

**TCC District Plan Review Consultant Workshop – Commercial/Industrial
11 September 2008**

MINUTES

Present: Grant Downing (IMFNZ); Paul Francis (Connell Wagner); Craig Batchelor, Matt Allott (Boffa Miskell); Grant Cowles, Tim McBride (S&L Consultants); Josie Schroder (Harrison Grierson); Mark Apeldoorn, Ian Carlisle (Traffic Design Group); Richard Harkness (URS); Andy Ralph, Nick Logan, Campbell Larking, Che Hedges, Paula Goldsby & Steve Hurley (TCC)

The purpose of this discussion was to consider the current planning controls under the Operative District Plan, discuss issues and experiences, and to gain input into some options for the future through the District Plan review. The discussion was focused around commercial and industrial land use. The following were the main points raised in discussion:

- A general overview was provided of the retail and commercial findings of the Property Economics study into retail and commercial development and the peer review of that study;
- There was some discussion about the extent of commercial zones and the possibility to introduce some additional levels of commercial zoning through the Review. It was questioned whether there was a scarcity of industrial land within the City at the moment and whether future industrial land demand was to be met within the City. It was noted that there was limited opportunity for new industrial areas within the city and that new industrial areas, beyond those identified in the operative Plan, would likely be outside of TCC but the review will be assisted by the SmartGrowth Business Land Demand study;
- The creation of neighbourhood identity about commercial centres was highlighted as an important consideration for the review;
- Activity about transport corridors was queried and how this was to be dealt with. It was discussed that this was in part a consideration of the ongoing investigation of residential intensification options. Some specific suggestions in relation to Cameron Rd were made later in the meeting;
- Large traffic volumes and the future of Cameron Road was seen as an issue to be considered in conjunction with future land use. The issue of access to Cameron Rd was discussed, and the potential for any increase in opportunities to impact on the function of the road which should be investigated along with any change in land use opportunities;
- The previous investigation into access between Cameron Rd and Route K was discussed, and that this option had been discounted in the past;
- The relationship of future commercial opportunities to intensification was seen as an important element to the viability of centres;
- A holistic management plan approach to Cameron Road was seen as desirable;
- An approach to Cameron Rd could include such elements as design controls and frontage treatments that are relevant to some other commercial areas;
- It was queried why there is an absence of design elements in suburban areas, such as the pedestrian environment streets found within the CBD and some suburban commercial areas;
- It was queried whether the 'ring fencing' of commercial areas was within the intent of the RMA;
- Comment was made that there was a need for some certainty in any framework for commercial and industrial land use;

- The option to provide for offices about centres was raised. Perhaps based on a criteria of proximity to a commercial centre, as in a transitional area within the residential zone where offices would be more likely than in other areas of the residential environment, perhaps through a specific policy area;
- The introduction of a finer grain of zoning to encourage some consolidation of commercial use was identified as having other benefits, such as assisting public transport objectives;
- It was noted that there was already some variation in the current Commercial Business zone through specific policies and rules for different areas;
- In relation to residential intensification, the preparation of a demonstration project was seen as a desirable contribution to achieving any form of residential intensification;
- The issue of future CBD heights was briefly discussed, with the future of CBD development mentioned as being supported by a centres based approach to commercial development;
- Parking as mentioned as being the 'killer' to CBD development, with a specific proposal mentioned where the parking requirements had resulted in the removal of a floor from a proposal making the project unviable;
- The review was seen as a major opportunity to address transportation and parking needs;
- The 25 car bay rule was sometimes used as an opportunity to address other development considerations, although the intent of this rule was to address impacts on the transport network. This rule was seen as often resulting in other requirements of consents beyond implications on the traffic network;
- The potential for Travel Demand Management to be incorporated into a more holistic approach to transportation;
- One opinion was that the trigger should increase from 25 bays. Caution was expressed over increasing the trigger in the CBD area;
- The relationship of pedestrian connections to the transport network and the inclusion of design elements for pedestrian environments was highlighted as a consideration;
- Should PIFs be used in smaller areas?;
- Criteria should be outlined for reductions in parking requirements, perhaps recognising the diminishing marginal requirements of larger floorspace developments and mixed uses;
- Consideration should be given to discretion to use PIFs for other transportation benefits than parking provision;
- There is a conflict in policy with strict parking requirements in smaller centres but seeking to encourage the role of centres;
- Replication of CBD controls in smaller centres, including parking requirements, needs further consideration;
- Parking is a disincentive for some socially desirable uses in smaller centres, like cafes;
- The recycling bin rule can result in unintended outcomes such as a development that needed 25 recycling bins and major issue was storage and collection of those bins;
- Consideration to sustainability options – caution over the use of the green star rating which can change, a reduction in fees would be better incentive;
- Sustainability may be more of a building consent matter. Site context is also relevant to sustainability;
- The 25% ancillary rule for offices and retail in industrial areas is not enough for some industrial uses, seems a bit arbitrary and doesn't address the issue where sites are too small for industrial uses to have a reasonable retail component or for industrial uses in their own right;

- The design trigger for subdivision (rule 20.3.1.1 (b)) is a good rule and serves a good purpose;
- What is the appropriate location for car yards?;
- Should there be a tier to the industrial zones, possibly there could be a policy response rather than separate zones;
- Large Format Retail may serve a positive role in helping to provide activity about smaller centres;
- Consideration needs to be given to the methods of integrating neighbourhoods with commercial centres.