

RMA FORM 5



Submission on publicly notified Proposed Porirua District Plan

Clause 6 of the First Schedule, Resource Management Act 1991

To: Porirua City Council

1. Submitter details:

Full Name	<i>Hamish</i>	<i>Mexted</i>
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	<i>Porirua</i>	<i>5022</i>
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Phone	<i>021 836 771</i>	

2. This is a **submission** on the **Proposed District Plan** for Porirua.

3. I could I could not
gain an advantage in trade competition through this submission.
(Please tick relevant box)

If **you could** gain an advantage in trade competition through this submission please complete point four below:

4. I am I am not
directly affected by an effect of the subject matter of the submission that:
(a) adversely affects the environment; and
(b) does not relate to trade competition or the effects of trade competition.
(Please tick relevant box if applicable)

Note:

If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by clause 6(4) of Part 1 of Schedule 1 of the Resource Management Act 1991.

5. I wish I do not wish
 To be heard in support of my submission
(Please tick relevant box)

6. I will I will not
 Consider presenting a joint case with other submitters, who make a similar submission, at a hearing.
(Please tick relevant box)

Please complete section below (insert additional boxes per provision you are submitting on):

The specific provision of the proposal that my submission relates to:
Part 3: Area Specific Matters - Special Purpose Zones - FUZ - Future Urban Zone
Do you: Support? Oppose? Amend?
Amend
What decision are you seeking from Council? What action would you like: Retain? Amend? Add? Delete?
<p>The inclusion of future urban zones are an important tool to signal and preserve development opportunities. The Chamber supports their inclusion in the District Plan.</p> <p>However, the provision for future industrial use in Judgeford Flat is too slow.</p> <p>We ask the Council to consider speeding up the development of Judgeford Flat and moving it from FUZ – Future Urban Zone into GIZ – General Industrial Zone more quickly.</p>

Reasons:

There are many social and economic wellbeing reasons why the Judgeford Flat area should be developed more quickly.

It has excellent transport links to the rest of the region. Transmission Gully is now set to open in September 2021 and will provide the region's main link to the significant logistics distribution centre of Palmerston North. It will also provide a gateway to the wider Horowhenua and Manawatu, and the regions further north along State Highway One. Of course, Transmission Gully also provides quick and convenient access south to the large population centre in Wellington, as well as key transport hubs at CentrePort and Wellington International Airport.

Furthermore, the zone is connected directly by State Highway 58 to the Hutt Valley and its large population centre. Linkages to Lower Hutt are important because industrial land there is constrained and Judgeford Flat offers a viable alternative. State Highway 58 is currently receiving important safety upgrades to improve its usability and reliability. It will continue to grow in importance as a regional link, particularly as the proposed Petone to Grenada link looks unlikely to be constructed before 2035.

Unlocking Judgeford Flat will allow development and construction providing an economic stimulus. Given the New Zealand economy's current recession, and the high likelihood of Covid-19 continuing to dampen economic activity throughout 2021, this development can be a catalyst for jobs both through construction of the required infrastructure and buildings, as well as ultimately through the businesses that house themselves within Judgeford Flat. To this end, we advocate for prioritising smaller industrial lots which will be more likely to be job rich rather than larger format warehousing which is less job intensive.

Creating a job-rich area is especially important considering Judgeford Flat's close proximity and easy transport links to Eastern Porirua. Eastern Porirua is specified in the District Plan as an area for regeneration of residential housing, particularly state-owned housing. Providing jobs and economic opportunities is an important aspect of regeneration. Giving residents access to jobs utilising skilled trades often found in industrial areas leads to higher incomes which contributes to the regeneration project being more sustainable.

A final, longer-term, feature of Judgeford Flat is its location away from coastal areas and any potential risk from sea level rise. Lower Hutt's Seaview area is already developed plus it is in a coastal, river mouth area, meaning it is unlikely to attract regionally significant development or infrastructure. As a region, Wellington should be thinking strategically about where to locate the provision of new industrial plant that performs regionally or nationally significant roles.

The specific provision of the proposal that my submission relates to:

Part 3: Area Specific Matters - Commercial and Mixed Use Zones - MUZ - Mixed Use Zone

Do you: Support? Oppose? Amend?

Amend

**What decision are you seeking from Council?
What action would you like: Retain? Amend? Add? Delete?**

Mixed use zones provide the city with useful flexibility to manage areas with dual residential and commercial uses which may have intermingled due to historic reasons.

However, the provision for mixed use zones can curtail commercial and light industrial activity in order to cater for higher-density residential buildings and associated amenity requirements.

We ask the Council to consider reinforcing the rights of existing commercial and light industrial land users to continue to grow and expand their businesses in mixed use zones.

Reasons:

Porirua city providing for residential housing growth is important, particularly as New Zealand grapples with how to improve housing affordability. The Chamber is strongly supportive of increasing housing supply as a key method of constraining house prices and making it more affordable for people to buy their own home. New housing construction also benefits homeowners by being built to modern standards, being more energy efficient, and potentially at a higher density.

Porirua benefits from having significant areas of greenfield development available for residential housing. The suburbs are a strong part of Porirua's history and a key feature of the city's charm and sense of community. Eastern Porirua has strong state housing history, which is being remade in its modern form through the government-led regeneration project.

Furthermore, there is a greater emphasis across New Zealand of making the most of public transport services to support higher population densities, especially along urban commuter rail corridors such as in Porirua. This is to be encouraged as a further spur for providing for new housing stock to address housing affordability.

However, when it comes to the mixed-use zone, there has to be a countervailing balance towards accommodating businesses and commercial activities which cannot be located anywhere else. The Chamber understands the desire for more residential supply, but it should be incorporated in a way which allows existing businesses to continue growing. Such growth or productivity improvements could require significant investment into plant or equipment – investment which businesses will only do if they have the confidence they can continue to operate at their premises. It would be economically harmful for mixed use zones to curtail the economic activity occurring there because the requirements of new residents takes priority.

The city should avoid a situation where new residential neighbours complain about existing or growing commercial activities. Such complains could result from noise, visual impacts, smell, activity hours, activity types, customer types, induced traffic, and provision of support services such as rubbish removal, recycling, cleaning, transport and restocking. These businesses perform an important role providing jobs and incomes to the Porirua community. Other cities have decided to provide residents with additional rights in such areas and we know that councils often side with residents in use disputes because they have more clout.

Therefore, when mitigations are required so both types of land uses can co-exist, the Chamber would like the Council to ensure any mitigations for locating new residential developments within mixed use zones fall onto the developments themselves, not onto their existing commercial neighbours. These mitigations could include additional insulation, noise barriers, orientation for views, vehicle access points, lighting shades, fire protections, etc.

The specific provision of the proposal that my submission relates to:

Part 3: Area Specific Matters - Residential Zones - GRZ - General Residential Zone

And

Part 3: Area Specific Matters - Residential Zones - MRZ - Medium Density Residential Zone

Do you: Support? Oppose? Amend?

Amend

What decision are you seeking from Council?

What action would you like: Retain? Amend? Add? Delete?

Residential zones require servicing with adequate transport links so people can move around.

Mana Esplanade runs through both the general and medium density zones.

We ask the Council to protect and ensure that Mana Esplanade maintains two general traffic lanes in each direction and does not revert to one general traffic lane in each direction.

Reasons:

Ensuring residents and commercial traffic can move around the city easily is a core part of providing an efficient transport network. The construction of Transmission Gully will provide a welcome bypass of State Highway One out of the constrained central city and coastal areas. This gives the city an opportunity to utilise the legacy State Highway One route, or Mana Esplanade effectively.

Chamber strongly advocates for Mana Esplanade to maintain a productive throughput of traffic by maintaining two lanes of general traffic in each direction. This gives residents and businesses options for getting around and increases journey time reliability.

Any attempts to discourage traffic mobility by reverting Mana Esplanade to just one lane each way will provide for little amenity uplift but introduce significant travel time delays and lower productivity for the people using this route.

Please return this form no later than **5pm on Friday 20 November 2020** to:

- Proposed District Plan, Environment and City Planning, Porirua City Council, PO Box 50-218, PORIRUA CITY or
- email dpreview@pcc.govt.nz

Signature of submitter
(or person authorised
to sign
on behalf of
submitter):

20
November
2020

Date:

*A signature is not required if you
make your submission by electronic
means*