

## APPENDIX 5

### OBJECTIVES AND POLICIES OF THE KAPITI COAST DISTRICT PLAN RELEVANT FOR PROPOSED PC1A AND PC1C

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

#### **Objective relevant to both issues:**

##### ***DO-01 Tāngata Whenua***

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

#### **Objectives relevant to accessible parking:**

##### ***DO-08 Strong Communities***

*To support a cohesive and inclusive community where people:*

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

##### ***DO-012 Housing Choice and Affordability***

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

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

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

##### ***DO-014 Access and Transport***

*To ensure that the transport system in the District:*

- 1. integrates with land use and urban form and maximises accessibility;*
- 2. improves the efficiency of travel and maximises mode choice to enable people to act sustainably as well as improving the resilience and health of communities;*
- 3. contributes to a strong economy;*

4. *avoids, remedies or mitigates adverse effects on land uses;*
5. *does not have its function and operation unreasonably compromised by other activities;*
6. *is safe, fit for purpose, cost effective and provides good connectivity for all communities; and*
7. *provides for the integrated movement of people, goods and services.*

### **DO-016 Centres**

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

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

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

#### **UED1-P1 Urban Design**

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

1. *are liveable and safe;*
2. *enhance the local economy, environment and community;*
3. *are sustainable, enduring and resilient;*
4. *provide a strong sense of place reflecting cultural values and distinct community identities;*
5. *are enjoyable, comfortable, welcoming and provide a diversity of experiences; and*

6. *are easy to move around and through, by encouraging a well-connected and integrated transport network;*
7. *at all levels of urban design, from macro (urban structure and subdivision) to micro (building details and materials) scale.*

**UFD-P7 Accessibility**

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

**TR-P1 Integrated Transport and Urban Form**

*To support a cohesive and inclusive community where people:*

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

**TR-P2 Sustainable Transport and Maximising Mode Choice**

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

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

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

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

1. *providing parking numbers, layouts and dimensions consistent with parking standards;*
- a. *supplying adequate off street parking to meet the demand of the land use while having regard to the following factors:*
  - a. *the intensity, duration location and management of the activity.*
  - b. *the adequacy of parking in the location and adjacent areas.*
  - c. *the classification and use of the road (as per transport network hierarchy in [TR-Table 7](#)), and the speed restrictions that apply.*
  - d. *the nature of the subject site, in particular its capacity to accommodate parking.*
  - e. *the characteristics of the previous activity that utilised the subject site;*

- b. *taking effects on neighbouring areas into account when designing the location, layout and number of parking spaces (including car and cycle parks and disability car parks;*
- c. *ensuring the location, layout and number of disability carparks and cycle parks is safe, user-friendly and appropriate; and*
- d. *achieving a balance between encouraging mitigation of parking overflow effects (e.g. shared use of car parking), and discouraging car-based travel through use of travel plans.*

**Objectives relevant to liquefaction hazard risk:**

**DO-03 Development Management**

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

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

**DO-05 Natural Hazards**

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

**Policies relevant to liquefaction hazard risk:**

**NH-P2 Risk Based Approach**

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

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

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

**NH-P3 Managing Activities in Natural Hazard Prone Areas**

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

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

#### ***NH-P4 Precautionary Approach***

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

#### ***NH-EQ-P17 Liquefaction Prone Land***

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

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

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