



Report 07.263
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Committee Environment Committee
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Regional Council input into district council planning

1. Purpose

To inform the Committee of Regional Council input into the statutory resource management processes of territorial authorities in the region.

2. Resource consents

Four new notified applications have been received since the previous report to Committee and two submissions have been made to the South Wairarapa District Council. The main areas of concern have been the proximity of contaminated sites and the consequent potential for contamination of water supplies and flooding. Greater Wellington has tabled letters at three hearings where our concerns had been met by conditions in the Officers Report. Seven non-notified resource consent applications have also been received and comments on a variety of issues have been made on six of these.

3. District plans

3.1 Wairarapa Combined District Plan

Greater Wellington's submission and further submissions on the Wairarapa Combined District Plan were summarised in reports No.06.653 (March 2007) and No.07.149 (April 2007). Hearings for the plan are scheduled to start on 3rd of July and progress through to August 24th.

Greater Wellington is participating in working groups which are attempting to progress concerns about two of the contentious issues in the proposed plan before the hearings. These issues are the vegetation clearance rule and the flood hazard area rule.

3.2 Porirua City Council - plan changes

One privately-initiated plan change, Proposed District Plan Change 6 (Judgeford Hills) has been notified since the last report. The subject site is located on the lower northern slopes of the Belmont Hills, approximately 3km south of the Pauatahanui Inlet.

Greater Wellington Regional Council made a neutral submission on the proposed plan change application. In general, Council supported the approach to the development of the site, but believes that there are a number of matters that should be addressed to provide more integrated management of the environmental issues within the site. They are listed below:

- That public access be provided to the north western margins of the Belmont Regional Park to enhance both community connectivity & accessibility to public open space network.
- As the transmission gully designation runs through the north-west corner of the subject site, the proximity of any building platforms within the development proposal should take into account potential reverse sensitivity impacts (noise, vibration, dust, vehicle emissions) associated with the future construction and use of Transmission Gully motorway.
- Any building platforms, roads, and dwellings should avoid the areas of steeper relief over 30°.
- All earthworks must be managed and the adverse effects minimised, at least to the extent recommended in the Greater Regional Council Erosion and Sediment Control Guidelines. The volume threshold should be no more than 100 cubic metres and the slope threshold should be no more than 22 degrees to reduce the risk of slips and soil loss.

3.3 Kapiti District Council- plan changes

One council initiated plan change (No.72) and one privately-initiated plan change (No.73) have been notified since the last report.

3.3.1 Plan Change No.72 Extension of commercial retail areas in Paraparaumu Town Centre

Proposed plan change No.72 proposes to extend the commercial retail zone to include land currently zoned Paraparaumu Town Centre as the 'Wharemauku Area'. The new zone would provide for a 'mixed' use precinct south and east of the Wharemauku stream and accommodate additional retail capacity adjacent to the existing commercial core of the town. It is noted that the current Paraparaumu Town Centre zone does not provide for retail activities greater than 300m² therefore the zone will not allow the development of a mixed use precinct.

3.3.2 Plan Change No.73 Paraparaumu Airport

Proposed plan change No.73 proposes to amend the zone of Paraparaumu Airport by creating 4 new precincts – Airport Core, Airport Heritage, Airport Buffer and Airport Mixed Use. This would provide for aviation, commercial and open space activities. The key elements of the change include:

- Creating a new long term master plan and urban design guidance for the zone.
- Reducing the number of precincts within the zone from 6 to 4.
- Removing the allowance for residential activity.
- Retaining a ‘core area’ exclusively for aviation activities and supporting activities.
- Allowing for aviation activities to expand into the ‘Aviation Mixed Use Precinct’.
- Allowing specified retail activities as a permitted activity.

The reasons for the change are four fold:

- Refine the existing provisions of the ‘airport zone’ to enable the airport to be effectively used and developed.
- Provide greater flexibility and opportunity for commercial and business activities.
- Provide certainty that perimeter land for buffer purposes, open space, water management, public access will be provided.
- Amend the standards for acoustic insulation within the residential and rural zones.

This change is still pending assessment of the need to make a submission.

4. Communication

The matters referred to in this report are part of on-going statutory processes, and these processes are the appropriate way of communicating the relevant information.

5. Recommendations

It is recommended that the Committee:

1. ***Receives the report; and***
2. ***Notes the contents.***

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