

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:

|  |                          |       |                     |
|--|--------------------------|-------|---------------------|
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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):

| <b>The specific provision of the proposal that my submission relates to:</b>  |
|---|
| <p><b>1. Background</b></p> <p>I own residential property within Cannons Creek and Waitangirua. As a result, I am very interested in the proposed rules and standards and the potential affect these may have upon our properties, and by extension our tenants.</p> <p>Of particular interest is the new Medium Density Residential Zone (MRZ) which applies to the majority of Cannons Creek and Waitangirua and the Eastern Porirua Residential Intensification Precinct (EPRIP) which provides higher density housing in specific locations around the existing centres.</p> <p>I generally agree with the idea of providing for a higher density of development in Cannons Creek and Waitangirua. The area was developed in the 1950 and 1960s and as a result the housing density is low by modern standards. Providing good quality higher density housing would be an efficient use of the limited urban land resource in a location where there are local services and facilities. Intensification in these areas is in accordance with the intent of the Resource Management Act (RMA) and National Policy Statement on Urban Development (NPS-UD) and will go some way to alleviate the housing shortage in Porirua and the Wellington Region.</p> <p>However, upon reviewing the proposed District Plan several issues have been identified with the inconsistent way that it is being applied. These issues and inconsistencies are discussed below.</p> <p><b>2. Eastern Porirua Residential Intensification Precinct (EPRIP)</b></p> <p>The EPRIP was promoted by Porirua Development and Kaianga Ora and incorporated into the Proposed District Plan. The Urban Design Technical Report (UDTR) (09.06.2020) identifies areas of the Eastern Porirua Regeneration Project (EPRP) which are considered to be suitable for additional residential intensification, over and above that proposed by the PCC MDZ, based upon a variety of mapping indices.</p> <p>The Eastern Porirua Residential Project's goals are to replace older state homes with modern homes built to suit tenants needs while also building affordable homes for sale and creating better neighbourhoods. Kainga Ora owns just under 2,000 houses on 1,560 parcels of land in Eastern Porirua and the intention is to create 2,150 Kainga Ora owned dwellings and 2000 market affordable dwellings, being an increase of approximately 2,150 dwellings (UDTR paras 1.7 &amp; 1.8).</p> <p>The rationale behind the EPRIP seems to stem from a target shortfall not what would deliver an overall benefit to the suburb or community. Kainga Ora has completed a yield study which forecasts that there will be a shortfall of approx. 150 dwellings across EPRP and as a result they need to increase the density in specific areas in order to provide "head room in the longer term development capacity of Eastern Porirua" and as a result achieve their stated target (UDTR para 1.17).</p> <p>While I generally agree that additional density is appropriate in close proximity to local centres, there are concerns about some of the input data and the limited way in which the EPRIP has been applied.</p> |

## 2.1 Land ownership

One of the factors considered was “*the degree to which comprehensive development of the precinct may already be supported by existing Kāinga Ora ownership*” (para 5.1, UDTR). While it may be relevant to consider land ownership when preparing the UDTR, it is not a relevant factor when considering District Plan zonings. The focus should be on providing sufficient development capacity to meet the current and future demand for housing as required by the National Policy Statement on Urban Development Capacity (NPS-UDC), in areas which are suitable for that level of development.

Why does the EPRIP not apply to all areas which meet the criteria set out in UDTR regardless of property ownership?

One of the EPRIP’s objectives is to create opportunities for home ownership by building affordable homes and housing for sale on the open market. This is also one of PCC’s key goals.

*The National Policy Statement on Urban Development Capacity (NPS-UDC) directs local authorities to provide sufficient development capacity to meet the future demand for housing and business growth, and to prepare a Housing and Business Land Capacity Assessment (HBA) to help meet their obligations under the NPS.*

*This HBA for Porirua presents a number of key findings. Overall, Porirua has an inadequate supply of housing to meet long term future demand based on high growth population projections. Identifying and enabling an adequate supply of greenfield land for housing, along with areas suitable for further infill and medium density housing, will help address this issue.*

*Housing affordability is also getting worse in Porirua. The current undersupply of housing is contributing to increasing rents and house sale prices, which are increasing faster than incomes are rising. This is exacerbated by a declining number of existing houses for sale. (Porirua City Council, Housing and Business Development Capacity Assessment, 2020, P163)*

Including all areas which meet the UDTR’s criteria in the EPRIP would increase opportunities for well designed higher density developments in appropriate areas and increase the diversity of housing stock available in Porirua. It would allow private property owners to increase the supply of houses for sale and rent in Porirua and would go some way towards achieving the goals of the NPS-UD, PCC and the EPRIP’s.

### **What decision are you seeking from Council?**

Apply the UNTR’s assessment criteria to Suburban Zone land regardless of ownership.

## 2.2 Aesthetic Cohesiveness

The UDTR discusses how increasing the density of development towards a centre forms a density gradient. This is “*a recognisable (but not abrupt) increase in the intensity of built form close to nodes of urban amenity infrastructure (such as local centres, and in this case, the Cannons Creek local centre). This is a way of signifying through urban form the presence of that node of activity. By doing so, this contributes to the aesthetic cohesiveness of the overall urban form.*” (UDTR para 3.17)

While the submitters agree with this concept, they struggle to see how this is achieved by the UDTR proposal. For example, there are four roads leading to the Cannons Creek Centre, Champion St from the northwest, Mungavin Ave from the west, Bedford St from the south and Warspite Ave from the east. However, intensification is only proposed along the western side of Bedford St opposite the centre and to the east Cannons Creek Lake on Warspite Ave.

The Bedford St intensification will complement the centre opposite but it is not the primary access to Cannons Creek centre and by the time you see this intensified area you would effectively be in the centre, as a result this area of intensification would not signify that you are approaching a node of activity. Conversely, the Warspite Ave EPRIP covers numerous properties on both sides of the road and would signify through urban form the presence of that node of activity.

Mungavin Ave is the main access between eastern Porirua and the city centre with Champion St being a convenient alternative access between these two important nodes. Despite this, and the fact that many areas along these roads meet the assessment criteria described in the UDTR, EPRIP’s have not been identified along these roads. Why?

As the proposed EPRIP are not identified on all roads into the Cannons Creek Centre, and in particular the main access roads from the west the ability of the EPRIP to signifying the presence of a node note through urban form or contribute to the aesthetic cohesiveness of the overall urban form is questionable.

A similar situation occurs with the EPRIP areas around the Waitangirua Centre as the identified areas are small, and do not encompass the centre.

Including land along all of the access point to these centres in the EPRIP, would contribute to the aesthetic cohesiveness and be a better way to signifying the presence of these notes of activity though built form as disused in the UDTR.

**What decision are you seeking from Council?**

Apply the UNTR’s assessment criteria to all Suburban Zone land along all access routes to the existing centres.

Rezone land along all approaches to each centre EPRIP to provide aesthetic cohesiveness.

Don’t provide voids or exceptions which would punctuate the streetscape and adversely impact upon the aesthetic cohesiveness.

**2.3 Walking Speeds**

The proximity of public transport, centres, open spaces and schools were factors used in the UDTR to assess which areas were appropriate for intensification. The table at paragraph 5.2 of the UDTR identified the following walking times.

| Factor                        | Consideration for residential intensification precincts   |
|-------------------------------|---|
| Proximity to public transport | <ul style="list-style-type: none"> <li>• 10 minutes (500m) from an existing rail station; or</li> <li>• 5 minutes (250m) from existing high frequency bus.</li> </ul> |
| Proximity to centres          | <ul style="list-style-type: none"> <li>• 10 minutes (500m) from existing local centres.</li> </ul>  |
| Proximity to open space       | <ul style="list-style-type: none"> <li>• 5 minutes (250m) from any existing public open space.</li> </ul>   |
| Proximity to schools          | <ul style="list-style-type: none"> <li>• 10 minutes (500m) from any existing school.</li> </ul>   |

Paragraph 5.3 of the UDTR states:

*For the proximity factors noted in the table above, our calculation of distance is based on a consideration of walking speeds and times. The NZTA Pedestrian Planning and Design Guide 12 notes average walking speeds of between 2.9 and 6.5 kilometres per hour. Our calculations adopt a 3.0 kilometre per hour walking speed. While this is relatively slow, it provides a conservative means of factoring in slower walking speeds that might be associated with the topographical complexity of Eastern Porirua.*

I consider the 3.0km per hour speed to be very conservative:

- While Eastern Porirua is not flat, nor is it extremely hilly as such a walking speed in the middle of the range provided by NZTA would be more appropriate.
- The average speed across this range provided by NZTA is 4.7 km/ph (2.9 + 6.5 = 9.4. 9.4 / 2 = 4.7).
- WCC Plan Change 72 introduced two medium density residential areas in Johnsonville and Kilbirnie. The WCC analysis for Johnsonville had an Inner residential shed (or walkable catchment) within 5 minutes’ walk or 400m from the commercial centre and an outer pedestrian shed within 5 – 10 minutes’ walk or 800m from the commercial centre. This equates to a speed of 4.8km/ph.
- Google maps estimates that an average human walks at 5 km/h.
- The WCC Draft Spatial Plan used an average walking speed of 5km/ph. *“The NPS-UD has not provided guidance on their definition of a walkable catchment so we approached our analysis using 5 minute and 10 minute walking distances. These catchments were generated using a network analysis model. This model used a network of paths and tracks in Wellington City and an average walking speed of 5km/h.”*  
[https://planningforgrowth.wellington.govt.nz/search-results?collection=planning-for-growth&query=walkable&start\\_rank=1&sort=relevance](https://planningforgrowth.wellington.govt.nz/search-results?collection=planning-for-growth&query=walkable&start_rank=1&sort=relevance)

Based upon these factors a walking speed of 3 km/ph is very conservative and a more appropriate figure would be 5 km/ph. Using a 5 km/ph walking speed a significant number of additional areas come within the 5 and 10 minute walking distances specified in the EPRIP.

It is not clear why the UDTR uses a 5 minute walk to a high frequency bus routes and public open spaces and a 10 minute walk to a rail station, schools and centres in its analysis. Why would someone walk only 5 minutes to a bus stop, but 10 minutes to a train station?

Using a more appropriate 5 km/hr walking speed and a 10 minute walking time places a significantly larger area of eastern Porirua within the area identified as being suitable for residential intensification under the UDTR.

#### **What decision are you seeking from Council?**

Amend the EPRIP based upon a 5 km/ph walking speed and a 10 minute walking time to rail stations, bus routes (all routes not just high frequency routes), centres, open spaces and schools.

#### **2.4 Non-Residential Uses:**

The EPRIP focuses on the residential capacity of areas in close proximity to the identified centres and their associated services and facilities. Consideration also needs to be given to the scale of the centres and their ability to provide for the needs of a growing population over time.

The proposed MDZ rules and standards allow for Home Businesses, but the permitted standards limit this to 40m<sup>2</sup> and no more than one full time employee who resides off site (MRZ-R9). A significant number of small businesses would not fit within these standards and would either have to relocate to a commercial zone or apply for consent to operate from a residential zone. A mixed use zone would provide a half way point where small to medium sized businesses who need a slightly larger footprint or who have more than one employee can operate and grow.

Providing a mixed use zone, where the ground and first floors of residential developments adjoining the town centres can be used for commercial activities, will have a number of benefits including enabling the existing activities to remain and/or expand, enable further small scale businesses to be located adjacent to commercial centres and increasing the range of employment opportunities available locally.

The Ministry for the Environment (MFE) website lists the following benefits for mixed use development:

- allow parking and transport infrastructure to be used more efficiently
- lower household expenditure on transport
- increase the viability of local shops and facilities
- encourage walking and cycling - bringing health benefits, reducing the need to own a car and thus reducing emissions
- enhance social equity
- increase personal safety
- offer people convenience, choices and opportunity which lead to a sense of personal wellbeing.

<https://www.mfe.govt.nz/publications/towns-and-cities/summary-value-urban-design-economic-environmental-and-social-benefits-12>

#### **What decision are you seeking from Council?**

Amend the zoning of sites adjacent to the existing centres to allow mixed use development on the ground and first floors.

#### **2.5 Precinct boundary locations.**

The boundaries of proposed EPRIPs do not consistently align with adjacent road network or other natural break points such as parks and reserves. While the proposed permitted activity standards try to mitigate the potential for cross boundary issues, having a property boundary as a zone boundary will result in a greater potential for adverse effects including reverse sensitivity, privacy, shading, and building bulk and dominance effects. Where zone boundaries are positioned at road boundaries a bigger buffer is provided between activities of different densities and types. This reduces the potential for cross boundary adverse effects.

For example, UDTR Area F includes 195 – 231 Bedford St and 204 & 206 Mungavin Ave. This area borders a number of other properties on Mungavin Ave, Bedford St and Leicester St. However, as Figures 1 – 4 and the Pedestrian Shed Analysis Plans at Appendix 2 show, the entire block encompassed by Bedford St (Figures 1 & 2) and the vast majority of the block encompassed by Hampshire St is within 10 minutes' walk of the Cannons Creek Centre using a 5kmph walking speed. As such this entire area should be within the EPRIP.

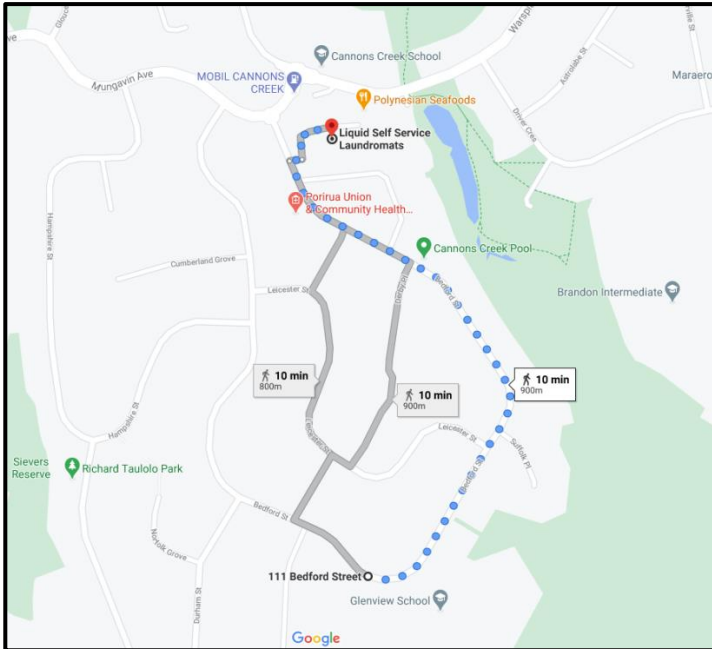


Figure 1: 10 minute walk from Cannons Creek town centre to 111 Bedford St. Three possible routes.  
Source: Google Maps

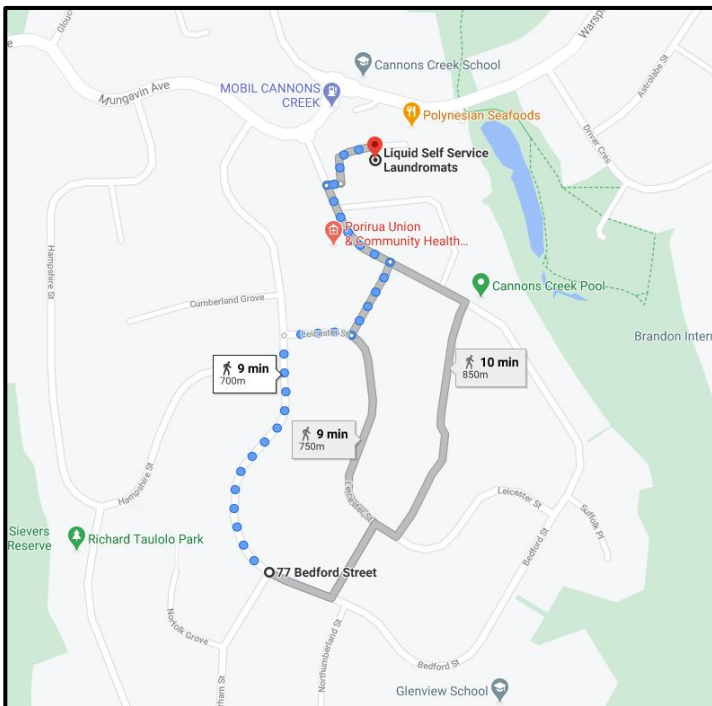


Figure 2: 10 minute walk from Cannons Creek town centre to 77 Bedford St. Three possible routes.  
Source: Google Maps

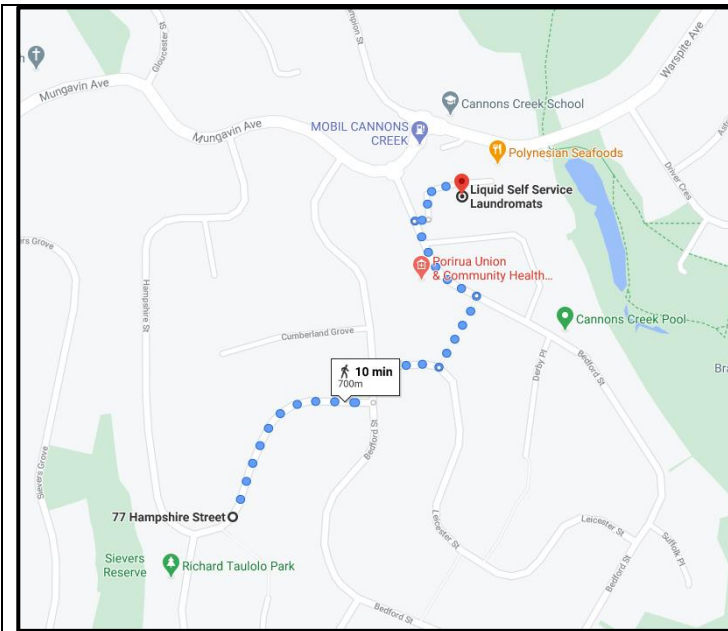


Figure 3: 10 minute walk from Cannons Creek town centre to 77 Hampshire St.  
Source: Google Maps

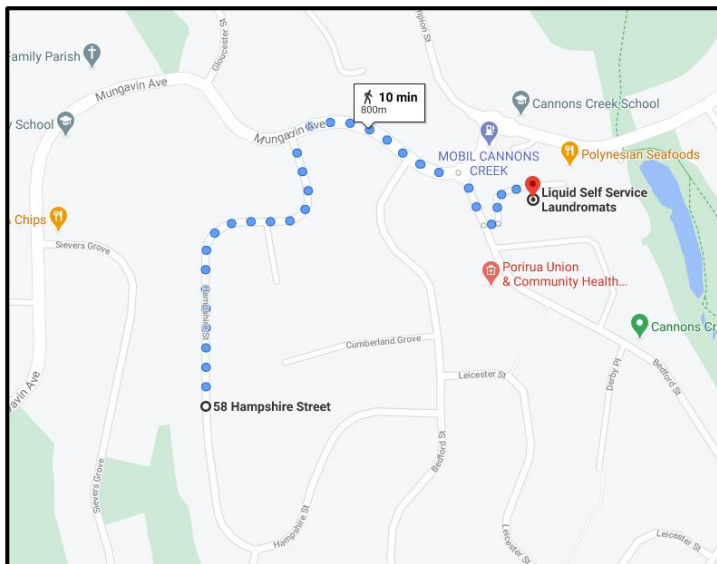


Figure 4: 10 minute walk from Cannons Creek town centre to 58 Hampshire St.  
Source: Google Maps

Identifying blocks of development also opens up the possibility of master planning the development of these areas and improving connectivity between adjacent streets. Eastern Porirua already has a number of pedestrian walkways which provide access across the suburb eg: Leicester St / Bedford St pedestrian walkway, Leicester St to Derby St pedestrian walkway, Bedford St / Leicester St pedestrian walkway and Hampshire St / Norfolk Gr pedestrian walkway.

These walkways can be upgraded and additional walkways provided when developments occur in order to improve the permeability of the area and decrease walking times to key facilities. For example, a walkway linking Cumberland Gr and Hampshire St would increase permeability and decrease walking times.

In addition to the ease with which someone can walk between these blocks and the Cannons Creek Centre there is the matter of public transport to consider. The No. 226 bus (<https://www.metlink.org.nz/timetables/bus/226>) provides a link between the Porirua CBD and Cannons Creek. It travels via Champion St, stops at the Cannons Creek Centre, before travelling south though Cannons Creek via Bedford St, Hampshire St and Servers Gr, before turning on Swansea St and travelling back along the same route. This bus completes the entire route 20 times per day with a further 10 trips completing part of the route. This equates to one trip every half hour.

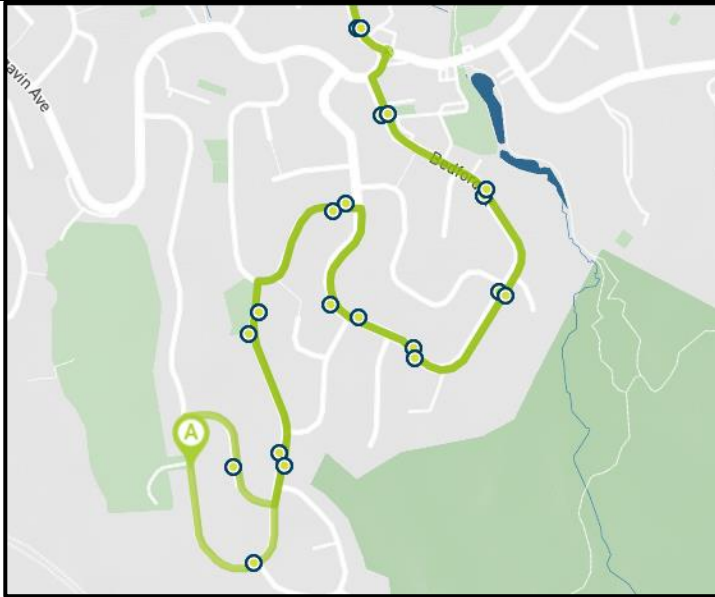


Figure 5: Southern portion of Bus route 226.

See the full route and timetable at <https://www.metlink.org.nz/timetables/bus/226>

This bus route improves the accessibility of the Bedford St, and Hampshire St blocks and as such supports the fact that these blocks should be included in the PERIP.

#### **What decision are you seeking from Council?**

Amend the EPRIP boundaries to better reflect the natural breakpoints such roads, parks and walkways to create more developable blocks and minimise the potential for adverse effects between different zones.

### **2.6 Public Transport**

The public transport routes for Porirua are attached at Appendix A.

One of the factors considered in the UDTR is the Public Transport Pedestrian Shed, being a 250m/5 minute walk from a “high frequency” bus stop. The only bus route considered to be high frequency is the No. 220 bus as this has a 10-15 minute frequency during the day and a 15-60 minute frequency during the evenings and weekends.

However, there is a second bus route. The No. 226 bus (<https://www.metlink.org.nz/timetables/bus/226>) provides a link between the Porirua CBD and Cannons Creek. It travels via Champion St, stops at the Cannons Creek Centre, before travelling south through Cannons Creek via Bedford St, Hampshire St and Servers Gr, before turning on Swansea St and travelling back along the same route. This bus completes the entire route 20 times per day with a further 10 trips completing part of the route. This equates to one trip every half hour.

Just because the No. 220 bus route is the only high frequency route at present does not mean that this is the only area where higher density development is appropriate route. As the population of eastern Porirua increases it is logical that the existing services will change with bus frequency, stop numbers and routes being changed or added to accommodate the changing demands of the population. So while it is appropriate that higher density areas have convenient access to the existing public transport services, it is also important to note that the capacity and serviceable area of this network will change over time.

This is somewhat of a chicken and egg situation. Regional Council won't increase the frequency of a bus route or provide a new high frequency services unless there is demand for the service. If housing densities remain low public transport demand will remain low and the service will never be provided. If higher density housing is provided and there is demand for additional services then service frequency can be added (eg: <https://www.stuff.co.nz/dominion-post/news/wellington/123067565/bustastrophe-to-bonanza-new-express-and-direct-routes-promise-end-to-wellingtons-bus-chaos>).

The No. 226 bus provides a reliable frequent service and while this is not considered “high frequency” at present, additional development in proximity to this bus route will increase patronage and as a result in additional services being added. In effect creating a high frequency Bus Route. Additional development potential should be provided along this existing bus route.



**What decision are you seeking from Council?**

Provide additional development potential via the EPRIP both where there is currently or where there could be, a high frequency bus route. Rather than just on the current high frequency bus route.

Include areas along the existing No. 226 Bus route in the EPRIP as this is an existing bus route where the frequency of the service can be increased as demand increases.

**2.7 Bulk and Location Provisions**

The proposed standards:

- increase the permitted height in the EMRIP to 15m, up from 11m for the MDZ (MRZ-S1),
- allow 8m vertical and 60 degree height recession plan (HRP) along the first 20m of a side boundary when measured from the road (MRZ-S2), up from 3m and 45 or 55 degrees for the MDZ, and
- specifies 45% site coverage for both EPRIP and MDZ (MRZ-S3)

Given the width of properties in these areas the likely result is that we will have a lot of tall thin buildings with largely undeveloped rear lots. Consideration should be given to allowing higher site coverage in the EPRIP where the design guide is met, and appropriate open space can be provided, and to allowing the 8m vertical and 60 degree height recession plan along the full length of a the side and rear boundaries.

**What decision are you seeking from Council?**

Amend MRZ-S3 to increase the permitted site coverage in the EPRIP to 50%

Amend MRZ-S2 to all the 8m and 60 degree HRP to be taken from all side and rear boundaries. Retain the exception for a common boundary with a MDZ.

**3. Other matters**

**3.1 Zone Islands**

The District Plan maps have created what can best be described as isolated zoning island. These include but are not limited to the following islands of GRZ land located within the MRZ.

There is some discussion in Urban Design Memo 15 about the potential for more intensive development on the northern side of the Mungavin Park (Area 9) netball courts to adversely impact upon the amenity and to some extent the usability of the courts as a result of additional shading. However, the exact reasons for the exclusion of these other area is not specifically expressed.

It would appear that areas 1 – 8 above have been excluded from the MDZ be due to their distance to a specific facility or because they have a south facing aspect greater than 15 degrees.

As broader assessment is required when looking at these areas. When considering these areas on a broad scale their zoning is not practical. The northern end of Lincoln Grove (Area 6) and the north-eastern end of York Place for example are hardly a significant distance from Champion Street and only a few steps further than the properties which are zoned MDZ

Table 1: Zone Islands

| Area No. | Description  | Discussion   |
|----------|--|--|
| 1        | Ten properties at the western end of Cumberland Grove. | All properties on the street are within a 9 minute walk/650m of the Cannons Creek Centre (two routes available). The western most GRZ property is just 70m or 1 minute walk from the furthest MDZ property. The area is surrounded by MDZ land so accessibility does not seem to be the issue.<br><br>Topography is steeper than some in the area but not so much so that a medium density development cannot be built. Approx. half the |

|   |   |  |
|---|---|--|
|   |   | <p>properties have a northerly of western views would receive good sun, all properties have reasonably sized moderately sloped areas adjacent to the road.</p> <p>The current Zoning is disjointed and would lead to cross boundary issues as it does not follow natural barriers and the character of this area would be different to the MDZ it is accessed though.</p> <p>Should be rezoned MDZ.</p>  |
| 2 | <p>Nine properties on the western side of Norfolk Grove and the adjacent rear Lot 220 Sievers Grove.</p>            | <p>All properties on the street are within a 12 – 13 minute walk/850m to 1.1km of the Cannons Creek Centre (three routes available). It would take no time at all to walk across the road from the MDZ properties on the eastern side to the western side of the road and the area is surrounded by MDZ land so accessibility does not seem to be the issue.</p> <p>Topography is steeper than some in the area but not so much so that a medium density development cannot be built. The properties generally have a westerly or north-westerly views and would receive good sun, all properties have reasonably sized moderately sloped areas adjacent to the road.</p> <p>The current zoning is disjointed and would lead to cross boundary issues as it does not follow natural barriers and the character of this area would be different to the MDZ it is accessed though.</p> <p>Should be rezoned MDZ.</p>   |
| 3 | <p>Seventy properties in the vicinity of Mungavin Ave, Wiltshire Pl, Gloucester S, Somerset Pl and Dorset Grove</p> | <p>This is the largest GRZ island within the MDZ. Its southern end is Just 170m or 2 minute walk along Mungavin Ave from the Cannons Creek Centre, while the north-eastern most property is approx. 750m or a 9 minute walk vis the Somerset Place to Dorset Grove walkway from the Cannons Creek Centre. The area is surrounded by MDZ land so accessibility does not seem to be the issue.</p> <p>The areas is large and the topography varies across the area. While parts are steep and south facing and as a result would e difficult to develop other areas are not. For example, 28 – 31 Dorset St have been zoned MDZ, while 7 – 27 have not. This despite that fact that the topography of 28 – 31 Dorset St is similar to and in some cases steeper than that of 7 – 27 Dorset St.</p> <p>The current zoning is disjointed and would lead to cross boundary issues as it does not follow natural barriers and the character of this area would be different to the MDZ it is accessed though.</p> <p>The zoning of this area needs to be examined and areas which are suitable to MDZ should be rezoned.</p> |
| 4 | <p>Twenty-eight properties between Champion St and Herford St.</p>  | <p>The southern end of this area is 240m or 3 minutes walk from the Cannons Creek Centre, while the northeastern most property is 550m or 7 minutes walk. The area is surrounded by MDZ land so accessibility does not seem to be the issue.</p> <p>The land sloped down at a moderate gradient from east to west and is less step than the land to the north between Champion St and Herford St or on the western side of Champion St which Council has zoned MDZ. The topography is suitable for development for medium density housing and the properties could be oriented so that they face east, west or north so that they receive good sun.</p>  |

|   |   |  |
|---|---|--|
|   |   | <p>The current zoning is disjointed and would lead to cross boundary issues as it does not follow natural barriers and the character of this area would be different to the MDZ it is accessed though.</p> <p>Should be rezoned MDZ.</p>   |
| 5 | Six properties to the southwest of the western intersection of Champion St and Cornwall Cres. | <p>Topography is steeper than some in the area but not so much so that a medium density development cannot be built. The properties generally have a westerly or north-westerly views and would receive good sun, all properties have reasonably sized moderately sloped areas adjacent to the road.</p> <p>These sites generally slope east to west at a moderate gradient. While some area might slope south they generally have a good sized area adjacent to the road where housing can be with views north across Champion St.</p> <p>The current zoning is disjointed and would lead to cross boundary issues as it does not follow natural barriers and the character of this area would be different to the MDZ it is accessed though.</p> <p>Should be rezoned MDZ.</p>   |
| 6 | Seven Properties at the northern end of Lincoln Grove   | <p>All properties on the street are within a 10 minutes walk/900m of the Cannons Creek Centre. The distance between the MDZ and the end of the GRZ section of the cul-de-sac is just 22m. So accessibility does not seem to be the issue.</p> <p>The MDZ/GRZ boundary goes through the middle of the existing semi-detached dwelling at 3 and 5 Lincoln Gr.</p> <p>The sites are adjacent to Bothamley Park and the local pedestrian walkway provides safe and convenient access to the park.</p> <p>Topography is steeper than some in the area as the site is at the end of a local spur, but not so much so that a medium density development cannot be built. The properties have westerly or north-westerly views and would receive good sun, all properties have reasonably sized moderately sloped areas adjacent to the road.</p> <p>The current zoning is disjointed and would lead to cross boundary issues as it does not follow natural barriers and the character of this area would be different to the MDZ it is accessed though.</p> <p>Should be rezoned MDZ.</p> |
| 7 | Sixteen properties at the eastern end of York Place   | <p>All properties on the street are within a 12 minutes walk/1.2km of the Cannons Creek Centre. The distance between the MDZ and the end of the GRZ section of the cul-de-sac is just 100m. So accessibility does not seem to be the issue.</p> <p>The sites are adjacent to Bothamley Park.</p> <p>Topography is steeper than some in the area but not so much so that a medium density development cannot be built. The properties westerly or north-westerly views and would receive good sun, all properties have reasonably sized moderately sloped areas adjacent to the road.</p> <p>The current zoning is disjointed and would lead to cross boundary</p>  |

|   |  |   |
|---|--|---|
|   |  | <p>issues as it does not follow natural barriers and the character of this area would be different to the MDZ it is accessed though.</p> <p>Should be rezoned MDZ.</p>  |
| 8 | <p>Nine properties to the southwest of the eastern Champion St/Cromwell Crescent intersection.</p> | <p>All properties on the street are within a 12 minutes walk/900m of the Cannons Creek Centre. The area is surrounded by MDZ land so accessibility does not seem to be the issue.</p> <p>Properties are elevated above Champion St and accessed via a communal driveway, However only the first six properties using this drive have been zoned GRZ, the three properties at the eastern end and two properties further south where there is more limited access have been zoned MDZ. So this access arrangement does not seem to be the issue.</p> <p>Topography is steeper than some in the area but not so much so that a medium density development cannot be built. The properties westerly or north-easterly views and would receive good sun.</p> <p>The current zoning is disjointed and would lead to cross boundary issues as it does not follow natural barriers and the character of this area would be different to the MDZ it is accessed though.</p> <p>Should be rezoned MDZ.</p> |
| 9 | <p>Ten properties along the northern side of the Mungavin Park netball courts.</p>                 | <p>Agree with zoning – protects amenity of the netball courts and their users.</p>  |

Some of the area identified for including in the EPRIP don't fit the UDTR criteria. For example, 19 – 23 Castor Cres have been identified as being with the EPRIP area H but are outside the 5 minute walk to a bus and the 10 minute walk to local services. 12 – 20 Driver Cres are outside the 5 minute walk to a bus stop. Presumably this area was included in EPRIP Area H because it made sense to group these properties together and have one block of land with the same zoning than have a small group of houses at the end of the group with a different zoning. This same approach should be taken to the above areas and they should be rezoned as noted in Table 1.

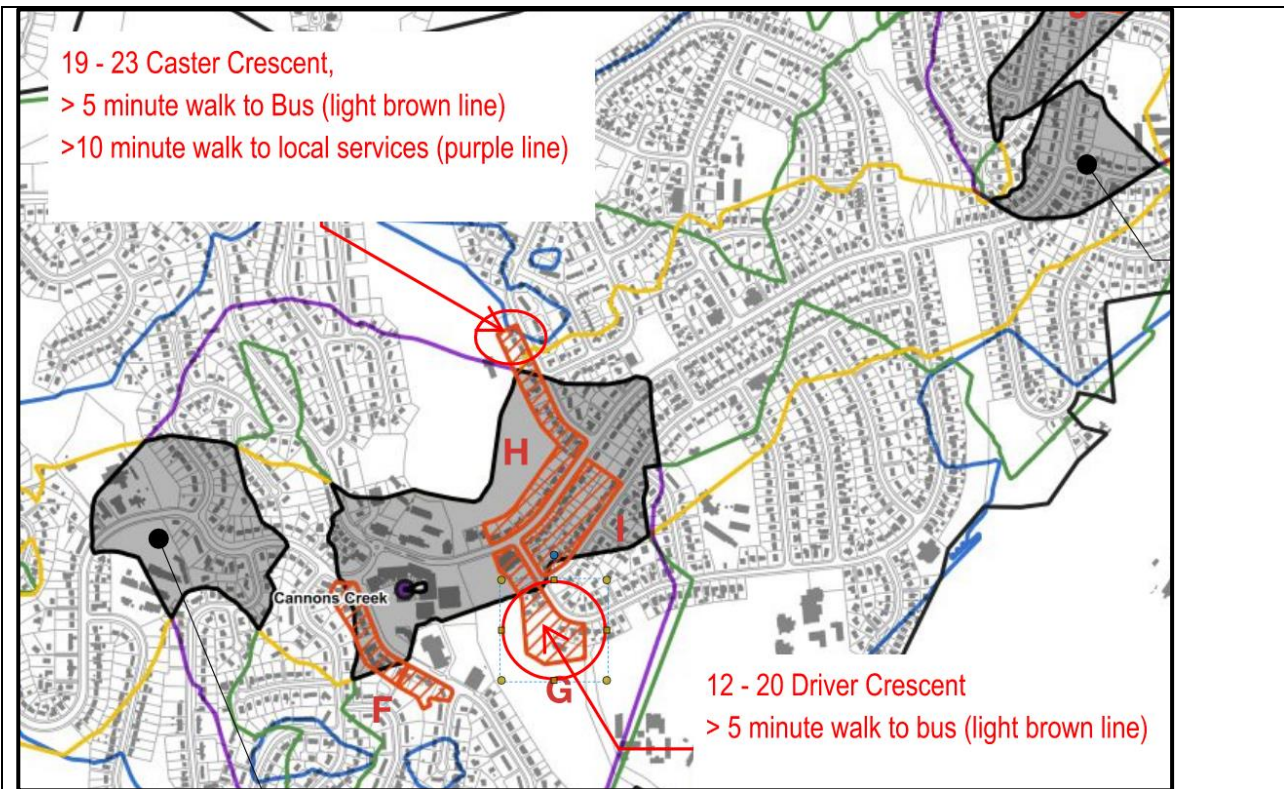


Figure 1: Marked up extract from Studio Pacific Architecture Drawing 2498/B.7/B

**What decision are you seeking from Council?**

Amend the District Plan zoning as described in Table 1 above to that Areas 1, 2, 4 – 8 are zoned MDZ. Review the zoning of Area 3 and rezone suitable areas MDZ.

**3.2 Policy MRZ-P5 - Multi-unit housing**

**Policy MRZ-P5 - Multi-unit housing**

“Provide for multi-unit housing where it can be demonstrated that it:

1. *Contributes positively to the anticipated built environment through high-quality urban design; and*
2. *Is consistent with the Multi-Unit Housing Design Guide contained in APP3-Multi-Unit Housing Design Guide.”*

This policy provides for multi-unit developments, being “any development that will result in three or more residential units on any site” where it can be demonstrated that the proposal will make a “positive” contribution to the anticipated built environment.

While I agree with the general sentiment of the proposed policy the RMA does not require applications to make a “positive” contribution to the environment. Section s5(2)(c) seeks to avoid, remedy, or mitigating any adverse effects of activities on the environment and while s104(ab) allows the Council to consider positive effects to offset or compensate for any adverse effects that will or may result from an activity, the RMA does not require the effects of and activity to be positive for it to be approved. Would a multi-unit development whose effects are less than minor or no more than minor be considered to be in accordance with this policy?

**What decision are you seeking from Council?**

Amend the Policy MRZ-P5 - Multi-unit housing by deleting point 1.

**3.3 MRZ-S2 - Height in relation to boundary**

MRZ-S2 - Height in relation to boundary specifies various Height Recession Panes (HRP), with the first exception states that:

*“Where adjacent to a shared access in excess of 2.5m in width, the measurement shall be taken from the furthest side.”*

Access is defined as *“an area of land over which vehicle and/or pedestrian and cycling access is obtained to legal road. It includes:*

- a. an access area;*
- b. an access allotment; and*
- c. a right-of-way”*

An access area *“means an access allotment or an area of land defined by a legal instrument providing or intended to provide access to a site or sites, but excludes any area of land that is wider than 6m and not legally encumbered to prevent the construction of buildings.”*

What adverse effect is Council trying to mitigate? If the access has a right-of-way or similar legal mechanism which provides for access it cannot be built on, or occupied on a permanent basis, regardless of its width. Taking the HRP from the far side of any access would allow the building to be built closer to the property boundary. The building would still need to comply in relation to the net site area of the adjacent property and as such the potential adverse effects upon the occupiable portion of the adjoining property would be the same as if the access did not exist.

For example, there is a pedestrian walkway which is approx. 2.4m wide (measurements taken from PCC GIS) between Bedford and Leicester Streets. This pedestrian walkway cannot be built on. Taking the HRP from the far side of the access would maximise the development potential of these properties, it would also allow the houses to overlook the walkway and improve safety which is one of the key principals of Crime Prevention Through Environmental Design (CPTED). Any potential adverse effects upon the properties on the far side of the walkway would be the same as if the walkway did not exist, as the proposed building would comply with the HRP at this properties boundary with the walkway.

**What decision are you seeking from Council?**

Amend MRZ-S2 - Height in relation to boundary, as follows:

*“Where adjacent to a shared access in excess of 2.5m in width, the measurement shall be taken from the furthest side.”*

**Policy MRZ PREC02-P3 – Eastern Porirua Residential Intensification Precinct Interface**

*“Ensure buildings are located and designed to minimise dominance, shading and privacy effects on sites located outside of the Eastern Porirua Residential Intensification Precinct.”*

~~This policy seeks to “minimise” potential dominance, shading and privacy effects on sites outside the EPRIP. This is not the terminology used in the RMA. Section (2)(c) refers to “avoiding, remedying, or mitigating any adverse effects of activities on the environment”, not minimising them. What does minimise mean in this context?~~

**Do you: Support? Oppose? Amend?**

See discussion above

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

See discussion above

|                      |
|----------------------|
| <b>Reasons:</b>      |
| See discussion above |

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](mailto:dpreview@pcc.govt.nz)

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

\_\_\_\_\_ Date: \_\_\_\_\_  
*A signature is not required if you make your  
submission by electronic means*

**Appendix A  
Eastern Porirua Bus Routes**

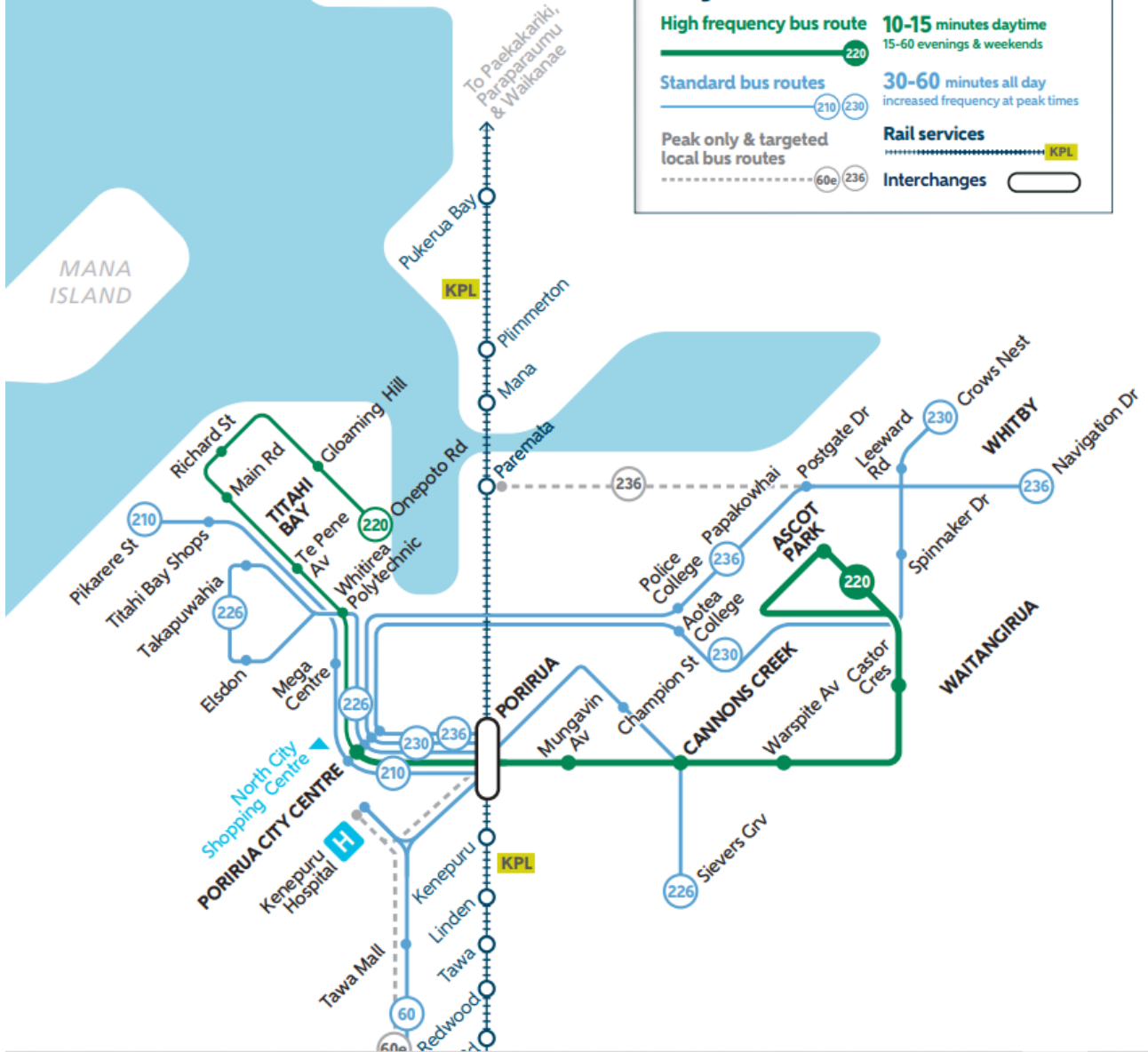


# Porirua Public Transport Network

Map updated April 2018

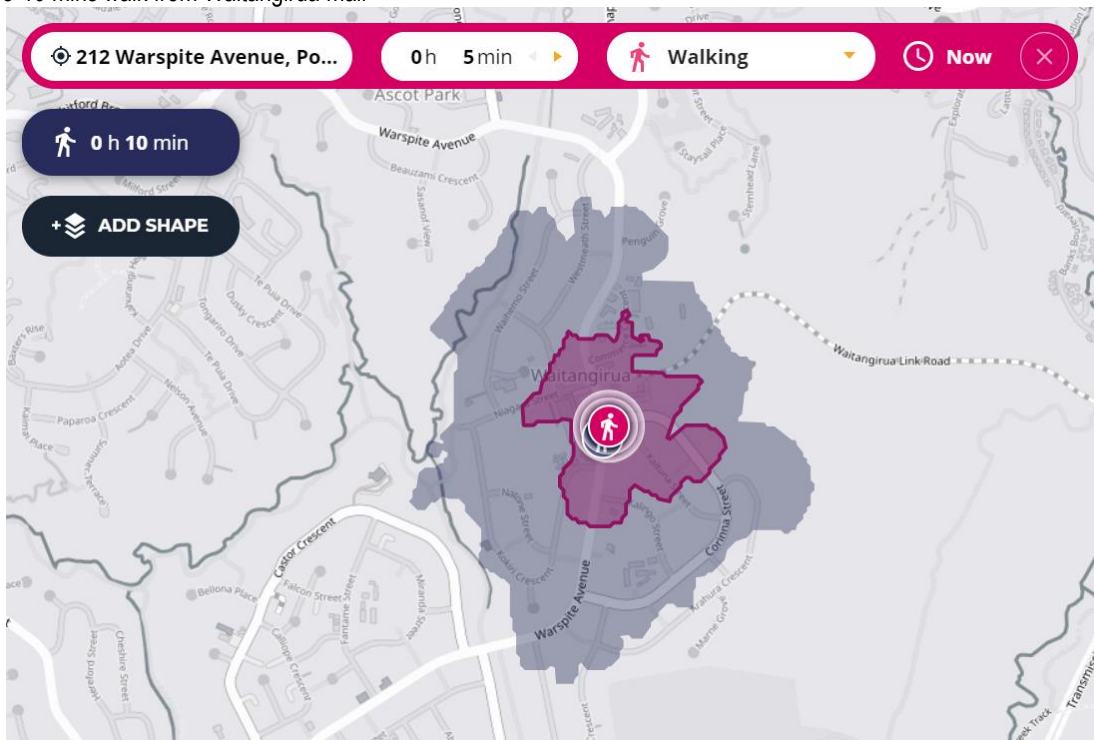
**Key**

- High frequency bus route** 10-15 minutes daytime  
15-60 evenings & weekends
- Standard bus routes** 30-60 minutes all day  
increased frequency at peak times
- Peak only & targeted local bus routes**
- Rail services**
- Interchanges**

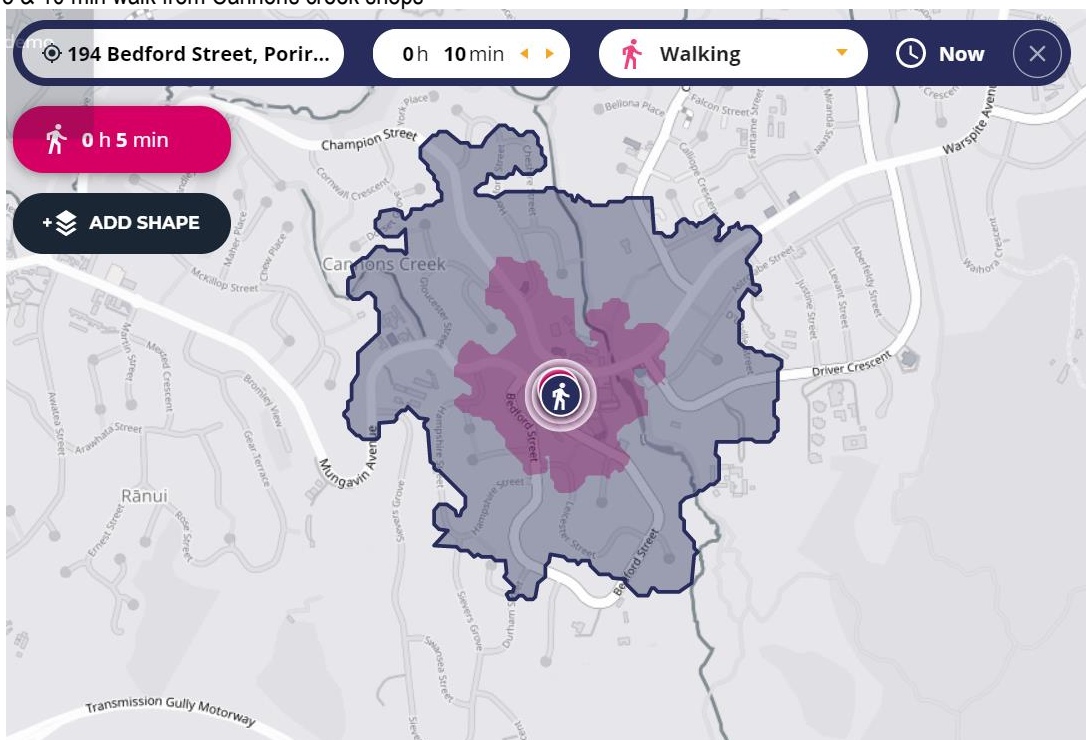


## Appendix B Pedestrian Shed Analysis

Walking spread  
5-10 mins walk from Waitangirua mall



5 & 10 min walk from Cannons creek shops



5 – 10 mins walk from Mungavin Shops

