
**DECISIONS ON PRIVATE DISTRICT PLAN CHANGE 47:
TAKAPU ISLAND SUBURBAN CENTRE AND DISTRICT
PLAN CHANGE 52 - SUBURBAN CENTRE RULE
AMENDMENTS**

1. Purpose of Report

To report to Council the recommendations of the District Plan Hearing Committee concerning Private District Plan Change 47 – Takapu Island Suburban Centre and District Plan Change 52 - Suburban Centre Rule Amendments.

2. Recommendation

It is recommended that the Council:

- 1. Receive the information.*
- 2. Approve the recommendations of the District Plan Hearing Committee concerning Private District Plan Change 47 – Takapu Island Suburban Centre as set out in Appendix 1 of this report.*
- 3. Approve the recommendations of the District Plan Hearing Committee concerning District Plan Change 52 Suburban Centre Rule Amendments as set out in Appendix 2 of this report.*

3. Background

Both district plan changes were notified on 20 October 2006 and heard together as they require consideration of Suburban Centre retailing impacts. The hearing was conducted over four days on 15 and 16 May, and 23 and 24 May 2007. Separate decisions have been issued for both plan changes.

The District Plan Hearing Committee comprised Councillor Foster (chairperson), Councillor McKinnon and Councillor Pepperell.

3.1 Private District Plan Change 47

Takapu Island Developments Ltd (TIDL) requested a private plan change for the re-zoning of 6.16 hectares of ‘undeveloped’ Outer Residential Area zoned land in Tawa to Suburban Centre. The land is known as Takapu Island and is bounded by State Highway No. 1, Takapu Road, and the North Island Main Trunk Line.

The owners intend to develop the land for mixed use commercial and residential purposes. No further information was given on the types of proposed uses, other than an indicative plan which does not form part of the plan change request. This shows:

- an internal roading layout;
- an off-ramp and large roundabout at the junction of the Tawa off-ramp and Takapu Road to provide for future growth demands associated with the application site and land on the eastern side of the motorway;
- a second smaller roundabout from Takapu Road into the application site;
- a park and ride facility for commuters using the nearby Takapu station;
- all buildings and structures would be assessed as Discretionary Activity (Restricted); and
- all retailing in excess of 1000m² per site would be assessed as a Discretionary Activity (Restricted).

3.2 District Plan Change 52

DPC52 as notified allows consideration of the retail impact of buildings over 500m² on the viability and vitality of the established retail centres of Tawa, Johnsonville, Karori, Newtown, Kilbirnie and Miramar, and to ensure that large retail developments do not lead to the creation of unsustainable urban forms.

Secondly, it allows urban design matters to be taken into account when assessing resource consents for buildings in excess of 500m² in all Suburban Centres.

3.3 Submissions, hearings and deliberation process

All of the submissions and evidence presented at the hearing are considered in detail in the reports of the Hearing Committee attached as Appendices 1 and 2.

4. Discussion

4.1 Private District Plan Change 47

The Committee was of the view that the development potential of the land is significant given its size and proximity to SH 1 and the Takapu Railway Station. However, it was considered that the development potential may not be fully realised if the land was not developed in a comprehensive and integrated manner. The Committee was concerned that the provisions proposed by TIDL could lead to piecemeal and fragmented development.

The Committee has therefore recommended that the private plan change request be approved subject to all development within the site be undertaken in accordance with an approved comprehensive development plan (CDP). This will ensure the following key issues are managed in a sustainable manner:

- there is a mix of business, residential, community and open space activities and facilities provided over the whole of the land;

- a high concentration of retail development is avoided, such as large format retailing of the kind generally found in suburban centres. This is to ensure the vitality and viability of Tawa, Johnsonville and Newlands suburban centres are not compromised;
- integrated development of the land occurs to ensure a high quality of urban design, traffic and service infrastructure, and public transport connections and facilities (such as a park and ride facility on the land);
- the environmental quality of the Porirua Stream adjacent to the site is maintained and enhanced;
- development of the land occurs in a staged and timely manner; and
- the environmental effects of development within the site and locality are appropriately managed and mitigated.

The proposal to provide a commuter park and ride facility and proposed improvements to the off-ramps and new roundabouts are strongly supported as they will ensure good public and private access to and from the land. This is consistent with the policy intention contained in the Northern Growth Management Framework.

4.2 District Plan Change 52

This Council initiated plan change has had a number of important changes made since the plan change was notified.

Six additional suburban centres have been added to the six identified suburban centres as a result of evidence presented by submitters. These centres are Newlands, Crofton Downs, Khandallah, Brooklyn, Hataitai, and Island Bay suburban centres. This means that there are no retail restrictions applying to development occurring within these 13 suburban centres. In all other Suburban Centre zoned areas development over 500m² will require a retail assessment report. This will assist in managing the effect of significant 'out-of-zone' retailing on the established town centres.

Other changes to the provisions as notified include allowing some of the larger retail format stores to be located outside of the above Suburban Centre areas where they are more appropriately located (eg Placemakers, and Bunnings etc), given their land, servicing and urban design requirements. They will however require a traffic, parking and transport impact assessment to be submitted as part of a resource consent application.

In making these changes, the Committee has been mindful that a more comprehensive review of the whole approach taken to managing activities in Suburban Centres is presently underway.

5. Conclusion

Overall, it is considered that the DPC 47 and 52 decisions are consistent with Part II of the Act. They strike an appropriate balance between improving the quality of Wellington City's urban environment, facilitating commercial development and maintaining and enhancing the importance of the main Suburban Centres.

If the Council approves these decision reports, they will be notified and served on the submitters. Submitters will then have the option of appealing the matter to the Environment Court within 30 working days. If no appeals are made DPC 47 and 52 will become operative.

Report from: *Councillor Andy Foster, Chairperson of the District Plan Hearing Committee for Private District Plan Change 47 - Takapu Island Suburban Centre and District Plan Change 52 - Suburban Centre Rule Amendments*

Supporting Information

1) Strategic Fit / Strategic Outcome

The Proposed Plan Changes are key elements for the implementation of the Urban Development Strategy and support the outcomes for achieving a more liveable and sustainable city with a stronger sense of place

2) LTCCP/Annual Plan reference and long term financial impact

Relates to updating the District Plan. DPC 52 is part of the District Plan Team budget, and private DPC 47 has been paid for by the applicant.

3) Treaty of Waitangi considerations

There are no specific Treaty of Waitangi implications.

4) Decision-Making

The proposed amendments to the District Plan are in accordance with the Council policy expressed in the Northern Growth Management Framework and the Urban Development Strategy.

5) Consultation

a) General Consultation

Consultation on the proposed amendments has followed the notification, submissions and further submissions process set out by the Resource Management Act. All submitters and further submitters were invited to speak to a Hearing Committee and elaborate on the issues raised in their submissions.

b) Consultation with Maori

Statutory consultation with iwi has been completed.

6) Legal Implications

The timing and notification of the plan changes have been reviewed by the Council's legal advisors.

7) Consistency with existing policy

The Proposed Plan Change is consistent with an agreed direction included within the District Plan, the Northern Growth Management Framework and the Urban Development Strategy.