2 and General Business Activity Area – Esplanade West).

As a result of the direction in the Petone Vision Statement and the feedback received on the 'District Plan Review for Petone - Discussion Document', Council resolved to prepare a Proposed District Plan Change to provide for mixed use development in the western part of Petone.

4.2 District Plan Issues and Options Paper

Following the above background research, visioning, review and consultation processes, a District Plan Issues and Options Paper was prepared for the District Plan Sub-Committee (May 2010 meeting). This paper scoped the issues in the Petone West area to provide for mixed use, and identified potential options for managing these issues. Eight topic areas were identified in the paper under which a range of issues and options were covered, with accompanying recommendations. The eight topic areas were:

- Built Form (height, frontage and design)
- Activities and Land Use (residential, commercial, retail and industrial)
- Natural Hazards
- Transport/Circulation (vehicular and non-vehicular)
- Open Space
- Cultural Values
- Stormwater Management
- Transition Areas

Each issue was accompanied by an explanation, an evaluation of potential options (where applicable), and a recommendation. These issues and options were further explored through a series of Council workshops and sub-group of Councillor meetings. A further Issues and Options Paper was deliberated by the District Plan Sub-Committee in September 2011.

5. PRE-CONSULTATION

Consultation has been undertaken for the proposed Petone Mixed Use Area which has informed the Proposed Plan Change. This consultation has been associated with the earlier visioning and strategic planning exercises, as well as the District Plan review work over the last five years.

A more focused consultation approach was adopted in the preparation and evaluation of this Proposed Plan Change, given the nature of the Proposed Plan Change and the earlier consultation. The consultation process involved input from various Hutt City Council officers actively involved in managing the Petone West Area, as well as individuals from a range of organisations, including property owners, property consultants, local iwi, local community groups and local residents. Specific consultation with statutory agencies as required under Clause 3 of Schedule 1 of the Resource Management Act 1991 (RMA) was undertaken as part of the discussion document stage.

Further consultation will take the form of submissions to the Proposed Plan Change, as part of the formal Resource Management Act notification and submission processes.

6. PROPOSED PLAN CHANGE PROVISIONS

As detailed in the actual Proposed Plan Change document, Proposed Plan Change 29 comprises the following amendments:

- Amendments to Chapter 1 'Introduction and Scope of the Plan' of the District Plan amending the text relating to Commercial Activity in Petone
- Amendments to Chapter 3 'Definitions' adding a definition of integrated retail developments
- Amendments to Chapter 5B 'Petone Commercial Activity Area – Area 2' replacing the existing issues, objectives and policies section with new issues, objectives and policies for a mixed use area. The new provisions address the issues raised in the vision document, in other statutory plans and during consultation.
- Amendments to Chapter 5B 'Petone Commercial Activity Area – Area 2' deleting, adding and amending the rules to effectively and efficiently achieve the new objectives. The new provisions amend the activity status of various activities and add and amend the permitted activity standards.
- Amendments to Chapter 6A 'General Business Activity Area' deleting reference to Esplanade West Area.
- Amendments to Chapter 14A 'Transport' by amending rules and standards for on-site parking.
- Rezoning an area of General Business Activity Area to Petone Commercial Activity Area 2 – Petone Mixed Use

7. ASSOCIATED DOCUMENTS/RESEARCH

The following documents were utilised in the preparation of Proposed Plan Change 29:

- Boffa Miskell (2010): Area Analysis and Issues and Options Paper for Petone West Plan Change
- Development Economics (2012): Evaluation of Market Demand and Development Feasibility for Petone West Plan Change
- GHD and GNS Science (2012): Natural Hazards Review and Geotechnical Considerations for Petone West District Plan Change
- Hutt City Council (2012): Technical Report on Economic Impact of the Proposed Petone West Plan Change
- Hutt City Council (2010 - 2011): Reports to the District Plan Sub-Committee (May 2010 and September 2011)
- Hutt City Council (2009): District Plan Review for Petone Discussion Document
- Hutt City Council (2009): Hutt City Long Term Council Community Plan 2009 - 2019
- Hutt City Council (2007): Petone Vision Statement
- Hutt City Council (2004): City of Lower Hutt Operative District Plan
- Ministry for the Environment (2005): New Zealand Urban Design Protocol

- Ministry for the Environment (2003): Planning for Development of Land on or Close to Active Faults
- Ministry for the Environment website (www.mfe.govt.nz)
- Quality Planning website (www.qp.org.nz)
- Wellington Regional Council (2009): Proposed Regional Policy Statement for the Wellington Region (as amended by decision)
- Wellington Regional Council (2007): Wellington Regional Strategy
- Wellington Regional Council (1995): Operative Regional Policy Statement for the Wellington Region
- Various earlier reports held in Council files on previous Petone area policy and projects

8. STATUTORY REQUIREMENTS UNDER THE RESOURCE MANAGEMENT ACT

Section 32 requires:

Consideration of alternatives, benefits and costs

- (1) *In achieving the purpose of this Act, before a proposed plan, proposed policy statement, change, or variation is publicly notified, a national policy statement or New Zealand coastal policy statement is notified under section 48, or a regulation is made, an evaluation must be carried out by—*
 - (a) *The Minister, for a national policy statement or a national environmental standard; or*
 - (b) *The Minister of Conservation, for the New Zealand coastal policy statement; or*
 - (c) *The local authority, for a policy statement or a plan (except for plan changes that have been requested and the request accepted under clause 25(2)(b) of Part 2 of Schedule 1); or*
 - (d) *The person who made the request, for plan changes that have been requested and the request accepted under clause 25(2)(b) of Part 2 of the Schedule 1.*
- (2) *A further evaluation must also be made by—*
 - (a) *A local authority before making a decision under clause 10 or clause 29(4) of the Schedule 1; and*
 - (b) *The relevant Minister before issuing a national policy statement or New Zealand coastal policy statement.*
- (3) *An evaluation must examine—*
 - (a) *The extent to which each objective is the most appropriate way to achieve the purpose of this Act; and*
 - (b) *Whether, having regard to their efficiency and effectiveness, the policies, rules, or other methods are the most appropriate for achieving the objectives.*

- (3A) *n/a [relates to national environmental standards]*
- (4) *For the purposes of the examinations referred to in subsections (3) and (3A) an evaluation must take into account—*
- (a) *The benefits and costs of policies, rules, or other methods; and*
 - (b) *The risk of acting or not acting if there is uncertain or insufficient information about the subject matter of the policies, rules, or other methods.*
- (5) *The person required to carry out an evaluation under subsection (1) must prepare a report summarising the evaluation and giving reasons for that evaluation.*
- (6) *The report must be available for public inspection at the same time as the document to which the report relates is publicly notified or the regulation is made.*

In summary, a Section 32 evaluation is effectively a two tiered approach and must examine:

- The extent to which each objective is the most appropriate way to achieve the purpose of the Act (i.e. sustainable management); and
- Whether the policies, rules and other methods are the most appropriate for achieving the objective(s).

In doing so, the evaluation is required to “have regard to” efficiency and effectiveness and under Section 32 (4) “must take into account” the benefits and costs of policies, rules or other methods and the risk of acting or not acting if there is uncertainty or insufficient information about the subject matter of the policies, rules or other methods.

9. EVALUATION

9.1 Assessment 1 - Appropriateness of the Objectives

The evaluation below is structured based on the issues identified in the above summarised 2009 District Plan Review for Petone - Discussion Document. While other issues may exist in the provision of a Mixed Use Activity Area for Petone West, it is not considered appropriate to include objectives in achieving the purpose of the Act for these other issues.

As detailed above, Section 32 (3) (a) requires an evaluation as to the extent to which the objectives are the most appropriate way to achieve the purpose of the RMA, being to promote the sustainable management of natural and physical resources. Below is an assessment of the objectives proposed to be added or amended in the Proposed Plan Change. All other objectives in the Operative District Plan are considered to be the most appropriate for the achieving the purpose of the Act in terms of this assessment, including the objectives in Chapter 14A ‘Transport’.

9.1.1 5B Petone Commercial Activity Area

The Petone Commercial Activity Area is comprised of two Areas with corresponding issues, objectives, policies and rules. Area 1 is that area on Jackson Street generally between Victoria and Cuba Street (no changes are proposed to Area 1 in this Plan Change). The existing Area 2 is that area generally bounded by Te Puni Street, Hutt Road, Petone Avenue

and Victoria Street. It is proposed to amend both the boundaries and activities of Area 2 (to be known as Area 2 - Petone Mixed Use) as part of this proposed plan change.

5B 1.1.2 Objective – Petone Mixed Use - Activities

The first existing Issue statement for Area 2 of the Petone Commercial Activity Area focuses on the provision of large sites to accommodate vehicle orientated retailing activities and other large scale activities. It is proposed to delete this existing Issue statement and replace it with a new Issue statement which focuses on a mixed use activity area accommodating a wider range of activities such as residential, commercial and retail activities. These changes are in response to the vision for the area and issues raised during the discussion documents and public consultation. To respond to this issue, a new objective is proposed to read as follows:

5B 1.1.2 Objective – Petone Mixed Use - Activities

To provide for a mixed use activity area within Petone which caters for a range of complementary commercial, servicing, residential and retail activities, increasing the number of residents and workers in Petone, and avoiding or mitigating adverse effects on the amenity values and character of the area, neighbouring areas and the overall receiving environment.

The footprint (location and extent) of Area 2 is proposed to change in this Proposed Plan Change. Specifically, the existing Area 2 would be retained, but extended to include that area currently zoned General Business Activity Area bounded by the Hutt Road, Petone Avenue, Campbell Terrace, Victoria Street, Sydney Street and The Esplanade. This expanded Area 2 provides for a more cohesive and consistent management approach for this part of Petone, enabling more efficient and effective use of this land and other resources.

Under the current Plan provisions, Area 2 of the Petone Commercial Activity Area provides for vehicle orientated retail and larger scale activities, with the General Business Activity Area providing for a range of industrial and commercial activities, with limited retailing and no residential activities. The current zoning framework does not allow for a range of complementary activities, nor does it support or encourage an improvement in the amenity values of the area or optimise the locational features of the area (being close to the foreshore with its recreation activities, transportation links and the retail area of Jackson Street). The current objective focuses on a limited range of activities which under-utilises the natural and physical resources in the area.

The proposed revised Area 2 (Petone Mixed Use) would allow for smaller scale retail, commercial, and residential activities, with the potential for growth and higher density development while not detracting from the special character or heritage areas in other parts of Petone. The proposed objective aims to increase the mix and diversity of activities in the Petone Mixed Use Area to broaden the nature and types of activities to more efficiently use and develop the natural and physical resources in this area, such as the land resource, community facilities and infrastructure.

By creating an attractive and vibrant place to live and work, providing for complementary activities, and protecting adjoining residential areas, the proposed objective contributes to the overall economic and social wellbeing of the City.

Residential activities have been identified as a particular activity type which is currently underrepresented in the western area of Petone. An increase in residential activity would broaden the activity mix and have direct flow-on effects to other activity types to cater to the

provision of the goods and services demanded by new residents both within the area itself, and the wider Petone. Therefore, increasing the number of residents in the Petone area would promote sustainable management by improving the social wellbeing of current and future generations in the City.

The proposed objective is considered the most appropriate for achieving the purpose of the Act of promoting sustainable management by more efficiently utilising and developing the natural and physical resources in Area 2 and allowing residents, workers and business to provide for their social and economic wellbeing.

5B 1.2.2 Objective - Main Entrance and Gateway Routes

It is proposed to insert a new objective relating to visual appearance and image of entranceways and gateways routes in this area. The concept of identifying the main entrance routes of Hutt Road and The Esplanade is currently applied within the General Business Activity Area, with corresponding issues, objective and policies to ensure the routes are attractive and clearly defined to reinforce the identity of the City and the sense of place that it offers.

Given portions of Hutt Road and The Esplanade are proposed to be rezoned from General Business Activity Area to Petone Commercial Activity Area – Area 2 Petone Mixed Use in this Plan Change, a similar Issue statement and objective is proposed for the Petone Commercial Activity Area which identifies the routes and manages development along the routes whilst enabling utilisation of the sites. In addition to Hutt Road and The Esplanade, it is proposed to add Jackson Street as a main ‘gateway’ route to Petone, recognising the role of this street in contributing to the character, quality and amenity of the area.

To respond to the issue, a new objective relating to visual appearance and image of entranceways and gateways routes is proposed as follows:

5B 1.1.3 Objective - Main Entrance and Gateway Routes
To recognise and enhance the image and visual appearance of the main entrances and gateways of the City where they pass through Area 2 – Petone Mixed Use.

This objective recognises the important relationship of the use and development of land along the entrance and gateway routes and their influence on the image and visual appearance of this area and the wider city. Clearly defining the entrance and gateway routes to and within the City and making them attractive reinforces the identity of the City and the sense of place that it offers. Recognising the role and values of these routes in the use and development of the Petone Mixed Use Area can promote sustainable management, improve amenity values and contribute to the environmental, social and economic well being of the area itself, and the City. Therefore, it is considered the proposed objective is the most appropriate for achieving the purpose of the Act.

5B 1.2.2 Objective – Weather Protection

It is proposed to amend Objective 5B 1.2.2 to include reference to Area 2 Petone Mixed Use Area to read as follows:

5B 1.2.2 Objective – Weather Protection

To ensure that all buildings on either side of Jackson Street between Hutt Road and Cuba Street (Areas 1 and 2) have adequate weather protection, except those existing buildings designed and built without verandahs between Victoria and Cuba Streets (Area 1).

The objective recognises the benefits of weather protection for pedestrians and shoppers. Given provision is proposed to be made for retail and other activities along Jackson Street, an amendment to the objective is considered appropriate. Over time as the area re-develops, the provision of weather protection (i.e. a verandah) would encourage and provide a more pedestrian friendly environment with greater comfort and level of amenity.

The exception for existing buildings without verandahs is not proposed to apply to Area 2 – Petone Mixed Use, as the historic value and character of buildings in Area 2 are not the same as Area 1. The proposed objective recognises the importance and role of verandahs in creating pedestrian friendly environments, and it is considered appropriate to extend the requirement along Jackson Street to include the Petone Mixed Use Area to facilitate the long term provision of a sheltered route along Jackson Street to and from the Petone railway station.

The proposed objective is considered the most appropriate for achieving the purpose of the Act of promoting sustainable management by promoting high quality built form to improve the amenity values of the area and allowing residents, visitors, workers and businesses to provide for the social and economic wellbeing.

5B 1.2.3 Objective - Character and Building Form and Quality

It is proposed to insert a new objective relating to the character, form and quality of the built environment in Area 2 - Petone Mixed Use Area. The Petone Mixed Use Area proposes a range of complementary activities to support the needs of residents and workers. An issue is proposed that identifies the range of activities whilst ensuring the built form recognises the range of activities and contributes to the quality of the environment. To respond to the issue, a new objective is proposed as follows:

5B 1.2.3 Objective - Character and Building Form and Quality

To ensure that the form and quality of buildings, structures, open space and development overall within the Petone Mixed Use Area maintain and enhance the character, amenity values and quality of the environment, whilst recognising and protecting the values and features of adjoining areas.

This objective recognises that the form and quality of buildings, structures and open spaces can affect (positively and negatively) the character, amenity values and quality of the environment. New buildings and open spaces contribute to the economic, social and environmental wellbeing of the area by providing places for people to live, work and play. It is important to ensure buildings and open spaces have an appropriate quality as they have a significant influence on the quality of the environment. In order for the mixed use area to be vibrant and successful in attracting a mixture of residential, commercial, retail and other activities, the built form has to be functional, attractive and contribute to the overall amenity values and quality of the environment. The proposed objective recognises the relationship between the quality of the built environment, and environmental outcomes.

In addition, in recognition of the interface of the Petone Mixed Use Area with adjoining residential areas, the objective includes reference to the need to recognise and protect the amenity values of adjoining residential areas.

The proposed objective is considered the most appropriate for achieving the purpose of the Act of promoting sustainable management by promoting high quality built form to improve the amenity values of the area and allowing residents, visitors, workers and businesses to provide for the social and economic wellbeing.

5B 1.2.4 Objective – Carparking

It is proposed to amend the existing heading for Section 5B 1.2.3 on ‘Landscaping and Screening’ to more directly focus on the cause for landscaping and screening which is ‘Carparking’. The existing Issue statement and Objective are proposed to be retained unchanged.

Objective 5B 1.2.4 is as follows:

5B 1.2.4 Objective – Carparking

To ensure that adverse visual effects arising from car parking areas are avoided or mitigated.

The objective recognises the issue of the effects of car parking on amenity values, with the objective being to ensure the adverse effects are avoided or mitigated.

The proposed objective is considered the most appropriate for achieving the purpose of the Act of promoting sustainable management by avoiding or mitigating adverse effects.

9.1.2 6A General Business Activity Area

6A 1.2.2 Objective

It is proposed to delete Section 6A 1.2.2 from the General Business Activity Area relating to ‘Amenity Values of the Esplanade West Area’. It is proposed to rezone the Esplanade West Area from “General Business Activity Area” to “Petone Commercial Activity Area 2 – Petone Mixed Use” as part of this Plan Change, therefore, this section becomes redundant.

6A 1.2.2 Objective

To ensure that buildings and structures in the Esplanade West Area are of a high design standard and of an appropriate scale to avoid adverse effects on the amenity values of the area and the adjoining foreshore area.

It is not proposed to move the existing ‘Amenity Values of the Esplanade West Area’ to the Petone Commercial Activity Area 2 – Petone Mixed Use chapter of the District Plan, as the assessment of new buildings and structures along The Esplanade would be more appropriately assessed under the proposed overall objective, policy and rule framework for the Petone Mixed Use Area. This approach is considered the most appropriate for achieving the purpose of the Act of promoting sustainable management.

9.2 Assessment 2 - Appropriateness of policies, rules and other methods for achieving the objectives

The evaluation is required to “have regard to” efficiency and effectiveness and under Section 32(4) “must take into account” the benefits and costs of policies, rules or other methods and the risk of acting or not acting if there is uncertainty or insufficient information about the subject matter of the policies, rules or other methods. The structure of the evaluation in this section relates to each objective evaluated above and contained in the Proposed Plan Change. In addition, the evaluation below summarises matters reported to and deliberated by Council and the District Plan Sub-Committee. Reference should be made to the background reports for further information and evaluation.

9.2.1 5B Petone Commercial Activity Area

5B1.1.2 Objective – Activities

The proposed plan change incorporates a new objective providing for a range of complementary activities within Area 2 - Petone Mixed Use, as follows:

5B 1.1.2 Objective – Petone Mixed Use - Activities

To provide for a mixed use activity area within Petone which caters for a range of complementary commercial, servicing, residential and retail activities, increasing the number of residents and workers in Petone, and avoiding or mitigating adverse effects on the amenity values and character of the area, neighbouring areas and the overall receiving environment.

In addressing this objective, the primary focus is to determine the most appropriate way(s) to achieve the objective. In making this determination, different options have been considered and evaluated. The following is a list of options for the ways the objective could be implemented. Each option is assessed in the table below.

1. Permit all activities except as otherwise listed as restricted discretionary or discretionary activities, subject to compliance with standards.

This option would provide for a wide range of activities subject to them complying with minimum standards to avoid, remedy or mitigate the adverse effects. Where particular activities may be incompatible with the majority of activities or may generate adverse effects which may degrade the values and character of the mixed use area, these specific activities would not be permitted. These specific activities would be listed as either restricted discretionary or discretionary activities depending on the nature and magnitude of actual or potential adverse effects.

2. List permitted activities, restricted discretionary and discretionary activities, with all non-listed activities a discretionary activity.

This option is similar to the existing provisions within the Petone Commercial Activity Area, with specific activities listed as different activity status (i.e. permitted, restricted discretionary and discretionary). Activities which are compatible and have acceptable adverse effects would be listed as permitted, while activities which may be incompatible and result in adverse effects would be listed as controlled, restricted discretionary or discretionary activities.

In relation to the nature of activities, potential activity types include retail, commercial, residential, industrial and other miscellaneous activities which are currently permitted within the existing Area 2. The objective is to provide a mixed use area which provides for a complementary range of activities. As such, careful consideration is required as to the compatibility of the activities and their purpose in terms of providing for the needs of residents and workers.

Analysis

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
<p>1. Permit all activities except as otherwise listed</p>	<p>Permitting all activities except as otherwise listed is effective in increasing the mix of activities. Providing for mixed uses within Area 2 – Petone Mixed Use is effective in providing an environment where people can work and live, as well as visit to meet their needs.</p> <p>This increase in the mix of activities efficiently utilises the physical resources in the Petone Mixed Use Area, including land, infrastructure and other facilities.</p> <p>For specific activities which are not permitted, the resource consent process is an effective mechanism for assessing the appropriateness of a particular activity.</p>	<ul style="list-style-type: none"> ▪ Flexible opportunities for land and buildings to be used for a wide range of activities. ▪ Greater choice in residential living, retail, commercial and other activities for people living or working in the mixed use area. ▪ Activities which may be inappropriate in the Petone Mixed Use Area are restricted. 	<ul style="list-style-type: none"> ▪ Potential for some incompatibility between some activities (e.g. residential, commercial and industrial activities), as the provisions may not foresee and thereby restrict all incompatible activities. ▪ Costs of complying with minimum standards. ▪ Some adverse effects may be experienced which would generally unacceptable in other areas (e.g. shading, privacy, noise).
<p>2. List permitted activities, controlled activities, restricted discretionary and discretionary activities</p>	<p>Listing permitted activities would require a detailed list of all activities considered acceptable in the Petone Mixed Use Area. There is potential for legitimate activities not to be included on the list and therefore these activities would unnecessarily require resource consent. However for specific activities which are not permitted, the resource consent process is an effective mechanism for assessing the appropriateness of a particular activity.</p> <p>This option is an effective mechanism for managing activities in the Petone Mixed Use Area in that it achieves the objective of increasing the mix of activities providing working, living and visiting opportunities, whilst</p>	<ul style="list-style-type: none"> ▪ Provides opportunities for sites within the Petone Mixed Use Area to be used for specifically listed activities. ▪ Certainty as to the types of activities acceptable in the Petone Mixed Use Area. ▪ Recognises the nature of activities acceptable within the Petone Mixed Use Area and the relationship of the Petone Mixed Use Area to other Commercial Activity Areas in the City, in particular Petone Commercial Activity Area - Area 1. ▪ Provides a continuation of the existing District Plan approach which has a level of familiarity for Plan users. 	<ul style="list-style-type: none"> ▪ May limit specific activities from establishing in the Petone Mixed Use Activity Area. ▪ Costs of applying for resource consent for activities not listed, including those activities formerly permitted under that portion of the site previously zoned General Business Activity Area.

	<p>providing some degree of certainty for occupants as to the nature of activities. Such certainty is important in a mixed use area where activities support and complement each other.</p>		
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The above analysis identifies that Option 2 - listing permitted activities, controlled activities, restricted discretionary and discretionary activities, is the most efficient and effective approach for achieving the objective of increasing the mix of activities in Petone Commercial Activity Area 2 - Petone Mixed Use. Given the transitioning stage of this area of Petone from a historically heavy industrial area, to light/service industrial area, then to a larger format retail and distributional area, to a now more retail, residential and commercial area, it is important that the type of activities are managed to minimise incompatibility issues while still providing for a wide range of activities to meet the needs of the City. The provision of listing permitted activities also allows specific minimum standards to be applied to effectively manage the effects of specific activities on the environment.

Given the conclusion on listing specific types of activities, it is necessary to consider broadly the activity status of the main types of activities.

Residential Activities

A variety of forms and scale of residential development and activities are envisaged for the Petone Mixed Use Area. Multi-storey apartment buildings are anticipated along The Esplanade due to its location, aspect and outlook. Shorter forms of apartment buildings and townhouses are also anticipated in other locations throughout the Petone Mixed Use Area, either as mixed use developments with retail/commercial activities on the ground floor and residential above, or single purpose residential developments. There may also be residential care and retirement complexes developed in this part of Petone. It is considered providing for all forms and scales of residential activities is the most effective and efficient approach.

Industrial Activities

In terms of the nature of industrial activities, the two primary options are:

1. Provide for all industrial activities; or
2. Restrict certain industrial activities.

The first option would apply the existing definition of “Industrial Activities” and permit all such activities within the Area 2 – Petone Mixed Use subject to compliance with the permitted activity conditions. The second option would restrict certain industrial activities, specifically industrial activities whose effects may be incompatible within a mixed use environment.

Industrial activities have been a historical feature of this area of Petone over the last few decades. However, in more recent times, the area has been transitioning from industrial to more service and retail activities. While industrial activities are permitted within the portion of the proposed Petone Mixed Use Area currently zoned General Business Activity Area, such activities may not be appropriate within the Mixed Use Area given the potential incompatible nature of some industrial activities with residential activities (e.g. adverse effects such as noise, odour and general amenity values). Therefore, permitting all industrial activities

(Option 1) is not considered the most effective approach in achieving a mix of complementary activities and avoiding or mitigating adverse effects on amenity values.

While certain industrial activities could be listed as permitted activities, such an approach would not be efficient in that it would be a prescriptive approach and could lead to potential interpretation and implementation issues in terms of whether the proposed industrial activity is within the permitted activity description. However, there are a few industrial type activities which are currently defined in the District Plan which are working effectively (e.g. Cottage and Service Industry Activities, Commercial Garages). These specific industrial activities are either small scale or provide direct services to residents and workers, which is an important role in a mixed use environment. Therefore, it is considered effective and efficient to provide for these specific types of industrial activities.

Commercial Activities

In relation to commercial activities, the two primary options are:

1. Provide for all commercial activities; or
2. Restrict certain commercial activities.

As above for industrial activities, the first option would apply the existing definition of “Commercial Activities” and permit such activities within the Area 2 – Petone Mixed Use subject to compliance with the permitted activity conditions. The second option would restrict certain commercial activities, specifically commercial activities whose effects may be incompatible within a mixed use environment.

The options are to allow all commercial activities or restrict the type or size of some activities. The provision of no restriction on the type or scale of commercial activities (Option 1) is considered the most effective option in relation to achieving the objective of the mixed use area in that it would allow new activities to establish which would service the needs of local residents and workers. While the provision of commercial activities may have some short term impacts on the vibrancy of other commercial areas in the Hutt City, in the longer term these changes are not considered to be significant due to the increased residents and worker population in the Petone Mixed Use Area. The development of new residential activities within the Petone Mixed Use Area would support these new commercial activities in the future. A range of commercial sized activities are considered appropriate within the area, recognising the distinct differences and roles of the commercial centres in the City.

Retail Activities

Retail activities are generally a corner stone activity in mixed use areas as they provide a wide range of goods and services demanded by local residents and workers. The key consideration is the nature and scale of retail activities to be provided for in the area. Therefore, the three primary options are:

1. Permit all retail activities, regardless of their size.

This option would permit retail activities throughout the entire Mixed Use Area with no size thresholds. No resource consent would be required for any retail activities, unless there was non-compliance with other standards in the District Plan (e.g. on-site carparking standard).

2. Manage the size and scale of retail activities based on their location, with small-scale retail activities (less than 1,000m²) permitted on Jackson Street, and retain the existing approach in other areas, permitting retail activities between 500m² and 3,000m² in gross floor area.

This option is the “do nothing” option (i.e. retain existing District Plan provisions for Petone Commercial Activity Area 2), except for permitting smaller-scale retail activities along Jackson Street.

3. Limit retail activities based on their size throughout the entire Petone Mixed Use Area, such as larger-scale individual retail activities or a large complex consisting of a number of smaller retail activities (e.g. permitting retail activities up to 10,000m²). Any retail activity or development larger than 10,000m² would require resource consent.

This option would permit a level of small to medium scale (less than 10,000m²) retail throughout the Mixed Use Area. Larger retail activities would be managed via the resource consent process, to manage the effects of this type of activity.

Analysis

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
1. Permit all retail activities, regardless of their size.	<p>Permitting all retail activities would be effective in terms of providing a mix of retail activities to service the needs of residents and workers.</p> <p>However, not managing the size of retail activities would be inefficient and ineffective as larger scale retail activities could potentially compromise the viability and vitality of other commercial areas and the hierarchy for commercial centres. Furthermore the provision of large scale retail activities may not be effective in achieving a quality mixed use environment, as the larger retail activities could result in a poor quality environment with poor relationships between buildings and public spaces and limited public interaction. Furthermore, larger format retail activities may result in less efficient use of this area, by reducing the number of retail and other activities in this location.</p>	<ul style="list-style-type: none"> ▪ Flexible opportunities for land and buildings to be used for a wide range of retail activities. ▪ Greater choice in retail activities. ▪ Provides for a mix in the size of retail activities in different areas of the Petone Mixed Use Area. ▪ Utilises existing buildings and infrastructure. 	<ul style="list-style-type: none"> ▪ Inefficient use of the area with the loss of this land for other mixed use activities. ▪ Lack of vibrancy and vitality in the mixed use area, with limited levels of activity and resulting adverse effect on the amenity values and quality of the environment for residents and workers. ▪ Detracts from the vibrancy and vitality of other commercial centres, such as the central area and the core area of Jackson Street.
2. Permit small-scale retail on Jackson	<p>The provision of a minimum floor area for retail activities is not considered an efficient use of land as it would restrict certain retail</p>	<ul style="list-style-type: none"> ▪ Provides a continuation of the existing District Plan approach which has a level of familiarity for Plan users. 	<ul style="list-style-type: none"> ▪ May limit some small scale activities from establishing in the Petone Mixed Use Activity Area. Such small scale retail

Street, and, permit retail activities between 500m ² and 3,000m ² in all other areas.	and would potentially compromise the effective functioning of the mixed use concept in that some smaller scale activities which support residential and worker activities would be restricted.	<ul style="list-style-type: none"> ▪ Continues to provide some opportunities for retail activities and development within the Mixed Use Area. ▪ Extends the existing small scale retail strip along Jackson Street. 	<p>activities provide local goods and services and the restriction of such activities from the mixed use area may compromise the viability and functioning of the area as a mixed use area.</p> <ul style="list-style-type: none"> ▪ Costs of obtaining resource consent for small format retail activities off Jackson Street. ▪ Lack of vibrancy and vitality in the area, with limited levels of activity.
3. Limit retail activities based size throughout the entire Petone West Mixed Use Area, such as permitting retail activities up to 10,000m ² .	<p>Permitting retail activities would be effective in providing for a mix in the size of retail activities. The option would provide for a range of retail activities, thereby providing services for residents, workers and visitors. Managing larger format retail activities (greater than 10,000m²) would be effective in assessing the effects of these activities, such as the effects on the vitality and vibrancy of other commercial centres, traffic and visual amenity.</p> <p>While there may be some short term impacts on the vibrancy of other commercial areas in Hutt City, in the longer term these changes are not considered to be significant due to the increased residents and worker population in the Petone Mixed Use Area.</p>	<ul style="list-style-type: none"> ▪ Provides a range of retail activities and sizes to service the needs of residents and workers. ▪ Supports the mixed use concept in terms of providing a range of complementary activities. ▪ The effects (vitality/vibrancy, traffic, parking, and visual amenity) of larger format retail activities are assessed on a case-by-case basis through the resource consent process. ▪ Consolidates complementary activities in a defined area which contribute to the vitality and vibrancy of the mixed use area through speciality and comparative shops, supporting the needs of residents and workers. 	<ul style="list-style-type: none"> ▪ May have short terms effects on Area 1 - Jackson Street and the central area, in that smaller scale retail activities may choose to locate within Area 2. ▪ Costs of obtaining resource consent for larger format retail activities.

The above analysis identifies that the existing Plan provisions (Option 2) would not provide the most efficient or effective approach for achieving the objective of providing for a mix of complementary activities which increases the number of residents and workers to the area. To achieve the objective, a mixture of activities is required. A restriction on smaller scale retail activities could limit the establishment of activities needed to support residents and workers in a mixed use environment.

Also, not managing the nature and scale of retail activities (Option 1 - permit all retail activities) would also not be the most efficient or effective approach for achieving the objectives in the District Plan, as this approach could detract from the vitality and vibrancy of other commercial centres and cause adverse effects in the area (e.g. traffic and visual amenity).

Option 3 - managing larger scale retail activities is considered the most efficient and effective approach. Larger-scale retail activities (either large individual activities or a complex of a number of smaller retail activities) have the potential to detract from the vitality and vibrancy of other commercial centres and cause adverse effects in the area (e.g. traffic and visual amenity). Therefore, it is proposed to limit retail development with a floor area exceeding 10,000m².

5B1.1.3 Objective – Main Entrances and Gateways

5B 1.1.3 Objective - Main Entrance and Gateway Routes

To recognise and enhance the image and visual appearance of the main entrances and gateways of the City where they pass through Area 2 – Petone Mixed Use.

In addressing this objective, the primary focus is to determine the most appropriate way(s) to achieve the objective. In making this determination, different options have been considered and evaluated. The following is a list of options for the ways the objective could be implemented. Each option is assessed in the table below.

1. Retain the existing approach adopted for the main entrance routes currently within the General Business Activity Area.

This option is the “do nothing” option (i.e. retain existing District Plan provisions) in terms of identifying the routes and requiring resource consent as a restricted discretionary activity for any building or structure on a site fronting the main entrance routes of the Hutt Road and The Esplanade.

2. Retain the existing approach for the Hutt Road and The Esplanade (i.e. Option 1), plus add Jackson Street as a ‘gateway’ route.

This option is the same as Option 1, except the requirement for a resource consent as a restricted discretionary activity for any building or structure on a site fronting Jackson Street would also apply.

3. No specific provisions for main entrance and gateway routes.

This option does not apply any specific requirements for the main entrance and gateway routes, and the standard rules and conditions for the Petone Commercial Activity Area 2 – Petone Mixed Use would apply.

Analysis

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
1. Retain the existing approach adopted for the main entrance routes currently within the General Business	Activities and development along the main entrance routes has been identified as an important issue for the City, as it contributes to its image and identity. The existing Plan provisions are effective in managing development along the identified routes to ensure development maintains and enhances the	<ul style="list-style-type: none"> ▪ Provides a continuation of the existing District Plan approach which has a level of familiarity for Plan users. ▪ Continues to provide opportunities for activities and development within the Petone Mixed Use Area along the main entrance routes. ▪ Provides certainty on the 	<ul style="list-style-type: none"> ▪ Costs of obtaining resource consent. ▪ Does not recognise Jackson Street as a key gateway route within Petone.

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
Activity Area.	<p>visual appearance of the routes.</p> <p>The existing approach is efficient in that it is familiar to Plan users, and provides an efficient process for responding to the particular issues for each site on these routes.</p>	<p>nature and design of developments fronting the main entrance routes to ensure they maintain and enhance the identity and image of the City.</p>	
2. Retain the existing approach for the Hutt Road and The Esplanade (i.e. Option 1), plus add Jackson Street as a 'gateway' route.	<p>As concluded above for Option 1, the existing Plan provisions are effective in managing development along the identified routes. Applying these same provisions to Jackson Street is considered effective and efficient as they have are familiar to Plan users and recognise Jackson Street as a key gateway route in Petone.</p>	<ul style="list-style-type: none"> ▪ As above for Option 1. 	<ul style="list-style-type: none"> ▪ As above for Option 1, except recognises Jackson Street.
3. No specific provisions for main entrance and gateway routes.	<p>As described in Option 1, activities and development along the main entrance routes has been identified as an important issue for the City, as it contributes to its image and identity. By not providing any specific provisions for the main entrance routes would not be effective in achieving the objective of recognising and enhancing the image and identity of the City. Activities and development along these entrance routes can influence the visual and aesthetic qualities of this area.</p>	<ul style="list-style-type: none"> ▪ Provides certainty and flexibility for activities adjacent to the river corridor in the Central Commercial Activity Area. ▪ No costs associated with complying with minimum standards or resource consent process. 	<ul style="list-style-type: none"> ▪ The vision for the identity and image of the City may be compromised or degraded.

The above analysis identifies that Option 2 – retain the existing Plan provisions, provides the most efficient or effective approach for achieving the objective of recognising and enhancing the image and visual appearance of Area 2 and the wider city. Expanding the routes which these provisions apply to by adding Jackson Street would improve the effectiveness by managing a main gateway for Petone. Revising the design requirements is further evaluated under 5B 1.2.3 Objective – Character and Building Form and Quality below.

5B1.1.2 Objective – Weather Protection

5B 1.2.2 Objective – Weather Protection

To ensure that all buildings on either side of Jackson Street between Hutt Road and Cuba Street (Areas 1 and 2) have adequate weather protection, except those existing buildings designed and built without verandahs between Victoria and Cuba Streets (Area 1).

In addressing this objective, the primary focus is to determine the most appropriate way(s) to achieve the objective. This objective is currently operative with the Proposed Plan Change amending the objective so applies to Area 2 – Petone Mixed Use. Therefore, the options for the ways this objective could be implemented are.

1. Provide specific provisions to ensure buildings within both Areas 1 and 2 provide adequate weather protection.

This option retains the existing District Plan provisions which apply to Area 1, in terms of requiring verandahs, but extending this requirement along the length of Jackson Street to apply to Area 2 – Petone Mixed Use.

2. Require no weather protection (verandah) in Area 2.

This option would retain the existing verandah requirements which only apply to Area 1, and not impose any such requirement for Area 2 – Petone Mixed Use ('status quo').

Analysis

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
1. Provide specific provisions to ensure buildings within both Areas 1 and 2 provide adequate weather protection.	<p>The purpose of the verandah requirement is to provide weather protection for the comfort of pedestrians and to encourage circulation.</p> <p>The provision of verandahs in Area 2 would be effective and efficient in creating an environment where pedestrians are able to move about within the area in comfort during different weather conditions.</p>	<ul style="list-style-type: none"> ▪ Provides a high level of certainty and is familiar to Plan users in that there is an existing verandah requirement for Area 1. ▪ Ensures a continuous pedestrian friendly environment along the length of Jackson Street between Cuba Street and the Petone railway station (a key destination and focal point in Petone for pedestrians). 	<ul style="list-style-type: none"> ▪ Costs of complying with the standard, such as constructing verandahs. ▪ Costs of enforcing and monitoring the standards. ▪ Costs for applying for resource consent for non-compliance with the minimum standards.
2. Require no weather protection (verandah) in Area 2.	<p>The lack of a verandah that could result from no requirement within Area 2 could create an unfriendly pedestrian environment due to the lack of weather protection. This outcome would be ineffective and inefficient in achieving the objective, and would discourage pedestrian movements and not provide a comfortable pedestrian environment.</p>	<ul style="list-style-type: none"> ▪ No costs associated with complying with minimum standards. ▪ Flexibility in the design and construction of buildings. 	<ul style="list-style-type: none"> ▪ The vision of providing a mixed use environment which seeks an increase in the number of residents and workers may be compromised in that the lack of a verandah would discourage pedestrian movements.

	Not creating a continual verandah coverage along Jackson Street could discourage linkages to the Petone Railway Station and other areas in Petone.		
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The above analysis identifies that Option 2 - the provision of no verandah requirement for Area 2 – Petone Mixed Use Area does not provide the most efficient or effective approach for achieving the objective of ensuring adequate weather protection along Jackson Street.

The most effective and efficient approach is Option 1 which requires verandahs to provide weather protection and create a pedestrian friendly environment along the length of Jackson Street between Cuba Street and the Petone Railway Station.

5B 1.2.3 Objective – Character and Building Form and Quality

5B 1.2.3 Objective - Character and Building Form and Quality

To ensure that the form and quality of buildings, structures, open space and development overall within the Petone Mixed Use Area maintain and enhance the character, amenity values and quality of the environment, whilst recognising and protecting the values and features of adjoining areas.

In addressing this objective, the primary focus is to determine the most appropriate way(s) to achieve the objective. In making this determination, different options have been considered and evaluated. The following is a list of options for the ways the objective could be implemented. Each option is assessed in the table below.

1. Retain the existing performance standards with no building design requirements or incompatibility between activity requirements.

This option is effectively the “do nothing” option with the existing performance standards primarily focused on building bulk and location requirements. There are no provisions relating to building design (other than in the Esplanade West Area) or to manage the incompatibility between activities, such as noise insulation requirements.

2. Amend the bulk and location requirements, introduce a design guide for main entrance routes and provisions to manage the incompatibility between activities.

This option would amend the minimum standards for the overall form of built development (e.g. maximum height), add requirements for noise sensitive activities (e.g. residential) such as noise insulation, and include standards to manage the interface with residential activity areas (e.g. height, setback and screening). In addition, in recognition of Objective 5B 1.1.3 a Design Guide would apply to the main entrance and gateway routes.

3. Encourage, rather than require, all buildings to meet design guidance and avoid issues arising from incompatibility of uses.

This option does not require compliance with minimum standards or design guidance. Instead, compliance would be encouraged through non-regulatory techniques such as the provision of information and advice.

Analysis

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
<p>1. Retain the existing performance standards with no building design requirements or incompatibility between activity requirements.</p>	<p>Applying no specific provisions to manage the design of buildings would not be effective in achieving the objective of maintaining and enhancing the built character, amenity values or quality of the environment in the Petone Mixed Use Area.</p> <p>Applying no specific provisions to manage incompatibility between activities within the mixed use area would be ineffective in achieving the objective of encouraging residential activities as it would create environments which are undesirable for residential living, and has the potential to detrimentally affect the residential amenity of adjoining areas.</p> <p>While there is some efficiency in having no design or incompatibility requirements, the outcome of potentially poor quality living and work environments and built form, it could lead to the inefficient use of the physical resources in the Petone Mixed Use Area.</p>	<ul style="list-style-type: none"> ▪ Lower costs associated with complying with minimum standards. ▪ Greater flexibility and certainty in building in the area. 	<ul style="list-style-type: none"> ▪ Poor quality urban environment resulting in an unattractive mixed use area which could detract or reduce the appeal for residents and workers. ▪ Poor quality environment could negatively affect the vitality and vibrancy of the area. ▪ Potential for incompatibility between activities, with some residents and occupiers may experience excessive noise levels and other adverse effects. ▪ Potential for a high level of complaints with residents and workers experiencing poor quality living and working conditions.
<p>2. Amend the bulk and location requirements, introduce a design guide for main entrance routes and provisions to manage the incompatibility between activities.</p>	<p>Minimum bulk and location requirements are an effective and efficient technique for managing the building form. They provide a high level of certainty on the building form.</p> <p>Amending the maximum height requirement (and recession planes on main entrance routes) is considered to more effectively and efficiently manage the built form to maintain and enhance the values of the area and provide flexibility to efficiently use the land resource.</p> <p>Taller buildings have the potential to create dangerous wind conditions, therefore an assessment of the wind effects of</p>	<ul style="list-style-type: none"> ▪ Creates quality living and working environments which are fit for purpose. ▪ Provides for a diversity of activities, by protecting sensitive activities from the adverse effects of other activities, as well as protecting the ongoing operation of other activities. ▪ Provides certainty as to the form of development. ▪ Provides a continuation of the existing District Plan approach which has a level of familiarity for Plan users. ▪ Provides opportunities for activities and development 	<ul style="list-style-type: none"> ▪ Costs of complying with minimum standards, and obtaining resource consent for non-compliances. ▪ Costs associated with applying for resource consent, including any specialist design advice to ensure that development will achieve the desired design outcomes. ▪ Some developments may be declined due to not achieving the design requirements. ▪ May constrain some types of development and activity in the area.

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
	<p>taller buildings is considered an efficient and effective approach to maintain and enhance the amenity values and quality of the environment.</p> <p>Requiring assessment against design standards and criteria would allow the Council to more effectively manage issues of urban design for buildings in the Petone Mixed Use Area in particular on the identified main entrance routes. The form of a Design Guide provides a specific set of provisions by which applications would be assessed – this limits the consideration to those provisions and ensures all parties are clear of the expectations from the outset.</p> <p>This approach is based on requiring resource consent and applying a design guide for assessing the design of new buildings and additions and alterations to existing buildings. The non-notified consent process provides an expedient and effective process for enabling assessment of each development proposal on a case-by-case basis. The process recognises and assesses the site specific context and opportunities to be responded to and so enabling the most efficient use of the site.</p> <p>In a mixed use area, some noise sensitive activities (e.g. residential) may experience higher noise levels. Noise insulation standards are an effective and efficient way to provide a suitable amenity for the occupants and reduce potential noise conflicts with other activities.</p> <p>The existing Plan provisions in the General Business Activity Area managing the interface with residential areas and business areas are considered effective in</p>	<p>within the Petone Mixed Use Area, whilst protecting the amenity values in the adjoining residential areas.</p>	

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
	<p>protecting the amenity values of the adjoining residential areas. The existing height, recession plane and activities standards provide specific standards which relate to different aspects of development and activities.</p>		
<p>3. Encourage, rather than require, all buildings to meet design guidance and avoid issues arising from incompatibility of uses.</p>	<p>Encouraging compliance with design standards is not as effective as requiring compliance, as some new buildings or additions and alterations to existing buildings may occur with outcomes which degrade the attractiveness and quality of the main entrance routes of the Esplanade, Hutt Road and Jackson Street.</p>	<ul style="list-style-type: none"> ▪ Baseline minimum standards which provide certainty. Associated reduced compliance costs with the ability to avoid resource consent process and engaging specialist design advice. ▪ The voluntary Design Guide would provide some guidance as direction on the Council's aim in respect of quality design outcomes. 	<ul style="list-style-type: none"> ▪ Greater potential for incompatibility issues to arise between activities in the Mixed Use Area. ▪ Some residents may experience excessive noise levels and other adverse effects. ▪ Potential for an unattractive entrance to Petone and the City which does not encourage residential or other activities in the Petone Mixed Use Area. ▪ Some activities may be constrained from efficiently operating due to restrictions imposed in response to complaints. ▪ Low implementation and compliance costs.

The above analysis identifies that Option 1 - no provisions or Option 3 - encouraging Plan provisions, do not provide the most efficient or effective approach for achieving the objective of maintaining and enhancing quality development and built form while avoiding incompatibility issues with other activities and activity areas. These two options could result in increased complaints about existing activities from new residents, and result in a poorer quality built environment.

The most effective and efficient approach is Option 2 - requiring compliance with minimum standards, design and incompatibility requirements. This approach also assists in achieving other objectives of promoting a greater mix of activities, as it would improve the quality of the built form and improve the overall amenity values of the area. However, the Design Guide would only apply to the Main Entrance Routes (The Esplanade, Hutt Road and Jackson Street) for the reasons identified under Objective 5B 1.1.3 above. Refer to the May 2010 and September 2011 District Plan Sub-Committee reports for further evaluation on built form (building height, frontage, setback and design) issues and options.

5B 1.2.4 Objective - Carparking

5B 1.2.4 Objective – Carparking

To ensure that adverse visual effects arising from car parking areas are avoided or mitigated.

In addressing this objective, the primary focus is to determine the most appropriate way(s) to achieve the objective. In making this determination, different options have been considered and evaluated. The following is a list of options for the ways the objective could be implemented. Each option is assessed in the table below.

1. Retain existing provisions managing on-site carparking landscaping standards.
This option is the “do nothing” option (i.e. retain existing District Plan provisions). The landscaping and screening requirements are based on a percentage of the total area of carparking.
2. Amend the existing provisions managing the location and design of on-site carparking.
This option amends the existing provisions by adding a maximum road frontage of on-site parking area and landscaping. Design guidance would also apply for the design of carparking areas and facilities.
3. No specific on-site carparking landscaping or design standards.
This option would not require any minimum landscaping or design requirements for on-site parking areas.

Analysis

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
1. Retain existing provisions managing on-site carparking landscaping standards	The existing Plan provisions are effective in the amount of on-site parking required. However, the combination of the existing provisions on the amount of on-site carparking and landscaping requirement are not consider effective in managing the adverse visual effects arising from car parking areas in a mixed use environment. The location and appearance of carparks could dominate the streetscape, which may not create an attractive, vibrant and safe place for people to live and work.	<ul style="list-style-type: none"> ▪ Sufficient on-site parking is provided to meet the needs of future occupiers. ▪ Less demand on the provision of alternative parking areas, such as on-street parking or dedicated parking facilities/buildings. ▪ Provides a continuation of the existing District Plan approach which has a level of familiarity for Plan users. ▪ A high level of certainty as to the on-site parking and landscaping requirements. 	<ul style="list-style-type: none"> ▪ Some areas of poor quality urban environment dominated by surface carparking. ▪ Potentially reduced level of development due to requirement to provide high number of on-site carparks. ▪ Costs of constructing large areas of carparking. ▪ Costs of complying with minimum standards, and obtaining resource consent for non-compliances.
2. Amend the existing provisions managing the location and design of on-site	Amended provisions could recognise the mix of activities and environment within the Petone Mixed Use Area. Location and design standards for carparking areas would be more effective in managing the effects of	<ul style="list-style-type: none"> ▪ Sufficient on-site parking is provided to meet the needs of the future occupiers. ▪ Provides a level of continuation with the existing District Plan approach which 	<ul style="list-style-type: none"> ▪ Potentially less development due to requirement to provide on-site carparking. ▪ Costs of constructing areas of carparking. ▪ Costs associated with

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
carparking	<p>carparking areas on the streetscape and public environment. Large areas of carparking would be internalised within the site to provide a more attractive and higher quality urban environment.</p> <p>Through the provision of design guidance, carparking areas would be well-designed to ensure they serve their function while managing the adverse effects on the quality of the urban environment.</p>	<p>has a level of familiarity for Plan users.</p> <ul style="list-style-type: none"> ▪ Provides some flexibility in designing and developing on-site carparking. ▪ Improves the quality and attractiveness of the streetscape and public environment in the Mixed Use Area, which may contribute to a more vibrant area and mixture of activities. ▪ Clearer guidance on positive outcomes for managing carparking in the Mixed Use Area. 	<p>resource consents for proposals which do not comply with the on-site requirements.</p>
3. No specific on-site carparking landscaping or design standards.	<p>Applying no specific provisions for on-site carparking requirements would not be effective in achieving the objective of ensuring the adverse visual effects arising from car parking area are avoided or mitigated. This approach could lead to the inappropriate siting and design of parking areas, resulting in a poor quality environment where carparking areas could dominate the streetscape.</p>	<ul style="list-style-type: none"> ▪ Maximise the developable area of sites with no landscaping requirement. ▪ High flexibility in the provision of on-site parking areas. ▪ A high level of certainty for developers and ease of administering the District Plan with no requirements. 	<ul style="list-style-type: none"> ▪ Poor quality urban outcomes resulting in an unattractive Mixed Use Area. This poor quality may negatively affect the vitality and vibrancy of the area.

The above analysis identifies that Option 3 - no provisions, or Option 1 - the existing Plan provisions, do not provide the most efficient or effective approach for achieving the objective of ensuring the adverse visual effect arising from car parking area are avoided or mitigated.

The nature of some activities in a mixed use environment can require a level of on-site carparking. Therefore, managing the relationship of this carparking to the public environment (e.g. streets) can contribute to an attractive environment for residents and workers in the area. Replacing the existing minimum percentage landscaping requirement with location and design requirements (Option 2) are considered more effective and efficient in avoiding and mitigating the visual effects of carparking areas.

9.2.2 14H Natural Hazards

A range of natural hazards pose potential risks to development in Petone. Different types of natural hazards pose greater risk than others, with the greatest risk associated with earthquakes (Wellington fault line), and lesser risk associated with tsunamis, storm surges (sea level rise) and flooding.

The current District Plan includes two objectives relating to natural hazards; one in Chapter 1 'Introduction', and the other in Chapter 14A 'Natural Hazards'.

1.10.11 Objective – Lessening Natural Hazards

To avoid or mitigate the vulnerability and risk of people and development to natural hazards.

14H 1.1.1 Objective – Risk Associated With Natural Hazards

To avoid or reduce the risk to people and their property from natural hazards associated with seismic action, landslides, flooding and coastal hazards.

The issue, objective and policies in Chapter 1 'Introduction' provide an overarching direction on the types of natural hazards posed on a city-wide basis with high level principles in responding to the risks posed by these natural hazards. Chapter 14H provides more explicit detail on each type of natural hazard in the City, the location and level of risk and vulnerability posed by each hazard, and the Council's response in the District Plan.

In terms of the area subject to this Plan Change, seismic induced hazards pose the greatest risk. The risks posed by seismic induced hazards (earthquakes) are in four forms:

- Fault rupture;
- Ground level changes (resulting from liquefaction and/or subsoil densification, uplift and/or subsidence);
- Ground shaking; and
- Tsunami.

The four most significant seismic faults in the Wellington region include the Wellington Fault, the Wairarapa Fault, the Ohariu Fault and the Hikurangi Subduction Zone. The trace of the Wellington Fault runs through Petone West area, and background research for this Plan Change divided the area into three hazard/geotechnical sections³ being: West of the Fault Rupture Section, Fault Rupture Section and East of the Fault Rupture Section.

Differing levels of the above four seismic hazard risks would affect the three sections of Petone West. However, as identified in the Natural Hazards review⁴, the three main significant hazards to pose critical geotechnical issues are:

- Global subsidence east of the Wellington Fault (i.e. the Petone Basin/Lower Hutt Valley);
- Global uplift of Petone West; and
- Rupture of the Wellington Fault (would likely only occur within the Fault Rupture Section).

These three geotechnical issues have been identified as critical due to the range of effects of the hazard/issue, and or the difficulty in utilising standards engineering practices to militate against the hazard/issue.

In terms of the current District Plan approach, for fault rupture, the District Plan identifies the Wellington Fault Special Study Area which pass through the Petone Mixed Use Area. Within the Wellington Fault Special Study Area, any building or structure (except accessory

³ Report for Petone West District and Plan Change "Natural Hazards Review and Geotechnical Considerations" Prepared by GHD, February 2012.

⁴ Report for Petone West District and Plan Change "Natural Hazards Review and Geotechnical Considerations" Prepared by GHD, February 2012, page 13

buildings and utilities) requires resource consent as a restricted discretionary activity. The matter of discretion relates to a safe separation distance from the fault. As part of this resource consent process, an engineering report is required to confirm whether the Wellington Fault is within 20.0m of the proposed structure or building, or that the necessary engineering precautions have been taken.

In terms of liquefaction and ground shaking, the current approach is reliance on the Building Act 1991, the New Zealand Building Code and New Zealand Standard NZS 1170.5:2004 'Structural Design Actions 5 – Earthquake Actions – New Zealand', with no rules or standards in the District Plan.

For tsunami and other coastal hazards, the current method for reducing the impact of these hazards is an early warning system and the civil defence plans for emergency response procedures. In terms of the flooding/local ponding issue, this is localised in Petone and is assessed and determined through the building consent process on a case-by-case basis. With the proposed ability to change and intensify land use and development in the Petone Mixed Use Area, the efficiency and effectiveness of the current policies and methods have been reviewed. In undertaking this review, the following list of options have been assessed.

1. Retain current approach

This option is the “do nothing” option (i.e. retain existing District Plan provisions). The existing provisions identify the approximate location of the Wellington fault line in Petone West where fault rupture may occur with all structures and buildings requiring a resource consent as a restricted discretionary activity. Reliance on the New Zealand Building Code and related engineering standards and emergency management/civil defence response for the other natural hazards.

2. Rely on Building Code and Emergency Management/Civil Deference Response

This option would remove the current Plan provisions relating to the Wellington Fault Special Study Area and rely on the New Zealand Building Code and related engineering standards and emergency management/civil defence response for avoiding or mitigating the risks posed by all natural hazards.

3. Add specific policies and rules to restrict development and activities in areas identified as being subject to natural hazards.

This option proposes to add specific requirements to restrict activities and development (could be all development/activities or certain development/activities which may place a greater number of people at risk such as residential) in areas identified at risk from natural hazards. If activities/development was proposed in the identified hazard areas, resource consent would be required. Furthermore, all new structures and buildings, and those being retrofitted to an increased standard would require comprehensive ground investigations and analysis.

Analysis

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
1. Retain current approach (Wellington)	The current provision of identifying the Wellington Fault Special Study Area is effective as this area is the most likely location	<ul style="list-style-type: none"> ▪ Continues the historical planning regime providing certainty for the existing 	<ul style="list-style-type: none"> ▪ Restriction on some land from being developed where it may be constrained by the location

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
<p>Fault Special Study Area and Building Code)</p>	<p>to experience fault rupture during an earthquake. The associated rule requiring a resource consent to determine the more precise location of the fault and other engineering requirements for the proposed building is considered an effective and efficient process. However, the matters of discretion could be revised to consider a broader range of matters, such as the proposed use of the buildings, site layout and construction techniques.</p> <p>For other hazards, the reliance on the New Zealand Building Code and related engineering standards is considered an effective and efficient approach. Ground shaking, liquefaction, tsunami and localised ponding/flooding are a risk that applies city-wide, and retaining the current approach would be consistent.</p>	<p>businesses and landowners.</p> <ul style="list-style-type: none"> ▪ Provides for the health and safety of occupants by ensuring adequate preventative or mitigation measures are adopted against the risks associated with building in close proximity to the Wellington fault. ▪ A high level of certainty in the process in terms of a specific standard to be complied with and the fault area is already identified. ▪ Provides for development subject to appropriate location requirements or necessary engineering precautions. 	<p>and extent of the fault.</p> <ul style="list-style-type: none"> ▪ Costs associated with designing and constructing buildings to engineering requirements. ▪ Costs of obtaining resource consent for any development within the identified fault study area. ▪ Cost of obtaining engineering report and advice.
<p>2. Rely on Building Code and Emergency Management/ Civil Deference Response</p>	<p>Applying no specific provisions to manage the risks posed by fault rupture could be ineffective in achieving the objectives of avoiding or mitigating the risk from this natural hazard. Permitting development on land identified at risk from fault rupture could place buildings and people at undue risk.</p> <p>For other hazards, the reliance on the New Zealand Building Code and related engineering standards is considered an effective and efficient approach. Ground shaking, liquefaction, tsunami and localised ponding/flooding are a risk that applies city-wide, and retaining the current approach would be consistent.</p>	<ul style="list-style-type: none"> ▪ Provides a high level of flexibility for the development and use of land. ▪ Provides for the base level health and safety of occupants by ensuring general preventative or mitigation measures are adopted against the risks associated with building in close proximity to the Wellington fault. ▪ A high level of certainty about the specific standard to be complied with which apply equally across the whole area. 	<ul style="list-style-type: none"> ▪ Potential damage to buildings and risks to people in the area which may experience fault rupture. ▪ Costs associated with designing and constructing buildings to engineering requirements. ▪ Cost of obtaining engineering report and advice.
<p>3. Add specific policies and rules to restrict development</p>	<p>Introducing specific requirements which manage and potentially restrict development and activities in hazard prone areas (e.g. fault rupture, liquefaction, tsunami, etc.) would be effective in</p>	<ul style="list-style-type: none"> ▪ A level of certainty on the nature and intensity of development and use in areas subject to risks from natural hazards ▪ Provides for the health and 	<ul style="list-style-type: none"> ▪ Limiting the development of land in areas subject to risk from natural hazards ▪ Costs of obtaining resource consent for any development within the identified hazard

OPTIONS	EFFECTIVENESS & EFFICIENCY	BENEFITS	COSTS
and activities in areas identified as being subject to natural hazards.	avoiding the risks from these natural hazards. However, this restriction would be ineffective in achieving the other objectives for the area of providing for a range of activities and development. On balance, the restrictions are considered to result in the inefficient use and development of the natural and physical resources in the Petone Mixed Use Area.	safety of residents and workers by avoiding development and uses in the areas at greatest risk from natural hazards.	areas, including costs of obtaining engineering advice and undertaking ground investigation.

The above analysis identifies that Option 2 - no provisions for fault rupture is not the most effective or efficient approach for achieving the objective of avoiding or remedying the risks from natural hazards. While Option 3 requiring comprehensive investigations and potentially restricting development in areas subject to risks from natural hazards would be efficient and effective in achieving the natural hazard objectives, it could be ineffective and inefficient in achieving the broader objectives for the Petone Mixed Use Area.

It is considered the existing Plan provisions (Option 1) are still the most efficient and effective approach for achieving the objectives of avoiding or mitigating the risks from natural hazards. Fault rupture is a particular natural hazard risk in the Petone West area. International and national best practice methods at planning for fault rupture recommends including a buffer zone of 20 metres as there is a zone of impact from a fault rupture where buildings may be damaged due to the unpredictable nature of fault rupture events. Further investigations by Council to better define the extent of the Wellington Fault within the Petone Mixed Use Area are under consideration.

For the risks from other natural hazards, other standards outside the District Plan are considered the most efficient and effective approaches in achieving the natural hazard objectives.

9.3 The Risk of Acting or Not Acting

It is considered that there is sufficient information and certainty for the majority of the subject matter to make a full evaluation pursuant to Section 32 (iv) of the Act. However, further information about the risks from natural hazards in the area and potential mitigation measures could assist in better understanding this issue. Given the recent earthquakes in Christchurch, further information may become available on natural hazards and appropriate planning responses. This information may require further consideration of this issue in the future, potentially on a city-wide basis.

In terms of the risks of acting or not acting, the principal risk of not acting is that the outcomes envisaged in the Petone Vision Statement may not be achieved. The vision for Petone is based on four elements:

- A distinguishing feature of Petone is being a unique heritage place.
- Growth in Petone will be managed in an economically and environmentally sustainable manner.
- We recognise that Petone has to be a real place for our people.
- Petone needs an attractive and vibrant village culture at its heart.

The risk of not acting is that the outcomes sought under each of these elements will not be achieved, which would not contribute to achieving the purpose and principles in the Resource Management Act, particular Element 2 of growing Petone in an economically and environmentally sustainable manner.

The risk of not acting in the way proposed is that demand for new activities and development in this area of Petone would continue, and the current District Plan provisions do not fully align with the elements in the Petone Vision Statement. In turn, this non-action could result in restricting some appropriate activities, poorer quality urban environment, not providing a vibrant and liveable Petone area, and ultimately not providing for the social and economic wellbeing of the community.

10. CONCLUSION

Proposed District Plan Change 29 is a Council initiated plan change and the purpose of the plan change is to provide a review of the District Plan provisions that apply to land within the western part of Petone zoned Petone Commercial Activity Area 2 and General Business Activity Areas. The plan change seeks to implement the strategic directions contained in the Petone Vision Statement for this area of Petone. The Vision Statement seeks to provide for further growth in an economically and environmentally sustainable manner, which recognises the values and features of Petone valued by the community, with an attractive and vibrant village culture.

The Proposed Plan Change includes amending some existing provisions, introducing new provisions, and retaining other existing provisions, including:

- Redefining the spatial extent of the Petone Commercial Activity Area 2 by adding part of the General Business Activity Area (currently identified as the 'Esplanade West Area').
- Providing for a wider range of permitted activities
- Recognition of the main entrance and gateway routes to this area and the wider city, including managing development along these routes
- Revising the permitted building form requirements
- Retaining the approach to the risks from natural hazards

This evaluation has been undertaken in accordance with Section 32 of the Act in order to identify the need, benefits and costs arising from the proposed plan change and the appropriateness of the proposed methods and rules having regard to their effectiveness and efficiency relative to other means in achieving the purpose of the Act and the desired outcome for the Petone West area. The evaluation demonstrates that the proposed plan change meets the requirements of Section 32 of the Act and is appropriate in achieving the desired outcomes for the Petone West area.

Part 6: Copy of Submission Form

Submission on publicly notified Proposed District Plan Change



Clause 6 of the First Schedule, Resource Management Act 1991

To: Chief Executive, Hutt City Council

1. **This is a submission from:**

Full name	<i>Last</i>		<i>First</i>	
Company/organisation				
Contact <i>if different</i>				
Address	<i>Number</i>	<i>Street</i>		
	<i>Suburb</i>			
	<i>City</i>		<i>Postcode</i>	
Address for Service <i>if different</i>	<i>Postal Address</i>		<i>Courier Address</i>	
Phone	<i>Day</i>		<i>Evening</i>	
Fax			<i>Mobile</i>	
Email				

2. This is a **submission** on the following proposed change to the City of Lower Hutt District Plan:

Proposed District Plan Change No:

Title of Proposed District Plan Change:

3. The specific provisions of the proposal that my submission relates to are:

Please give details:

(Please use additional pages if you wish)

4. My submission is:

Include whether you support or oppose the specific provisions or wish to have them amended; and reasons for your views:

(Please use additional pages if you wish)

5. I seek the following decision from Hutt City Council:

Give precise details:

(Please use additional pages if you wish)

6. I **wish** **do not wish** to be heard in support of my submission.
(please tick one)

7. If others make a similar submission,
I **will** **will not** consider presenting a joint case with them at the hearing.
(please tick one)

Signature of submitter:
(or person authorised to sign on behalf of submitter)

	<i>Date</i>
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Personal information provided by you in your submission will be used to enable Hutt City Council to administer the submission process and will be made public. You have the right under the Privacy Act 1993 to obtain access to and to request correction of any personal information held by the Council concerning you.

Submission number
OFFICE USE ONLY