

## **Hutt City Proposed District Plan**

### **Hearing 2 – Business**

25 and 27-28 May 2026

Strategic Direction – Urban Form (Business) and Commercial Zone, Industrial Zone, Hazardous Substances and Contaminated Land chapters.

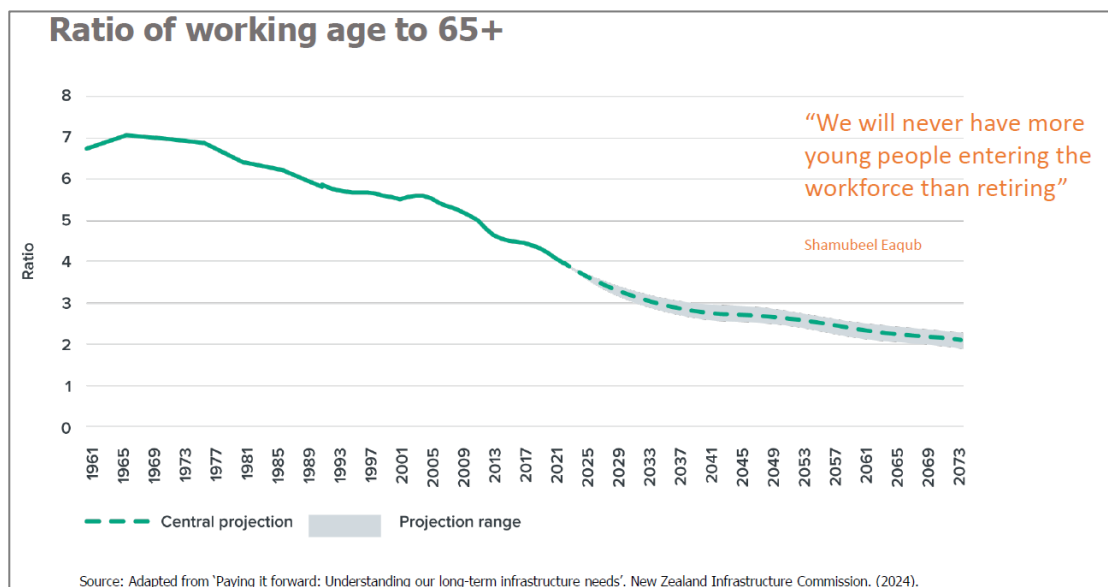
1. My name is Laura Skilton, I have lived in Petone for the past 35 years. I am a Transport Planner and through my employment I am familiar with District Plans. I have over 35 years experience in the transport industry. The submission I make today is a personal submission and I am not representing anyone. I do not own any commercial property and do not stand to gain anything from my submission.
2. I am familiar with the National Policy Statement on Urban Development and that requires Councils to have enough zoned land for business for the next 30 years.
3. Many of my comments relate to transport and my recommendations are made to reduce transport costs in the future by consolidating similar land uses in the same area, reducing the need for car trips. My recommendations are also to make the Proposed District Plan easier to use.
4. Many of my examples focus on Petone, as I am most familiar with this area, but my comments are City Wide.
5. I did not attend the first hearing, but I want say that I find the Proposed District Plan very difficult to read and many of my suggested changes are recommendations to make the Plan more user friendly. The RMA reform is to make it easier to understand Plans, but I consider this Plan is cumbersome.
6. I am also extremely disappointed with the Officers report. Effectively they have recommended to approve all items of support and reject all items of oppose.

### **Commercial Sprawl**

7. As you will see in my written submission, the total employment in Lower Hutt has increased by 41 percent between 2013 and 2023, however the total employment in the Hutt CBD during the same time only increased by 5 percent. This is due to more and more businesses setting up outside of the traditional employment centres.
8. The proposed Plan will continue to encourage greater employment outside of the commercial centres. As you will see in my written submission, commercial sprawl

has a detrimental effect on transport as it encourages private car use and increased trips.

9. Transport Objective TR-O1.3 is “Reliance on private motor vehicles is reduced”. I consider that changing the zone of residential areas to mixed use contradicts this policy.
10. I also question the need for the significant additional zoning, as there have been significant changes to the way people shop, in particular online shopping, and there are more people working from home. It is not possible to use the trends for the past 30 years to predict the amount of commercial land required in the future, particularly with the new height allowances.
11. I have not read the accompanying reports that show the need for increased commercial land, but given the number of empty shops I see in our traditional shopping centres, I am concerned that this number will grow as businesses move to the proposed new areas that has cheaper land value and free parking for their customers.
12. The ratio of working age to over 65 has significantly reduced in the past 30 years and is estimated to continue to reduce. As such, there will be a lower proportion of people in the workforce and the requirement for commercial land may not be as high as previously estimated.



13. I believe that spreading employment zones, especially retail, into residential areas will reduce the amenity of the traditional commercial areas such as the CBD and Jackson Street. I raised my concern with Cr Dywer, and he said that the

Commissioners will consider this. I find this unusual that a Cr does not appear interested in a potential decline to the main city centre.

14. Over the years, Council has spent significant rates money to “rejuvenate” the town centre due to the relocation of people to the Mall. However the streets still feel empty due to businesses relocating. I consider that the Plan rules need to be stronger to keep commercial activity in the existing areas, reduce the reliance on residential areas for commercial activity, and also maintain a high level of service on arterial roads.
15. Spreading employment and businesses will also increase reliance on private vehicles for transport. As I have outlined in paragraph 71 of my submission, public transport is not a convenient way to travel between multiple destinations that are spread around the city. Consolidating the commercial areas in tight areas encourages alternative modes such as public transport, and will align better with the Transport Policies.

### **Mixed Use Zones**

16. The Mixed Use Zones are also in areas that do not have paid parking. As such, businesses that rely on visitors are likely to relocate to these areas and potentially result in more vacant buildings in existing commercial areas. This in turn reduces the feel of the existing commercial area. I have seen this with the introduction of Queensgate Mall. The free parking provided at the Mall resulted High Street and Queens Drive having less visitors and looking more and more like a ghost town.
17. Businesses from Lower Hutt also relocated to Jackson Street where, until recently, there was free parking. The businesses in Jackson Street are now saying their customers are now not coming due to the parking meters and they may be motivated to relocate to the new commercial areas with free parking. If this happens it will be detrimental to Jackson Street and the existing vibe will be lost, as it has in High Street.
18. I consider that the additional Mixed Use Zones will further create the commercial sprawl I have discussed in previous paragraphs.
19. Paragraph 606 of the Officer Report makes the comment that mixed use zones “*only provides for a very small scale of commercial activities, unlikely to form destinations that are attractive to people from significant distances away*”. As mentioned in my submission, average business in New Zealand employs 4.3 people. These are all “small scale”. I also want to remind the Commissioners that

97 percent of businesses in New Zealand employ less than 20 people, ie “small scale”.

20. Paragraph 609 implies that the transport policies should be read in isolation to the zone rules, however this is not the case. The document needs to be considered as a whole. When I did my initial reding of the Proposed Plan, it was clear to me that numerous authors had written the Plan and that a single coherent review of the document as a whole was not undertaken. I certainly hope that the commissioners do this as part of their deliberations and do not review each section in isolation.
21. Paragraph 608 of the Officers Report considers that arterial roads are suitable for activities that will have side friction from parking manoeuvres. All retail is vehicle orientated when it is not in a town centre. I disagree. I also want to add that the report writer says “*require resource consent to assess whether the location is suitable*”. 98% of all consents are granted, AND Hutt City has granted consent to non complying activities. This is one reason why I consider the rules are not strict enough.
22. Paragraph 609 states that “*Noise and Signs are dealt with in their respective chapters. Both treat the Mixed Use Zone separately to other commercial zones, recognising the zone’s role in balancing residential-style amenity values with a denser urban environment*”, but the reality is that ALL commercial zones allow the same amount of residential activity. Refer Appendix A and B.
23. Paragraph 614 states “*Accordingly, I do not think that concerns around effects on the wider area from intensification are particularly different whether zoned Mixed Use or High Density Residential. The difference is mostly in the enabled land use activities*”. You can see in Appendix A and B that actually, the provisions are very similar. In my submission for residential, which will be discussed in Hearing 3, I consider that too much commercial activity is allowed in the residential zones.
24. If the Commissioners considers that additional Mixed Use Zones are required, I consider that, in Petone, Mixed Use Zones should be around the “Metropolitan Centre Zone”, not on Cuba Street. This is outlined further in the next sections of my statement.

### **Negative Impact on Arterial Roads**

25. I am also very concerned with the inclusion of commercial land on traditional arterial roads. The increased trip generations produced from these zones, and

increase on street parking manoeuvres will be detrimental to the efficiency of the arterial route.

26. The Government Policy Statement on Transport places a high emphasis on maintaining efficiency, in particular freight routes, which are generally arterial roads.
27. Several of the Transport policies includes the words “ *..efficiency ... of the transport network is not compromised*”. I consider that increasing on street parking manoeuvres by including commercial zones on urban connectors / arterial roads contradicts this policy.
28. Paragraph 601 of the Officers report implies that activities on an arterial road will be enable more people to have access to commercial services. I disagree with this as activities that are spread are not easy to access and will encourage use of private motor vehicles.
29. I agree that there are co-location benefits (para 602), but by allowing commercial to effectively go anywhere, these benefits will not be realised.
30. MUZ-R18 effectively does not allow any non-residential visitor off street parking for the mixed use zones on arterial roads. By doing this, it further increases on street parking manoeuvres made by visitors to the commercial businesses within this zone. Retail is a vehicle-orientated activity and small businesses are more likely to have vehicle trips than larger integrated malls where people will visit multiple shops. Therefore I disagree with the Officers Report (para 608).
31. Mixed Use Zones allows retail for up to 200m<sup>2</sup>. If you visit the shops in central Lower Hutt (High Street, Queens Drive) and Jackson Street, I think you will be hard pushed to find a business larger than 200m<sup>2</sup>. Therefore, all the Zones are effectively the same as the central city.
32. A visit to Jackson Street will show you that the traffic environment here is not suitable for Cuba Street (and other arterial roads).
33. Appendix C shows a series of photographs I took on Jackson Street that shows the effect of parking manoeuvres on a busy road. You can see that vehicles were delayed and were queuing behind the vehicle. This is acceptable for a local road, nut not acceptable for an arterial road.

## **Vehicle Orientated Activities**

34. I could not find a definition for vehicle-orientated activity in the Plan, despite MUZ-O2(4) including this term. Only vehicle has a definition

4. Is not intended to provide for:  
a. Large-scale vehicle oriented activities, or  
b. Activities that would be a significant city-wide or regional destination, and

35. The Plan implies that this is drive through facilities, service stations and supermarkets. My professional opinion is that these are best located on arterial roads, or urban connectors, as they have off street facilities for parking and there is no on-road side friction.
36. It also enables visitors to have easy vehicle access from a primary route, rather than driving through a local road, which is often narrow and has lower standards.
37. I consider that transport effects has not been considered in the preparation of the Plan and that vehicle orientated activities can be allowed on an arterial road, but no other commercial activity should, in particular small retail businesses with no off street parking.

## **Number of Zone Types**

38. As I have mentioned in my written submission, the rules and standards of the five different zones are all essentially the same with the only difference being the overlays. As such, I consider that the commercial zones should be consolidated. This would also simplify the District Plan.
39. The Officers report (5.3.4) does not agree with me as "*they contain significantly different policy directions, rule frameworks and standards*". First and foremost, users of a District Plan first look at rules and standards to determine if they can undertake the proposal they want to do. Policies are only considered if a Standard has been broken during a Resource consent application.
40. I have prepared a table of the alternative activities in the different zones, and the rules. This is in Appendix A and Appendix B respectively. As you can see, there is only a minor difference between Local Centre, Neighbourhood Centre and Mixed Use, where the maximum activity size is 500m<sup>2</sup>, 300m<sup>2</sup> and 200m<sup>2</sup> respectively. I do not consider this as being "significant". Ultimately, the available property size will dictate the actual usage.

41. If you visit the shops in central Lower Hutt (High Street, Queens Drive) and Jackson Street, I think you will be hard pushed to find a business larger than 200m<sup>2</sup>. Therefore, all the Zones are effectively the same as the central city.
42. When preparing this table, I noticed that Drive Through Facilities are a discretionary activity in all the zones (including residential) but non complying in Neighbourhood Centre Zone. This may be an error and should be checked.
43. I also noticed that Retirement villages and supported residential care are permitted in commercial zones but restricted discretionary in residential zones. I find this unusual as these are effectively residential activities. I am not sure how retirement villages in the city centre is compatible with CCZ-O2.
44. CCZ-O1 states that the City Centre should be “the primary location of choice for activities with a city-wide or regional catchment”. I do not see this reflected in the Rules and Standards and believe that the additional land to be rezoned commercial will detract from the city centre.
45. I note that the RMA reform will have a total of 13 zones for Councils to choose from, three being commercial and one being “city centre”. The RMA reform is to simplify District Plans, and I do not see how this is being achieved with the proposed commercial zones.
46. The Marlborough Environment Plan has three Business Zones. The first is the town centre, which requires continuous shop frontages, and does not allow supermarkets. The second is for the fringe areas that allows driveways and supermarkets and the third is large format retail. Extracts of the rules are in the Appendix D. Unlike the proposed Hutt Plan, I consider the Marlborough plan has a clear distinction in the different commercial zones. Therefore I disagree with the Officers Report.
47. Even when I read the Objective for each zone, I am unclear what distinguishes them. While MCZ-O1 states that “ ... *is a location of choice for such activities with a city-wide catchment* ...”, I can not see any Rules that enhance this.
48. I also consider that large supermarkets, with associated car parks, is not suitable for a pedestrian orientated central business district. The real distinction between the zones is not the underlying zone, but the Active Street Front overlays.

### **Residential Activity**

49. I note also that the residential rules also allow home businesses with employees (effectively the residential rules allow employment like mixed use commercial). This has the same effect as the mixed use zones, but will increase on street parking demand in quiet neighbourhood streets, many too narrow to cope with additional parking. I will cover this more in Hearing 3.

### **Small Commercial Zones**

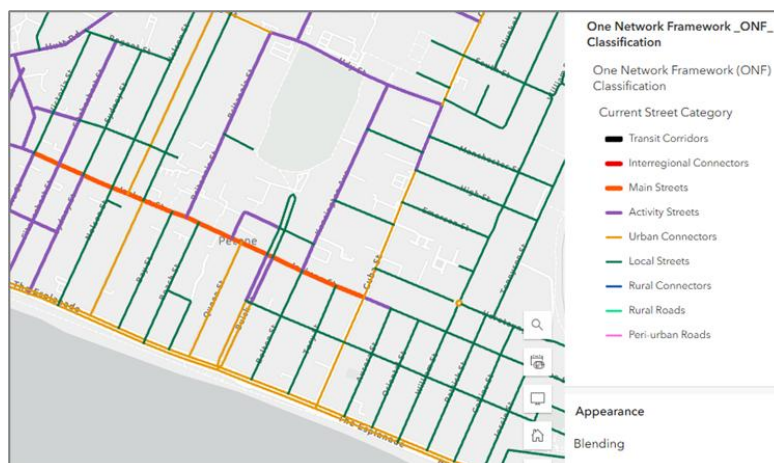
50. Due to resource consents that have been provided for individual sites, there are a number of commercial zones that cover only one or two properties. I consider that these should be zoned the same as the adjoining land. Should the business cease operation, the site should return to the adjacent land use. This will assist in consolidating areas of similar type and again improve transport options in the future.
51. The Officers Report has criticised me for not providing specific examples.
52. I live on Bay Street. It connects The Esplanade to Jackson Street. There is a diary on the Esplanade. The proposed zoning has this site as Mixed Use. The diary has had several owners since COVID and after it being a successful business for years, more recently it appears to struggle. The business is in a converted house. Should the business stop, it could easily be residential again due to the zoning, however it could also be a number of other less suitable activities such as a nightclub. Being “remote” and not in a compatible zone with similar activities, the underlying zone should be residential. The site will have existing use rights, and via a consent can operate as a diary again should it be residential for a while.
53. There are hundreds of diaries in similar situations, or examples such as Sweet Vanilla Café on Pretoria Street. The café has most of its clientele arriving by vehicle due to its location, which I consider is not compatible with a residential zone due to the high parking demand associated with it.

### **Addendum to Written Submission**

54. I prepared an addendum submission as I did some further research after sending my submission, however this was not accepted, and I want to include it here.
55. While my Decision request #57 said that I was “neutral”, in my addendum I changed this to oppose. As stated in my relief sought, many of the areas that the proposed plan is changing from residential to commercial should stay residential. Should the evidence show that more commercial land is needed, then the existing

commercial areas should be enlarged, and not new areas created, particularly not on arterial roads.

56. In my addendum I also added 57a stating that no further commercial activities should occur on Urban Connector Streets (or arterial streets).
57. I have referred to arterial roads already in my statement above, and for the benefit of the commissioners I want to express that the road hierarchy in the Proposed Plan uses the new Road Hierarchy developed by NZTA called One Network Framework. I will cover this in Hearing 6 also.
58. The NZTA One Network Framework classification system (ONF) is based on street families bringing together the movement and place function elements to determine the classification for a road. While NZTA considers the ONF to be a planning tool, I do not as the ONF describes the *existing road hierarchy* based on existing land use and traffic flow, not the *aspirational road hierarchy* that was traditionally used in District Plans.
59. Cuba Street in Petone is classified as an Urban Connector in the ONF, while Jackson Street is a Main Street. The definition for an Urban Connector is “*Streets that provide for the movement of people and goods between different parts of urban areas, with low levels of interaction between adjacent land use and urban street.*”



60. By creating a Mixed Use Zone on Cuba Street (and other Urban Connectors), over time the land use zone will alter the Place value from a P4 to a P2 or P1, reducing the status of Cuba Street from an Urban Connector to a Main Street. Or in traditional terminology, from an arterial road to a local road.



61. The Setting of Speed Limit Rule:2024 also has a requirement that speeds on an Urban Connector are in the range 50 to 80 kph, ie a good level of service is expected on an Urban Connector, “ *with low levels of interaction between adjacent land use and urban street*”.
62. Mixed Use Zones enables commercial activity and therefore encourages pedestrian use. Commercial activities have a high level of interaction with land use, a high level of interaction with parking and a high level of pedestrian activity. As such, Mixed Use Zone on Cuba Street is not only inconsistent with the road classification, but it is also inappropriate for a Mixed Use zone to be on an Urban Connector.

### **Minor Submission Points**

63. The Officers Report (5.3.3) does not understand my submission. I consider that permitted residential activities should be listed after permitted commercial activities in a commercial zone. Note that the activities in Appendix A are ordered in a more logical way, ad not in the order of the Proposed Plan.
64. As residential activities are encouraged in the commercial zones, the noise standards should be the same as residential zones. The Officers Report does not agree with this. They have not provided a reason why residents in mixed use zones can be disturbed with noise compared to a resident in a residential zone. As an example, the bucket fountain in Cuba Mall had to be stopped during he night due to noise complaints, even though the fountain was there before residents moved in.
65. The officers report has several times considered my suggested changes to be “excessive” or “too restrictive” (para 292, 307, 558), however Council has a reputation for granting consents when they do not meet the rules, including granting consent for a non complying rule. Due to this, the rules must be “tougher”

to ensure the amenities of the adjacent land owners are protected. This applies to all zones, not just commercial.

66. My submission point 63 refers to the fact that MUZ-R30 allows servicing anywhere, within time limits, but CCZ-R28, MCZ-R28, LCZ-R23 and NCZ-R23 does not allow any servicing within 40m of a residential zone. This seems to be conflicting as MUZ will have more residential than the other zones. Furthermore, with the ribbon development on Jackson Street (refer diagram in my paragraph 48 above) and the suburban commercial areas, most commercial buildings are within 40m of residential, effectively meaning none of these buildings can be serviced, and all would require a resource consent.

### **Relief Sought**

67. In my written submission I have provided my recommendations to mitigate the effects I am concerned about. I have also provided several suggestions to make the rules easier and clearer.
68. I have serious concerns regarding the “commercial sprawl” and the detrimental effect this will have on the traditional commercial centres, in particular the city centre and Jackson Street. I do believe that businesses will move out to alternative areas, there is already that trend and the Plan encourages this. I believe with this Plan we will see more vacant shops in the existing commercial areas.
69. I have serious concerns regarding the effect of commercial activity on key transport routes. There should be no increase in commercial activity on urban connectors (or arterial roads) due to the detrimental effect this will have on the efficiency of these key routes. Cuba Street, an arterial road, will soon be like Jackson Street where traffic is bumper to bumper due to driver distractions, side friction.
70. I believe that the various Commercial zones should be consolidated. In practical terms there is no difference between LCZ, NCZ or MUZ. If anything, these areas should be allowed a supermarket to reduce vehicle distance travelled. The Active Street Front overlays are the only true distinction between the zones.
71. Only vehicle orientated commercial activities with off street vehicle facilities should be allowed on an arterial road.
72. Any additional commercial zones should be an extension of an existing zone, and only if there is enough evidence to support it.

**Appendix A – Comparison of Zones – Activities**

|                                 | City Centre Zone                                  | Metropolitan Centre Zone             | Local Centre Zone                    | Neighbourhood Centre Zone            | Mixed Use Zone                      | High Density Residential Zone                            |
|---------------------------------|---|--------------------------------------|--------------------------------------|--------------------------------------|-------------------------------------|--|
|                                 | CCZ   | MCZ                                  | LCZ                                  | NCZ                                  | MUZ                                 | HRZ  |
| <b>Permitted Activities</b>     | Commercial Activities                             | Commercial Activities <2000m2        | Commercial Activities <500m2         | Commercial Activities <300m2         | Commercial Activities <100m2        | Commercial Activities<br>1 Resident max 4 employees      |
|                                 | Retail Activities <4000m2                         | Retail Activities <1000m2            | Retail Activities <500m2             | Retail Activities <300m2             | Retail Activities <200m3            | Retail Activities produced on site, online, or ancillary |
|                                 | Integrated Retail Activities <4000m2              | Integrated Retail Activities <1000m2 | Integrated Retail Activities <500m2  | Integrated Retail Activities <300m2  | Integrated Retail Activities <200m2 |  |
|                                 | Grocery Stores, Supermarkets                      | Grocery Stores, Supermarkets         | Grocery Stores, Supermarkets <1500m2 | Grocery Stores, Supermarkets <1500m2 | Grocery Stores, Supermarkets <300m3 |  |
|                                 | Food and Beverage                                 | Food and Beverage                    | Food and Beverage                    | Food and Beverage                    | Food and Beverage <200m2            | Food and Beverage produced on site                       |
|                                 | Health Care                                       | Health Care                          | Health Care                          | Health Care                          | Health Care                         | Health Care<br>1 Resident max 4 employees                |
|                                 | Visitor Accomodation                              | Visitor Accomodation                 | Visitor Accomodation                 | Visitor Accomodation                 | Visitor Accomodation                | Visitor Accomodation<br>Max 10 staff                     |
|                                 | Residential                                       | Residential                          | Residential                          | Residential                          | Residential                         | Residential  |
|                                 | Retirement Villages                               | Retirement Village                   | Retirement Villages                  | Retirement Villages                  | Retirement Villages                 |  |
|                                 | Supported Residential Care                        | Supported Residential Care           | Supported Residential Care           | Supported Residential Care           | Supported Residential Care          | Supported Residential Care<br>Max 10 staff               |
|                                 | Anything that meets the Active Frontage standards | Other if GFA <2,000m2                | Other if GFA <500m2                  | Other if GFA <300m2                  | Other if GFA <200m3                 |  |
|                                 | Carparking  | Carparking                           | Carparking                           | Carparking                           | Carparking                          |  |
|                                 | Outdoor Storage and Work Areas                    | Outdoor Storage and Work Areas       | Outdoor Storage and Work Areas       | Outdoor Storage and Work Areas       | Outdoor Storage and Work Areas      | Outdoor Storage and Work Areas                           |
|                                 | Servicing   | Servicing                            | Servicing                            | Servicing                            | Servicing                           | Servicing  |
|                                 | Marae   | Marae <2,000m2                       | Marae <500m2                         | Marae <300m2                         | Marae                               |  |
|                                 | Community Facility                                | Community Facility <2,000m2          | Community Facility <500m2            | Community Facility <300m2            | Community Facility <200m2           |  |
|                                 | Education   | Education <2,000m2                   | Education <500m2                     | Education <300m2                     | Education <200m2                    | Child Care Services,<br>Max. 5 children                  |
| <b>Restricted Discretionary</b> | Light Manuafacturing                              | Light Manuafacturing                 | Light Manuafacturing                 | Light Manuafacturing                 | Light Manuafacturing <200m2         | commercial activity<br>Max. 5 staff                      |
|                                 |   |                                      |                                      |                                      |                                     | Health Care Max. 4 staff                                 |
|                                 |   |                                      |                                      |                                      |                                     | Educational Facilities                                   |
|                                 |   |                                      |                                      |                                      |                                     | Retirement Villages                                      |
|                                 |   |                                      |                                      |                                      |                                     | Marae  |
|                                 |   |                                      |                                      |                                      |                                     | Community Facility                                       |
|                                 |   |                                      |                                      |                                      |                                     | Emergency Services                                       |
| <b>Discretionary</b>            | Yard based retailing                              | Yard based retailing                 | Yard based retailing                 | Yard based retailing                 | Yard based retailing                | Yard based retailing                                     |
|                                 | Drive Through Activities                          | Drive Through Activities             | Drive Through Activities             |                                      | Drive Through Activities            | Drive Through Activities                                 |
|                                 | Service Stations                                  | Service Stations                     | Service Stations                     | Service Stations                     | Service Stations                    | Service Stations   |
|                                 | Motor vehicle servicing                           | Motor vehicle servicing              | Motor vehicle servicing              | Motor vehicle servicing              | Motor vehicle servicing             | Motor vehicle servicing                                  |
|                                 | Industrial activities                             | Industrial activities                | Industrial activities                | Industrial activities                | Industrial activities               | Heavy Industry   |
|                                 |   |                                      |                                      |                                      | Integrated Retail Activities <500m2 | Integrated Retail Activities                             |
|                                 |   |                                      |                                      |                                      | Emergency Services                  | Primary Production                                       |
| <b>Non complying</b>            | Heavy Industry                                    | Heavy Industry                       | Heavy Industry                       | Heavy Industry                       | Heavy Industry                      | Rural Activities   |
|                                 | Primary Production                                | Primary Production                   | Primary Production                   | Primary Production                   | Primary Production                  | Quarrying  |
|                                 |   |                                      |                                      | Drive Through Activities             |                                     | Industrial activities                                    |

## Appendix B – Comparison of Zones – Standards

|                             | City Centre Zone                                  | Metropolitan Centre Zone                          | Local Centre Zone                                 | Neighbourhood Centre Zone                         | Mixed Use Zone                     | High Density Residential Zone      |
|-----------------------------|---|---|---|---|------------------------------------|------------------------------------|
|                             | <b>CCZ</b>  | <b>MCZ</b>  | <b>LCZ</b>  | <b>NCZ</b>  | <b>MUZ</b>                         | <b>HRZ</b>                         |
| <b>Standards</b>            |   |   |   |   |                                    |                                    |
| <b>Sunlight</b>             | 70% of street frontage                            | -   |   |   |                                    |                                    |
| <b>Height</b>               | in height overlay                                 | in height overlay                                 | in height overlay or 22m                          | in height overlay or 22m                          | in height overlay or 22m           | in height overlay or 22m           |
| <b>boundary height</b>      | adjoining zone                                    | adjoining zone                                    | adjoining zone                                    | adjoining zone                                    | 4m + 60o                           | 4m + 60o                           |
| <b>setback</b>              | 1m to residential                                 | 1m to residential                                 | 1m to residential                                 | 1m to residential                                 | 1m to residential                  | 1m side yard                       |
| <b>Active frontage</b>      | built to front boundary                           | built to front boundary                           | built to front boundary                           | built to front boundary                           |                                    |                                    |
|                             | Verandah required                                 | Verandah required                                 | Verandah required                                 | Verandah required                                 |                                    |                                    |
|                             | only existing vehicle crossing                    | only existing vehicle crossing                    | only existing vehicle crossing                    | only existing vehicle crossing                    |                                    |                                    |
|                             | no privacy intrusion                              | no privacy intrusion                              | no privacy intrusion                              | no privacy intrusion                              |                                    |                                    |
| <b>carparking</b>           | subject to active frontage, screen to residential | subject to active frontage, screen to residential | subject to active frontage, screen to residential | subject to active frontage, screen to residential | screen to residential              |                                    |
| <b>outdoor living space</b> | -   | 20m <sup>2</sup> / 5m <sup>2</sup>                | 20m <sup>2</sup> / 5m <sup>2</sup>                | 20m <sup>2</sup> / 5m <sup>2</sup>                | 20m <sup>2</sup> / 5m <sup>2</sup> | 20m <sup>2</sup> / 5m <sup>3</sup> |
| <b>outlook space</b>        | 4m/1m   | 4m/1m   | 4m/1m   | 4m/1m   | 4m/1m                              | 4m/1m                              |
|                             | Additional rules for Riverbank Precinct           |   |   |   |                                    |                                    |

## Appendix C – Effect of On Street Parking

Series of photos showing effect on passing traffic from parking manoeuvres. Taken 7 May and shows the queuing of vehicles occurring due to a vehicle pulling out into the traffic lane.

14:44:31



14:44:34



14:44:39



14:44:48



Jackson Street opposite Bay Street on Saturday 9 May 13:35 – this is a normal occurrence and occurs on many weekdays too. Note the pedestrians crossing the road. One is at the pedestrian crossing, but the other is jay walking.

The queues caused by pedestrians and parking manoeuvres extend through the traffic signals.



## Appendix D – Extracts from Marlborough Environment Plan

The Marlborough Environment Plan has three Business (Commercial) Zone types,

The MEP can be found here:

<https://www.marlborough.govt.nz/your-council/resource-management-policy-and-plans/proposed-marlborough-environment-plan-operative-in-part/volume-2>

Extracts from the MEP are provided below, the red boxes highlight the differences in the zones.

Rules from Business 1 Zone – primarily the town centre

### 9.2. Standards that apply to all permitted activities

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#### 9.2.1. Construction and siting of a building or structure.

- 9.2.1.1. A building must be located on the front boundary of the site with no setback from the street edge except that a recess of up to 0.5m within the façade of the building is permitted.
- 9.2.1.2. The primary customer entrance must be located on, or adjoin, the front boundary of the site, except for service stations where the main entrance to the shop, if setback, faces the street edge or where there is a clear pedestrian connection between the shop entrance and the street edge.
- 9.2.1.3. The entrance to any part of the building or structure used for a residential activity must directly access a street and be separate from the customer entrance to the part of the building or structure operating a commercial activity.
- 9.2.1.4. A building within the area bounded by Market Street, High Street, Queen Street and Maxwell Road in Blenheim, on both sides of the street, must occupy 100% of their street frontage boundary.
- 9.2.1.5. The height of a building or a structure must not exceed—
- (a) 20m, in the Blenheim Business Zone 1; and
  - (b) 12m, in all other areas zoned Business 1 or 2, except that an aerial, plant room, water tank or similar structure occupying not more than 10% of the building roof area may exceed the maximum building height by up to 3m.
- 9.2.1.6. Car parking or garaging relating to residential activity occurring on the land must be located away from the building frontage.
- 9.2.1.7. A building or structure must be set back a minimum of 5m from any Urban Residential 1 Zone boundary. The height envelope must have the dimensions specified for the recession plane in the relevant Urban Residential 1 Zone.
- 9.2.1.8. At least 50% of the ground floor walls of a building that fronts a public street, public land or public reserve must be glazed and at all times at least 70% of the glazed area must be visually permeable allowing users of the street sight into the building.

- 9.2.1.9. A building must have a veranda on that part of the building immediately adjoining the road boundary, and the veranda must:
- (a) not extend further than 2m from the front face of a building into the street;
  - (b) not extend closer than 0.5m to the street kerb;
  - (c) be self-supporting.
- Except that a veranda is not required on a service station.

Extracts from the Rules from Business 2 Zone – fringe areas, suburban shopping centres

## **10.2. Standards that Apply to all Permitted Activities**

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### **10.2.1. Construction and siting of a building or structure.**

- 10.2.1.1. The height of a building or a structure must not exceed 10m.
- 10.2.1.2. In the Business 2 Zone in Blenheim and Picton, permanent buildings must not cover more than 65% of the net site area.
- 10.2.1.3. For a property that adjoins any land zoned Urban Residential Zone 1, Urban Residential 2 (including Greenfields) or Urban Residential 3, a building must be confined within a height envelope in respect of the common boundary. The height envelope must have the dimensions specified for recession planes in the relevant adjoining Urban Residential Zone.
- 10.2.1.4. A building in the Business 2 Zone in Blenheim, must have a veranda on that part of the building immediately adjoining the road boundary, and the veranda must:
- (a) be self-supporting;
  - (b) not extend further than 2m from the front face of a building into the street;
  - (c) not extend closer than 0.5m to the street kerb;
  - (d) generally conform with adjoining verandas in regards to height, width, and depth of fascia.
- 10.2.4.1. A minimum of 5% of the site must be set aside and landscaped.
- 10.2.4.2. All required landscaped areas must be located between the road frontage and front of buildings on the site, subject to the following exceptions:
- (a) rear sites that do not have road frontage;
  - (b) sites adjoining any land zoned Urban Residential 1, Urban Residential 2 (including Greenfields) or Urban Residential 3, where at least 50% of the required landscaped area must be located between the building and adjoining land.
- 10.2.4.3. Any landscaped areas must include a landscape strip of a minimum average width of 1.5m and a minimum width of 0.6m, adjacent to the road frontage, except across entranceways.

## 11.2. Standards that apply to all permitted activities

### 11.2.1. Construction of a building or structure.

- 11.2.1.1. The maximum height of a building or structure must not exceed 12m.
- 11.2.1.2. Permanent buildings must not cover more than 60% of the gross site area.
- 11.2.1.3. The minimum setback of a building must be 10m from a road including a right of way or private road.
- 11.2.1.4. The minimum setback of a building from the boundary of any adjoining zone must be 8m.
- 11.2.1.5. The height of a fence, or part of a fence, must not exceed 2m.
- 11.2.1.6. Large format retail tenancy areas must have a gross floor area greater than 1000m<sup>2</sup>.
- 11.2.1.7. A building or structure in which human effluent will be created must connect to, and dispose of its effluent into, a Council operated sewerage system designed for that purpose, if the system is within 30m of the property boundary or 60m of the closest building.
- 11.2.1.8. Metal cladding, roofing or fences are painted or otherwise coated with a non-reflective finish.

### 11.3.1. Large format retail.

- 11.3.1.1. A landscaped area of a minimum width of 3m must be established along all road boundaries and any adjoining zone, and must be planted with a minimum of one tree for every 10m of frontage. Trees must not be planted a distance of more than 25m apart or closer than 5m. At the time of planting, the trees must have a minimum height of 1.5m.

