



Government Office Call Centre in the Industrial Zone with Reduced Parking

Application to Porirua City Council for Resource Consent

7 Heriot Drive, Elsdon, Porirua City
(Lot 1 DP 325615)

Prepared for:

Heriot Developments Limited

In association with:

King & Dawson Architects and Engineers Limited

and:



23 November 2016

Ref: 20160805

Address for Service of Application Documents

Down to Earth Planning Limited

Address: PO Box 32-032, Maungaraki, Lower Hutt 5050
Attention: Jenny Grimmett
Telephone: 029 200-3057
Email: jenny.k.grimmett@gmail.com
Web: www.downtoearthplanning.nz
Company Number: 5497222

Contact Addresses for Applicant and Invoicing Purposes

Invoicing

Heriot Developments Limited

Address: C/- Wilmshurst Property Group
PO Box 44-046, Lower Hutt 5040
Courier: Level 1, Kendon House
69 Rutherford Street, Lower Hutt 5010
Attention: Mr Graeme Wilmshurst, Managing Director
Telephone: 027 442-0499 (Graeme), 04 569-3035 (Main)
Email: graeme@wilprop.co.nz

Site & Construction Related Matters

King & Dawson Architects and Engineers Limited

Address: 173-175 Victoria Street,
PO Box 887, Wellington 6140
Attention: Achilles Botes
Telephone: 04 385-2046
Email: achilles@kd.net.nz

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1. Introduction

This report has been prepared (pursuant to Section 88 of the Resource Management Act 1991, the Act) by Down to Earth Planning on behalf of **Heriot Developments Limited** (the applicant) to describe a proposal for a government office call centre at 7 Heriot Drive, Elsdon, Porirua City.

The proposed development involves refurbishing and fitting out the former Target Furniture Hypermart showrooms and facilities as a government office call centre involving up to 300 staff from the Ministry of Building, Innovation and Employment (MBIE) and Immigration New Zealand (INZ). The existing Ministry of Education (MoE) tenancy remains on the mezzanine floor of the premises, and retains its 12-space covered parking area on land shared with Bunnings Warehouse. A total of 131 parking spaces will be provided for the new government office tenancies.

Details of the proposal are set out at Section 3. Section 4.0 assesses the proposal the proposal against the Permitted Activity Standards for the Industrial Zone as a Discretionary Activity overall. Land Use Resource Consent is triggered because the parking for the proposal does not meet the Industrial Zone Permitted Activity Standards for Non-Industrial Activities. The proposal (combined existing MoE tenancy and Government Call Centre) has a shortfall of 110 spaces compared with the District Plan required number of 253 spaces for the 5,612m² non-industrial activity gross floor area involved. However, the available spaces to be provided on site can meet the demand predicted for the call centre in the Transportation Assessment Report by TDG (attached at Appendix C) in conjunction with surveyed available road-side parks.

Sections 5 and 7 set out and respond to the requirements of Sections 104, 95A-E and Part 2 of the Act, and Section 6 makes a formal assessment of effects of the proposal.

The effects of the proposal are limited to the demand for parking and the potential effects of overspill demand on the on-road parking spaces in the vicinity of the site.

The transportation assessment report prepared by traffic consultants TDG has assessed the proposal and it is concluded that any potential adverse parking effects of the proposal on the environment will be less than minor.

There are no parties likely to be adversely affected by the proposal.

The proposal will also have positive effects for Porirua City by bringing in 300 new staff to the area with downstream social and economic benefits to service providers, retail outlets and others in the City.

2. Site Description

2.1 Address & Location

The application site at 7 Heriot Drive, Elsdon, Porirua City is shown centrally in the annotated aerial photograph below, shaded yellow.



Annotated Aerial Photograph of Application Site (Source: PCC Online GIS System) – North is at top of page

The site is elevated above and to the west of Heriot Drive, bordered to the south by the Porirua Campus of Te Wananga O Aotearoa, and commercial land to the west. The site and the adjoining Bunnings Warehouse land to the north were originally part of the Todd Motors/ Mitsubishi Motors complex until subdivision consent RC2119 created separate titles.

Access to the site is from the western side of Heriot Drive. The access is shared with Bunnings Warehouse, with both sites reliant on reciprocal Right of Way easements.

Split over two levels, the site has a narrow, lower level at the northern end contiguous with the Bunnings Warehouse site used for parking. The building and the main parking area on the site are accessed by a vehicle ramp at the south-eastern corner of the Bunnings Warehouse car-park. A pedestrian stairway links the lower level with the upper level.

The main car park has 115 spaces marked. The lower level has 28 spaces, including 12 covered car parks for the exclusive use of the existing tenant on the application site (Ministry of Education), and 16 uncovered parking spaces positioned either side.

2.2 Legal Description

The application site is legally described as Lot 1 DP 325615 and has an area of 1.162 hectares. It is held in Computer Freehold Register 103487.

2.2.1 Registrations on Titles

Multiple registrations are recorded on the title covering matters such as boundary fencing costs, easements for access and services, consent notice requirements, and parking. The most relevant to the current proposal are recorded below:

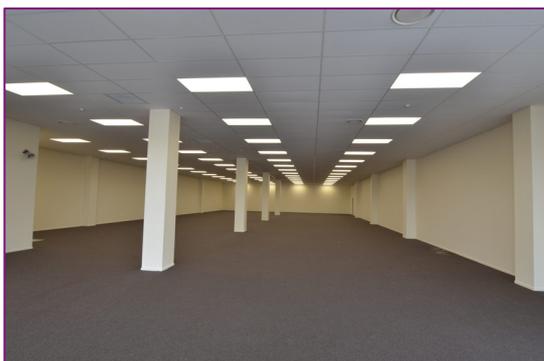
- (a) B809145.2 - Consent Notice limiting the removal of vegetation either side of a fence on the western boundary of Lots 5 and 7 DP 89723;
- (b) B809145.4 - Easement Certificate – specifying rights of way and rights to water supply, sewage and water drainage, gas, electricity and telecommunications over part marked C on DP 325615;
- (c) 5056284.1 - Variation of Consent Notice B809145.2 – amends the wording in the Consent Notice in item (a) above by adding more clarification and option to submit a landscape plan to the Council for approval should vegetation removal be required from the specified area;
- (d) 5858294.2 - Partial Surrender of the right of way, rights to water supply, sewage and water drainage, gas, electricity and telecommunications over part marked B on DP 89723 as appurtenant to Lot 7 DP 89723 specified in Easement Certificate B809145.4; and
- (e) 5858294.4 - Easement Instrument – creating a right of way over parts marked G and N and parking over part marked Q on DP 325615.

There are no items registered on the title that impact on or are impacted by the proposal. Copies of the relevant title documents and plans are attached at [Appendix B](#).

2.3 Ownership

Heriot Developments Limited (the applicant) is the registered owner of the application site.

2.4 Existing Environment & Background



The existing L-shaped building on the application site has a Gross Floor Area (GFA) of 5612m² and occupies 44% of the site.

It was approved by Resource Consent RC5679 to operate as a large format retail outlet with two compatible retail tenancies, together with a government office in 2010.

View of Building Interior

Resource consent RC5679 approved a lower rate of parking for the development based on 2.3 parks per 100m² GFA, instead of the required 2 spaces for non-industrial activities and 4.5 spaces per 100m² non-industrial GFA. The approved site layout offered 146 parking spaces, of which the Council considered only 130 were available for the development (*Ref: page 11, paragraph 3 - RC5679 planning report*). The consent also approved site preparation earthworks and permitted 60m² of the building to exceed 10 metres height by four metres where the underlying land drops away in the south-eastern corner of the site.

The subsequent retail tenant (a Target Furniture Hypermart) closed down after operating for about six years, leaving two of the approved tenancies in the building vacant. The third approved tenant, Ministry of Education, has 12 to 14 staff who continue to use the mezzanine area (682m²) at the northern end of the building.

The images below show the building with its former “Target” advertising signage displayed, viewed from the north. Bunnings Warehouse is at the right of the top image.



Google Street View Image of Application Site from Heriot Drive looking south.

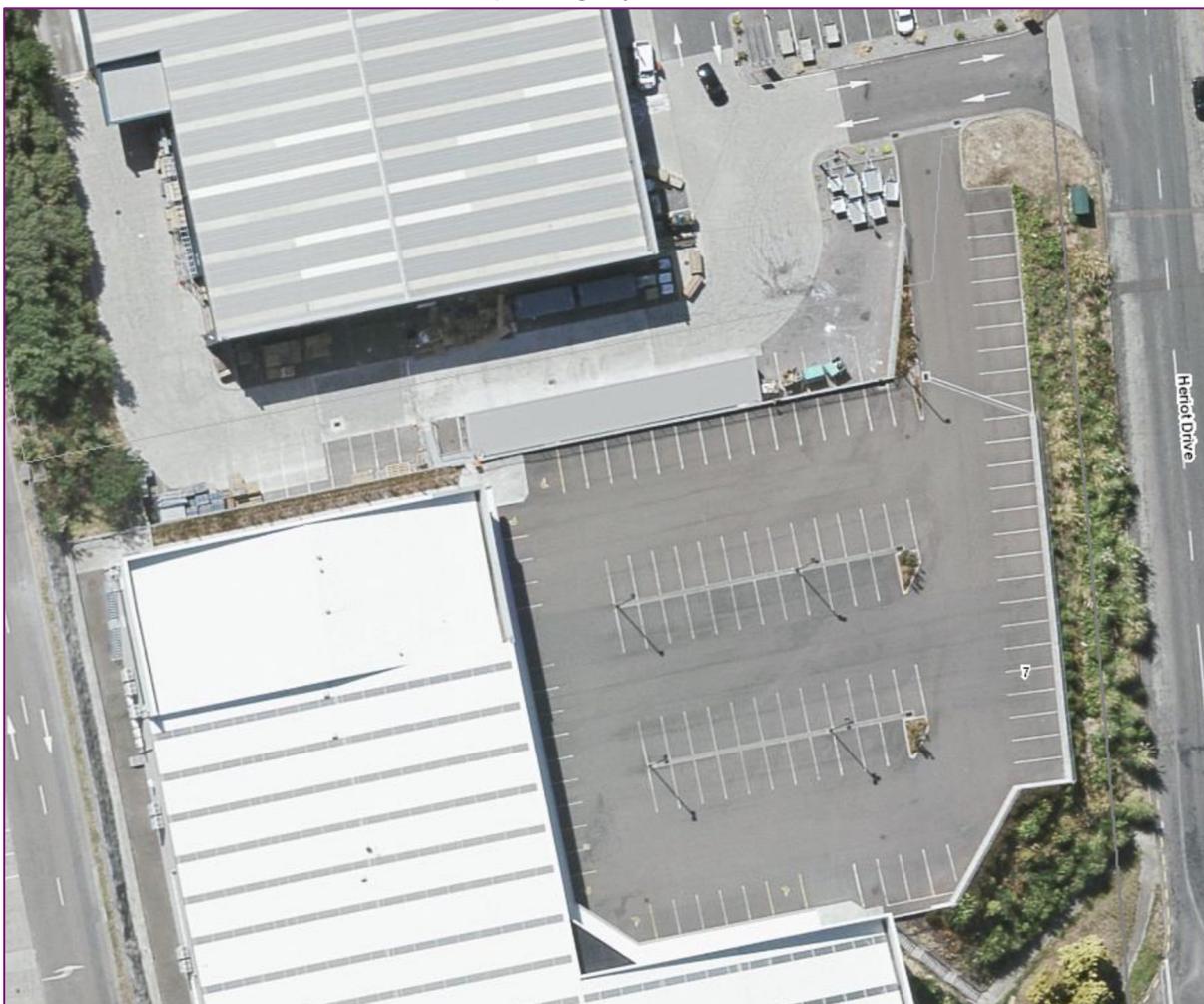


View looking south-west from Bunnings Warehouse car park – showing 12 covered parks at lower level & main parking area above – Target signage has since been removed from the building exterior.

The main parking area, at the same level as the existing building, has 115 marked parking spaces, as originally approved comprising:

- 26 angle parks along the eastern boundary and access ramp to the site;
- 16 spaces along the northern boundary of the upper parking area;
- 14 spaces in front of the building's long eastern façade,
- 11 along its southern façade; and
- 25 and 23 spaces in the two central bays.

The lower level parking area was originally approved by resource consent RC5679 to provide 32 parks but, following a variation of the consent, it currently provides 28 spaces, of which 12 are covered as shown in the image on the previous page. The aerial image below shows the current marked out parking layout on the site.



Annotated Aerial Photograph of Application Site Parking (Source: PCC Online GIS) – North is at top of page

The variation of resource consent RC5679 enabled the construction of 12 covered parks to provide secure car overnight car storage the Ministry of Education tenancy. There is room either side of the covered parks for un-covered 16 spaces (total 28 spaces). The uncovered spaces are shared equally between Bunnings and users of the application site as originally approved by RC5679.

A total of 131 unallocated parking spaces are available for the proposed call centre.

3. The Proposal

3.1 Overview

The applicant proposes to convert and re-fit most of the existing building space at 7 Heriot Drive so it can accommodate existing and proposed non-industrial activities, as follows:

- Convert the vacant retail showroom and warehouse tenancy space (approved non-industrial tenancies 1 and 2) to provide a 4,930m² Gross Floor Area (GFA) accommodating a government office call centre;
- Provide the existing unallocated 131 parking spaces on the application site for the new call centre; and
- Retain unchanged the existing approved non-industrial tenancy 3 (682m² GFA), for on-going use by the Ministry of Education (MoE), along with its 12-space covered parking arrangement at the northern end of the site.

The proposed call centre will initially support between 100 and 150 staff, expanding to a maximum of 300 staff once government offices have relocated from existing premises in Porirua and Wellington and new staff are employed.

On the basis of previous payments made and the positive social and economic effects approval of the proposal will have on the City, it is requested that no further payments of development contributions be required in respect of the proposal.

3.2 Application Plans

The location of the existing building, its ground floor call centre layout, and the parking areas are shown on the plans attached at [Appendix A](#), as set out below.

[Plan by King & Dawson Ltd – Dated 13/10/2010](#)

Reference	Plan Title
8335/102-H	Heriot Developments Ltd – New Building 7 Heriot Drive, Porirua Ground Floor Plan and Set-Out – Revised to Mark Up Tenancy Alterations

[Plan by Planet Design Consultants Ltd – Dated 21/07/2016](#)

Reference	Plan Title
1330/00-TF6-E	MBIE Porirua Call Centre, Ground Floor 7 Heriot Drive, Porirua Ground Floor Test Fit Option 6

[Other Appended Supporting Information](#)

Supporting Document	Appendix
Computer Freehold Register and Related Documents	B

Supporting Document	Appendix
Transportation Assessment Report by TDG (November 2016) Ref 14156	C

3.3 Staff Numbers

The Ministry of Business Innovation and Employment (MBIE) has advised the likely number of staff that will work at the application site call centre and the staffing arrangements over time. Allowance for growth has been factored into the premises layout so it can provide up to a maximum of 300 staff, as proposed.

At present 100 Ministry of Business Innovation and Employment (MBIE) call centre staff work from premises at 1 Walton Leigh Avenue. It is planned to relocate them to the new premises on 1 August 2017.

Staff from other government offices, including Immigration New Zealand – Visa Services and MBIE’s Labour Inspectorate, will be relocated to the site from separate premises in Wellington at the same time. Staff from these offices will initially increase the on-site total to 240.

The remaining 60 headcount is set aside for growth, however, this proposal assumes that the new premises are fully functioning at capacity of 300 from day one.

3.4 Hours of Operation and Shared Work Arrangements

The centre will operate during typical business hours (expected to occur between 7am and 6pm), Monday to Friday.

Shift working may occur between the hours of 7am and 3pm, 9am and 5pm, and 10am and 6pm to suit employee responsibilities and commitments. Staff involved with inspection work will visit the site once a week and otherwise be based elsewhere “on call” as required. These flexible working arrangements mean the parking demand for the overall premises is lower than the total number of employed staff, as discussed later.

3.5 Access & Manoeuvring

Existing vehicle access to the site is provided via the existing shared access with the Bunnings Warehouse from the western side of Heriot Drive.

Existing pedestrian access to the site includes a footpath that follows the main vehicle access route through the Bunnings Warehouse car park (from Heriot Drive). Two sets of pedestrian steps provide access to the upper level parking area from Heriot Drive. One set are located at the southern end of the site, and the second set of steps are near the lower level covered parks at the northern end of the site. The second set provide convenient access between the Ministry of Education offices and their secure car storage area.

3.6 Parking

Parking for the Ministry of Education staff will continue to be provided for as approved, with 12 covered spaces on the lower level parking area at the north of the site, and the adjoining 16 uncovered spaces shared equally with Bunnings Warehouse or other staff on the application site.

Parking for the new call centre consists of the existing 131 unallocated spaces on the site, being 115 on the upper level and 16 on the lower level. The parks will be provided free to call centre staff on a first-in-first-served basis, with some spaces marked for use by company cars.

There is also room for about 4 more spaces in front of the former loading bay doors, which will be altered/removed to accommodate the call centre floor layout.

As explained in Section 3.2 of the Transportation Assessment Report by TDG attached at Appendix C, *“the existing on-site carparking and circulation routes have been designed in accordance with the District Plan as well as AS/NZS 2890.1 2004 ‘Part 1: Off-Street Car Parking’ (‘AS/NZS 2890.1’)”*.

The Porirua Census figures indicate 59% of the local community drive to work in Porirua. MBIE has advised following preliminary discussions with its staff that a similar percentage currently drive to the Walton Leigh Avenue call centre office. They have also noted that an average of 15 inspectors would be working away from the site on a typical day, with their vehicles.

The TDG report calculates for 300 staff, 177 would drive a car based on the 59% Census figure. Subtracting the 15 inspectors who are away each day, TDG calculates that 162 parking spaces will be required to serve the call centre. This is a shortfall of 31 on-site parking spaces.

The TDG report notes that they have observed an average availability of 28 on-street parking spaces in the immediate area, with more parking availability in the wider areas of public on and off-street parking. The proposal includes reliance on the on-street parks to make up the likely shortfall. The effects of this are discussed at Section 6, with reference to the TDG report.

3.7 Development Levies.

3.7.1 Policy On Development and Financial Contributions (2015)

Although not a matter for consideration under s104, it is noted that Development Contributions previously administered under the District Plan are now administered in accordance with Local Government Act 2002, and area payable under the Porirua City Council Policy On Development and Financial Contributions, dated 1 July 2015. The Policy states:

“From 1 July 2015, growth related costs for roading and recreation and civic developments listed in the Long Term Plan (LTP), that were previously collected from new developments as financial

contributions through the District Plan, will be collected as development contributions through the Council's Development Contributions Policy (DCP)"

The applicant/consent holder has already paid the previously required Recreation and Civic Development Contribution and roading and servicing contribution (Bulk Services Levy) for the existing development on site, as required by Consent Conditions 6 and 7 of Resource Consent RC5679, set out as follows:

"6. Prior to the commencement of construction of the building, the consent holder shall pay a Recreation and Civic Development Contribution based on \$6.18 (incl. GST) per square metre of gross industrial floor area and \$12.38 (incl. GST) per square metre of gross commercial/office floor space (or any rate which applies at the time of building consent application) or floor space. This levy currently equates to \$65,733 for this development based on a total proposed additional gross floor area of 6650 square metres".

"7. Prior to the commencement of construction of the building, the consent holder shall pay a total Bulk Services Levy of \$675 for proposed building, (or at any rate for this area that is applicable at the time of payment) as per Section R5-E7 of the Porirua City District Plan".

3.7.2 Recreation & Civic Development Levy / Development Contributions Waiver Sought

The original payment of a Recreation and Civic Development Levy (RCDL) appears to be based on 500m² of industrial floor area (storage use for tenancy 1) and 5060m² of non-industrial floor area (tenancies 1, 2, and 3 excluding non-useable areas).

The proposal requires all of the available floor area of previously approved tenancies 1 and 2 to be fitted out for non-industrial use. While there is no overall floor area increase, the non-industrial floor area within the building will increase by 500m². A payment of \$3090 has already been paid for this area at the industrial rate. The balance based on the original rate of \$12.38/m² is \$3100 (being \$6190 - \$3090). It is requested that any additional amounts that may be due at the previously approved RCDL rate or any current rates not be required to be paid for the current proposal.

On the basis of previous payments made and the positive social and economic effects approval of the proposal will have on the City, no further payment should be taken for Reserves and Parks and Landscape matters under the new Policy.

3.7.3 Bulk Services Levy / Development Contributions Waiver Sought

The Bulk Services Levy that applied prior to the 2015 Development Contributions Policy has been repealed. It is understood that the Council is not able to take a Development Contribution under the new Policy when the earlier one has been applied, or is till referenced in consent conditions.

The applicant seeks that the rates applicable under the existing consent RC5679 continue to apply to the proposal. This is permitted under the Council's Policy on Development and Financial Contributions.

3.7.4 Opportunity for Waiver of Development Contribution

The circumstances when a development contribution is not required are set out at section 1.5 of the Policy, as follows:

Council will not require a development contribution if:

- *under s108(2)(a) of the RMA, it has imposed a condition on a resource consent in relation to the same development for the same purpose; or*
- *the developer will fund or otherwise provide for the same reserve network infrastructure, or community infrastructure; or*
- *it has received, or will receive, full funding from a third party.*

Council will at its sole discretion determine when development contributions are not applicable.

The first bullet point above is met by the existing resource consent RC5679 for non-industrial activities on the site, and the required payments have been made for the approved development.

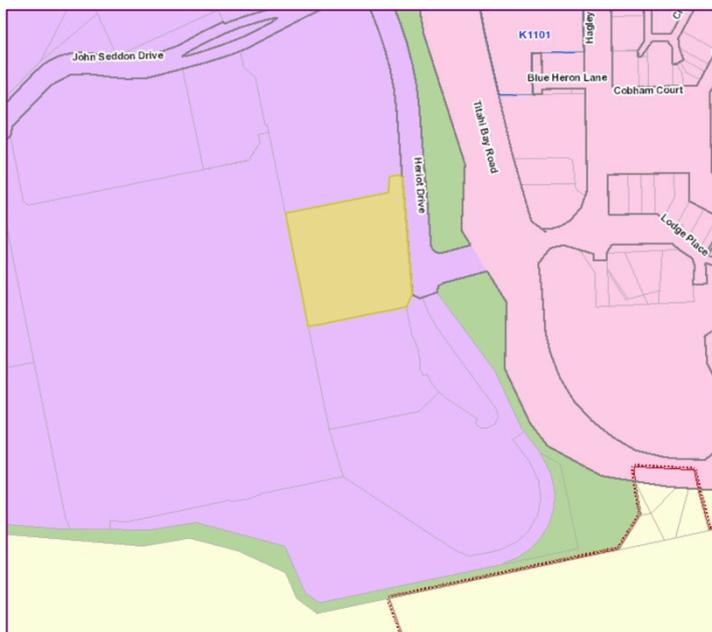
The current proposal is another non-industrial activity using the same overall floor area so by implication the necessary financial contribution has been made.

4. Relevant Planning Provisions

4.1 Operative District Plan

The application site is within the Industrial Zone of the Operative Porirua City District Plan (which became operative on 1 November 1999). It is noted within a Landscape Protection or Seismic Hazard Policy Area.

The application site is shown centrally, shaded yellow, in the centre of the District Plan extract below.



Annotated Extract from Porirua City Council's Online GIS Mapping Information 2012 showing zoning and overlays.

The effects of activities and buildings within the Zone are managed through the use of rules and standards. Where a proposal is unable to comply with one of these, a resource consent is required. It is noted that once the need for a resource consent is triggered, rules and activity standards act as guidelines only.

4.2 Reasons for Resource Consent

The proposal requires use resource consent because the use of the site for a non-industrial activity does not comply with the Permitted Activity Standards Parking within the Industrial Zone.

4.2.1 Land Use Activities

Industrial Zone Rule D2.1.1(i) states that the following, among other things, is permitted in the Industrial Zone: *“All activities which are not a controlled, restricted discretionary, discretionary, or prohibited activity, and do not exceed any permitted activity standard”*.

The proposal is a non-industrial activity and is not specifically listed under any other activity category.

Rule D2.2.1 sets out the Permitted Activity Standards. The proposal is assessed against each of these in the following table.

4.2.2 Compliance with Industrial Zone Permitted Activity Standards

District Plan Rule	Requirement (Paraphrased)	Compliance
Car Parks	<p>The minimum number of car parks on a site per 100 m² gross floor area shall be:</p> <p>(a) Industrial activities = 2.</p> <p>(b) Non-industrial activities = 4.5.</p> <p>Car parks to be provided on site and constructed to the technical standards of Part H of the District Plan.</p>	<p>Does Not Comply – The Gross Floor area of the existing MoE Tenancy (682m²) and the proposed Call Centre (4,930m²) is 5,612m². This area of non-industrial activity triggers 253 parks</p> <p>A total of 143 on-site parks are proposed, comprising 131 parks for the call centre, and 12 covered parks used by the MoE Tenancy. This is a shortfall of 110.</p>
Earthworks	<p>Apart from earthworks (cut and fill) under a proposed building and building platform which do not extend further than 2 metres beyond the exterior walls of any proposed building when measured in plan view:</p> <p>(i) Earthworks in a 12 month period shall not exceed:</p> <p>(a) 25m² in area within a riparian setback, or</p> <p>(b) 400m² in area elsewhere in the Industrial Zone, or</p> <p>(c) 0.5 metres in height or depth. In a riparian setback and 1.5 metres in height or depth elsewhere.</p> <p>(ii) Earthworks shall not be undertaken on land with a slope in excess of 45 degrees.</p>	N/A – No earthworks Proposed.
Financial Contributions	<p>The payment of all financial contributions in respect of a permitted activity as provided for in Part E of this plan shall be made before the commencement of that activity.</p> <p>Part E has been replaced by the Porirua City Council Policy On Development and Financial Contributions, dated 1 July 2015.</p>	<p>N/A because Part E has been replaced with a process under the Local Government Act.</p> <p>This application requests the relevant development contributions be reduced / waived based on payments made for existing building to date and no increase in gross floor area is involved with current proposal (refer section 3.7).</p>
Hazardous Substances (HS)	No activity shall exceed a HS Threshold of 1.0.	N/A – No hazardous substances involved with proposal.
Height	10m maximum building height (including any sign).	N/A – No new buildings proposed. Part of existing building approved to 14m.

District Plan Rule	Requirement (Paraphrased)	Compliance
Height Recession Plane	All buildings must be within a building envelope of 3m height and a vertical angle of 45° into the site, measured from any point along the boundary of the site with a Suburban or Rural Zone.	N/A – The proposal does not involve any new buildings.
Loading	All loading and unloading of goods shall take place within the site and clear of all yards.	Yes – can be complied with (if any are required).
Noise	Various – measured within the Industrial Zone, and other adjoining zones for activities and for construction activities.	Office activities proposed - can comply.
Signs	Any sign provided that: (a) the sign relates to activities on the site, (b) no sign which is visible to drivers on a State Highway is the shape or colours of any traffic control sign or is a flashing sign, and (c) no sign shall be sited in a manner which restricts visibility to and from intersections and vehicular access points. Note: Refer to the maximum permitted height standard.	N/A – There are no signs proposed but any future signage could comply with these standards, including the height standard.
Yards	The minimum yard requirements for any site shall be: (a) Front Yard Minimum front yard - 5m. (b) Other yards Minimum yards at any boundary with the City Centre, Suburban or Rural Zone - 5m.	N/A – no buildings proposed.

The proposal complies with all Discretionary Standards and is not specifically listed in any other activity category for the Suburban Zone. Based on the above assessment the proposal is a Discretionary Activity under Industrial Zone Rule D2.1.4(i), as follows:

D2.1.4 Discretionary Activities

Any one or more of the following are discretionary activities:

- (i) *All activities which are not a permitted, controlled, restricted discretionary, or prohibited activity, and are not specified in D2.1.5 (ii) as a non complying activity and which do not exceed any discretionary activity standard.*

5. Statutory Assessments

5.1 Section 104 Requirements

Section 104 of the Resource Management Act (the Act) sets out the matters that must be had regard to when assessing the merits of a consent application. The relevant parts of Section 104 in respect of the proposal are set out below:

- (1) *When considering an application for a resource consent and any submissions received, the consent authority must, subject to Part 2, have regard to—*
 - (a) *any actual and potential effects on the environment of allowing the activity; and*
 - (b) *any relevant provisions of—*
 - (i) *a national environmental standard;*
 - (ii) *other regulations;*
 - (iii) *a national policy statement;*
 - (iv) *a New Zealand coastal policy statement;*
 - (v) *a regional policy statement or proposed regional policy statement;*
 - (vi) *a plan or proposed plan; and*
 - (c) *any other matter the consent authority considers relevant and reasonably necessary to determine the application.*
- (2) *When forming an opinion for the purposes of subsection (1)(a), a consent authority may disregard an adverse effect of the activity on the environment if a national environmental standard or the plan permits an activity with that effect. ...*
- (3) *A consent authority must not,—*
 - (a) *when considering an application, have regard to—*
 - (i) *trade competition or the effects of trade competition; or*
 - (ii) *any effect on a person who has given written approval to the application:*

The assessments required to be made under Sections 104(1)(a) and (b) are included in the following sections of this report:

- Matters contained in Part 2 of the Act – Section 7;
- Effects of the proposal on the environment – Section 6;
- National Environmental Standards – Section 7;
- National Policy Statements – Section 7;
- Regional Policy Statements and Plans – Section 7;
- District Plan Objectives and Policies – Section 7; and
- District Plan Rules – Section 4.

In respect of Section 104(1)(c), there are no “other matters” considered relevant.

In respect of Section 104(2), an assessment of the Permitted Baseline is included at Section 6, and.

In respect of Section 104(3) there are no trade competition matters, and details of written approvals sought in respect of this application are included at Section 5.3.3.

5.2 Determination of Applications

Sections 104A-104D of the Act set out particular restrictions on determining applications for controlled, restricted discretionary, discretionary, or non-complying activities. The relevant provision in respect of the proposal is **Section 104B**, which provides that:

Determination of applications for discretionary or non-complying activities After considering an application for a resource consent for a discretionary activity or non-complying activity, a consent authority –

- (a) may grant or refuse application; and
- (b) if it grants the application, may impose conditions under section 108.

5.3 Notification Assessment

5.3.1 Sections 95A to 95E

Section 95A sets an assessment framework for the decision maker, and provides that any decision to publicly notify an application is at Council’s discretion. However, Council must not publicly notify an application if a relevant rule precludes public notification, or if the adverse effects are no more than minor and the applicant does not seek public notification.

Section 95A(4) allows the consent authority to notify an application if it decides that special circumstances exist in relation to the application.

In making these decisions, a consent authority may disregard adverse effects that are within the “permitted baseline”. The authority must also disregard any effects on those persons who have given written approval to the proposal.

As part of the notification decision making process, under Section 95B, a consent authority must decide under Sections 95E and 95F if there are any persons affected by an application, based on a decision as to whether the adverse effects of the proposal are minor or more than minor (but not less than minor).

Under Section 95E to avoid any form of notification, an applicant must demonstrate that the effects of the proposal are less than minor. Therefore the range of effects between *de minimis* and minor are considered “not to affect” any party.

5.3.2 Assessment of Affected Parties

The following is an assessment of the effects of the proposal on adjoining properties and other properties nearby intended to identify whether there are any parties likely to be affected by the proposal.

The assessment is based on the breaches of the Permitted Activity Standards in terms of the potential traffic/parking effects that could result from the breaches of the standards.

Parking/Traffic Effects

All development is required to cater for parking demand. Non-Industrial activities are required to provide 4.5 parking spaces per 100m² gross floor area in locations that ensure

efficient on-site manoeuvring with no overspill effects that would impact on the efficiency and safety of the road or shared accessways.

The breaches of the permitted activity standards for parking have limited adverse effects and will be largely contained within the site, or less than minor when experienced beyond the site boundaries. This is in part because the proposal relies on an existing lawfully established building and on-site parking and access arrangement. The site can accommodate up to 300 new staff and largely provide sufficient on-site parking to meet the predicted demands of existing and proposed staff, with little or no adverse effects on other parties beyond the site boundaries. A shortfall of 30 spaces has been calculated by TDG and can be met within the available roadside spaces without impacting on the parking resource relied upon by others.

The 131 parks proposed for the call centre and existing MoE tenancy are unallocated spaces that exist on the application site, and have been marked out to meet the relevant standards for on-site manoeuvring in compliance with conditions of resource consent RC5679. The proposal will not alter this, or the agreed shared arrangements with Bunnings Warehouse for parking and access, and does not require any higher standards to be applied to the parking layout.

The existing access and parking layout has been confirmed by the applicant's transportation consultants TDG as being fully compliant with the relevant standards. This ensures that on-site manoeuvring and parking, including visitor parking, will be able to occur without adverse effects on the safe, efficient, and effective operation of the surrounding road network.

The proposal will not have any adverse effects on other adjoining properties, such as Te Wananga O Aotearoa Te Kuratini O Nga Waka, owners of 5 Heriot Drive, adjoining site to the south, or S L Central Park Limited, the owners of Lot 2 DP 368423, adjoining site to the west. These adjoining landowners were consulted and written approvals obtained from them for the Target Furniture Hypermart because of changes to access arrangements and servicing, which were approved under RC5679 and are now in place. The proposed shortfall in parking has no impact on these properties, and there is no shared access arrangements / easements involving them that would be impacted by the proposal.

Overall, all on-site parking and related visual effects will be contained within the site boundaries, which by implication have been approved by the applicant and the government office tenancies. Therefore any adverse parking effects will be less than minor and there are no parties considered likely to be adversely affected by the shortfall of parking spaces on the site.

5.3.3 *Results of Consultation*

Section 36A of the Act confirms that an applicant for a resource consent does not have a duty to consult in respect of any resource consent application. This is confirmed again at Clause 1A of the Fourth Schedule to the Act. However Clause 1(h) of the Fourth Schedule requires the following information to be included in an AEE:

Identification of the persons affected by the proposal, the consultation undertaken, if any, and any response to the views of any person consulted:

Consultation has not been undertaken with any parties, other than general discussions between the applicant and representatives of Bunnings Warehouse as a courtesy, and a meeting with Council officers to discuss parking matters when developing the application proposal.

5.3.4 Notification Conclusion

It is considered unnecessary to publicly notify this proposal or serve notice of the application on any party because:

- (a) The relevant effects of the proposal on potentially affected parties have been considered at Section 5.3.2 and it was concluded that the effects of the proposal on those persons will be less than minor, because:
 - (i) The proposal relies on an existing, lawfully established building and parking area, and all parking spaces, manoeuvring and access areas comply with the relevant standards. No new external structures or changes to the existing site layout are proposed. Any new signage would be discrete and comply with the District Plan so there will be no noticeable adverse visual effects;
 - (ii) The additional parking demand for road-side spaces can be accommodated within the local area, as confirmed by TDG in the transportation assessment attached at Appendix C. Mitigation measures have been incorporated into the proposal (i.e. information confirming a parking demand of 59% and 15 inspection staff working away from the site on any one day) to ensure potential adverse parking effects will be contained within the boundaries of the site and therefore less than minor and acceptable within the existing environment;
 - (iii) The potential and parking, pedestrian and vehicle safety and efficiency effects of the proposal are either permitted or less than minor, and so minimal that no parties have been identified as potentially affected; and
 - (iv) While the site is zoned Industrial, the surrounding environment is commercial in character, being one of the reasons for considering the Target Furniture Hypermart and MoE tenancy to be consistent with that character, and approving their establishment on the site. The proposal will not alter the appearance of the approved building, and is therefore similarly consistent with the visual character of the surrounding area.

- (b) The proposal does not result in new or increased effects on the environment than those considered relevant effects on the persons who provided written approval to the Target Furniture Hypermart and MoE tenancy approved under RC5679. Those parties were consulted prior to approval of RC5679 because of proposed amendments to boundaries and/or use of shared easement areas for access and parking and servicing. These matters have since been resolved with the approval of RC5679 and compliance with the consent conditions. The current proposal will

not alter the previously agreed arrangements, in particular those with Bunnings Warehouse.

- (c) The wider public will not be disadvantaged in any way by non-notification of the proposal (certainly in terms of relevant matters to be addressed under the Resource Management Act).

Therefore, it can be concluded that this proposal can be assessed via a non-notified process and written approval is not required to be obtained from any other party.

6. Assessment of Effects on the Environment

This Assessment of Effects on the Environment (AEE) has been prepared in a detail that corresponds with the scale and significance of the effects that the proposal may have on the environment, and is in accordance with Section 88(2)(b) of the Resource Management Act 1991 (the Act) and Clause 1(d) of Schedule 4 to the Act.

The AEE below takes into account the mitigation measures offered in the application and makes a comparison with relevant aspects of the existing environment.

6.1 Assessment Criteria

As the proposal is a Discretionary Activity, any matter can be considered for the assessment of the environmental effects of the proposal.

In respect of Sections 104 and 104B of the Act, the relevant objectives and policies of the District Plan for Industrial Zone, and Transportation, provide guidance for assessing the relevant effects of the proposal. An assessment of the relevant provisions is provided at Section 7.4.

Collectively, these provisions place emphasis on managing the effects of activities to ensure the amenity, safety, health, and convenience for the benefit of residents, people working in the area, and the natural and physical environment is maintained, and that the roading network within the area is a safe and efficient.

The relevant matters can be grouped under the following headings:

- Visual and other amenity effects;
- Safety, health, and convenience effects;
- Traffic, access, and parking effects; and
- Effects on the natural environment.

The following sections cover these matters and assess them in the context of the proposal.

6.2 Permitted Baseline

Case law and the provisions of Section 104(2) of the Resource Management Act have established the “Permitted Baseline”. When assessing effects and identifying affected parties the Consent Authority has the discretion to disregard adverse effects on the environment of activities that are permitted by a National Environmental Standard or a rule in a plan, or that have been granted a resource consent.

The Permitted Baseline includes:

- Activities in lawful existence on the site;
- Non-fanciful activities that could be conducted on the site as of right (i.e. without requiring a resource consent); and

- Activities which could be carried out under a granted, but as yet unexercised, resource consent.

The District Plan permits a mix of activities to establish and operate within the Industrial Zone subject to complying with permitted activity standards. The parking standard is the only standard that the current proposal cannot meet, but the permitted baseline for parking set in the District Plan is not helpful for comparison with likely demand for parking by government office staff. However, the existing environment is relevant.

The existing consent RC5679 approved the establishment of non-industrial activities on the site based on a parking rate that was much less than the District Plan requirement of 4.5 spaces per 100m² gross floor area. The approved rate for 500m² of industrial floor area (storage) and 5,110m² non-industrial floor area (i.e. essentially the same total gross floor area now proposed for fully non-industrial use), was 2.3 spaces per 100m². It was noted in the planning report for RC5679 that *“In comparison, the Megacentre has 2.1 carparking spaces per 100m²”*.

For comparison, based on all of the floor area being used for non-industrial activities, the current proposal offers 1.8 parks per 100m² floor area. The proposed rate for office activities doesn't easily compare with the approved rate for predominantly large format retail with some office activities. The vehicle movements associated with the two types of activity also differ.

6.3 Amenity

The Resource Management Act 1991 definition treats amenity values as a number of interrelated factors, namely:

“those natural and physical qualities and characteristics of an area that contribute to people’s appreciation of its pleasantness, aesthetic coherence, and cultural and recreational attributes

Land form, structures, vegetation cover, access to sunlight, shading, lighting levels, background noise, traffic movements, and the experience of seeing and hearing people and activities on a site are all components of amenity. Combined, these features contribute to the character and amenity values experienced within a neighbourhood and the enjoyment of a site and its surroundings.

The relevant component effects of amenity in respect of the application site and the proposal are addressed in the following sections 6.3.1 and 6.3.2. These relate to visual and other effects, safety, and health and convenience effects.

6.3.1 Visual and other Amenity Effects

The site has been developed with modern attractive buildings and landscape planting that help to enhance its appearance within the Industrial Zone. While the site is zoned Industrial, the surrounding environment is commercial in character, being one of the reasons for considering Target Furniture Hypermart and MoE tenancy to be consistent with that character, and approving their establishment on the site. The proposal will not

alter the appearance of the approved building, and is therefore similarly consistent with the visual character of the surrounding area.

The proposal relies on the existing, lawfully established building and parking area. No new external structures or changes to the existing site layout are proposed. Any new signage would be discrete and comply with the District Plan so there will be no noticeable adverse visual effects.

Being office activities, the proposal will not result in adverse effects on amenity values through noise or odour emissions.

Therefore, any adverse effects on visual or other amenity values will be consistent with the effects of a permitted / lawfully established non-industrial activity on the site, or less than minor.

Approval of the proposal will help to rejuvenate the existing environment and make better utilisation of idle land.

6.3.2 Safety, Health, & Convenience Effects

The use of the existing car park by more people and vehicles will increase the activity on the site from the existing low use arrangement. However, the site layout design can safely and efficiently accommodate the proposed number of people/vehicles and associated traffic movements, without adverse effect on the safety and convenience of pedestrians and motorists accessing the site, the Bunnings Warehouse or other areas in the vicinity of the site.

Being office activities, the proposal will not result in adverse health effects through such things as noise or odour emissions.

Therefore, any adverse effects on safety, health, and convenience will be consistent with the effects of a permitted / lawfully established non-industrial activity on the site, or less than minor.

6.4 Traffic, Access and Parking Effects

The provision of a purpose-built centre catering for 300 staff in close proximity to the commercial area of the City will offer positive economic and social benefits to the retailers and service providers. However, insufficient provision for on-site parking has the potential to result in parking overspill onto the adjoining road and/or reverse manoeuvring or delays in exit and entry to the site that could present a hazard or impediment to the safe and efficient operation of Heriot Drive.

Parking

The parking spaces on the site are all of sufficient dimensions to ensure provision of on-site parking that complies with the District Plan requirements for Industrial Activities.

The parking provision to cater for the demands of the proposed and existing activities on the site relies on an existing approved on-site parking and access area. This ensures

vehicle-manoeuving activities will occur on the site and not result in adverse efficiency or safety effects on the roading network, including pedestrian areas.

Up to 30 staff vehicles may need to park on the side of Heriot Drive North, Heriot Drive South and nearby roads such as the northern and southern extensions of Hagley Street and John Seddon Drive. These carriageways are sufficiently wide and, based on the survey undertaken by TDG, on average there are 28 unused spaces available for parking in the vicinity of the site. Therefore there is little risk of the proposal undermining the efficiency and safety of the roading network.

Traffic and Access

Access to the site and some parking areas are shared with adjoining property to north at 9 Heriot Drive (occupied with Bunnings Warehouse).

There are two existing safe pedestrian accesses to the site, which encourage safe and efficient pedestrian flow between the site, Bunnings Warehouse and the city centre . A set of steps provides connectivity between the site and the Bunnings Warehouse, enabling and encouraging efficient use of the car parks along the lower level service lane area (where the covered MoE parks are). The second access provides safe pedestrian access from Heriot Drive. A sign (required by condition 11 of RC5679) has been installed at the bottom of Heriot Drive showing customers where the pedestrian access from Heriot Drive to the building on the site is, since the access may ve partially screened by the on-site landscaping.

The proposal is expected to have similar transportation effects to those approved under Resource Consent RC5679. These were assessed as being able to be accommodated on the surrounding local road network without compromise to the safety and operational efficiency of the existing road environment.

Therefore there are no potential adverse traffic, access or transportation effects likely to result from the proposal.

Managing the Parking Demand

The TDG report notes at Sections 4.4 and 4.5 that *“the site is conveniently located within a 5-minute walk of the city centre, and within approximately a 10-minute walk of the bus and rail transport nodes, from which regular services provide good connectivity with the immediate suburbs and the wider district. In this manner, it is reasonable to expect that a significant proportion of staff relocating to the development site would continue to commute using public transport.*

In addition to those using public transport, the building fit-out, which includes the provision of showers, changing rooms and lockers, will in turn positively support and encourage staff to use active modes, further assisting in promoting forms of transport other than by car”.

and

“Whilst it is acknowledged that commuter travel and parking demands can vary on a daily and weekly basis, and that it is therefore difficult to be precise about the level of parking demand generated by staff, the assessment above is considered to provide a ‘worst case’ scenario, that has taken account of the most recent detailed travel mode choice information associated with employees working in central Porirua.

The parking forecast assessment indicates that a total parking demand of 162 spaces could be generated by the 300 staff (taking account of the 15 inspectors), based on the generic census data.

The site provides 131 parking spaces, and surveys show there is an average of 28 vacant on- street spaces nearby. With more available public parking in other on and off-street areas through the wider central city, it is assessed that the estimated (conservative) parking demands can be met without the need for other mitigation or intervention”.

In addition to these conclusions the TDG report sets out a table of sustainable travel practices to provide further guidance on how to manage private vehicle trips associated with staff commuting to and from the site. These travel practises are already encouraged by the call centre management and supported by the staff at their existing work premises, and include car pooling, and end of trip facilities including bicycle parking, showers, lockers etc. The TDG report recommends that these measures could be incorporated into a Workplace Travel Plan, to further help ensure that parking is maintained at levels that can be managed through a combination of on-site and on-street spaces.

Overall

Overall it is concluded that any adverse traffic, access, and parking effects of the proposal will be contained within the site boundaries and/or be less than minor.

6.5 Effects on the Natural Environment

No physical disturbance of land is proposed, no inappropriate building materials have been used for the existing premises, and all existing servicing of the site has been installed to meet the relevant standards. Any new servicing will also meet the relevant requirements.

Accordingly there is no risk of contamination by silt or oxidised building materials in stormwater released from the site that could harm any downstream waters and the coastal environment. Being office activities, there is no risk of air-discharges or other forms of discharge to the natural environment from industrial activities occurring on the site.

6.6 Summary of Effects

The District Plan includes methods for managing adverse environmental effects on local “amenity” while protecting the efficiency and safety of roads and pedestrian areas, and maintaining and enhancing the economic and social wellbeing of the community. These methods include minimum acceptable standards for the bulk and location of buildings, parking and access. By requiring consents to be obtained for activities that cannot meet one or more of these standards, the Council is able to assess the effects on the

environment, and may also impose conditions or other methods of control to ensure the intentions of the District Plan for the zone are met.

As assessed above, the proposed breach of the permitted activity standards for parking has limited adverse effects and these will be largely contained within the site, or less than minor when experienced from beyond the site boundaries.

This is because the parking demand predicted for the proposal can be met by the on-site car-parking spaces, and any overspill can be accommodated within unused spaces on the road-side with little or no risk of unacceptable pressure on the available parking resource.

In particular the TDG report concludes:

“Although the parking provision does not meet the District Plan requirement in terms of supply, it has been shown that the proposed on-site parking, along with residual on-street capacity nearby, is sufficient to meet the forecast demands associated with the on-site call centre staff complement”.

On the basis of the above assessment it can be concluded that any adverse effects of the proposal will be less than minor, or can be managed to an acceptable level through the use of suitably worded consent conditions.

7. Other Section 104 Assessments

This section sets out the remaining assessments required under Section 104(1)(a) and (b) of the Act.

7.1 National Environmental Standards

There are National Environmental Standards (NES) in place for Air Quality, Sources of Drinking Water, Telecommunication Facilities, Electricity Transmission Activities and Assessing and Managing Contaminants in Soil to Protect Human Health.

The site is not identified as a Potentially Contaminated Site on the District Council's online GIS Mapping System.

None of the NES are applicable to the proposal and the application site.

7.2 National Policy Statements

In addition to the New Zealand Coastal Policy Statement, there are National Policy Statements (NPS) in place for Freshwater Management, Renewable Electricity Generation, and Electricity Transmission.

None of these NPS are applicable to the proposal and the application.

7.3 Regional Policy Statements and Plans

7.3.1 Regional Policy Statement

The most relevant part of Greater Wellington Regional Council's Regional Policy Statement (Operative 24 April 2013, (Regional Policy Statement) in respect of the proposal are the objectives and policy that relate to urban design and amenity and water quality. The relevant provisions are commented on in the following paragraphs.

Policy 42 – Minimising contamination in stormwater from development

This policy lists a range of measures that can be undertaken to assist in the reduction of adverse stormwater effects. One measure is to avoid or mitigate the effects of contamination from zinc or copper roofing materials. The existing building does not use such roofing and cladding materials. No new building or earthworks are proposed.

The stormwater effects of the proposal can be managed so as to be less than minor, and therefore consistent with this policy.

Policy 57 – Integrating landuse and transportation

This policy seeks to achieve a comprehensive set of transportation outcomes within the Wellington Regional Land Transport Strategy. Traffic likely to be generated by proposed development is consistent with the level of development expected in the area and can be

accommodated within the existing transport network without adverse impacts on its safe and efficient operation. The proposal meets the intentions of this provision.

Policy 58 – Co-ordinating landuse with development and operation of infrastructure

This policy seeks to make efficient and safe use of existing infrastructure and is co-ordinated with new infrastructure. It is considered that the existing infrastructure network can accommodate the additional demand associated with the proposed call centre. The proposal is therefore consistent with this provision.

7.3.2 Regional Plans

The proposal has been assessed against the Operative Regional Plans for the Greater Wellington Region and the proposed Natural Resources Plan and there are no triggers for resource consents required to be obtained under these Regional Council plans.

7.4 District Plan Objectives and Policies

7.4.1 Industrial Zone Objective and Policies & Anticipated Environmental Outcomes

C2.1 Objective	<i>TO PROMOTE THE SUSTAINABLE MANAGEMENT OF PORIRUA CITY'S INDUSTRIAL RESOURCE BY ENCOURAGING A WIDE RANGE OF ACTIVITIES TO ESTABLISH PROVIDED ADVERSE EFFECTS ARE AVOIDED, REMEDIED OR MITIGATED.</i>
C2.1.2 Policy	<i>To recognise the importance of the sustainable management of the few remaining large industrial allotments in the City.</i>
C2.1.3 Policy	<i>To allow a wide range of activities in the Industrial Zone provided any adverse environmental effects on the environment are avoided, remedied or mitigated.</i>
C2.2 Environmental Outcomes Anticipated	
<i>The following environmental outcomes are anticipated:</i>	
C2.2.1	<i>The Industrial Zone will continue to be an attractive location for industry, providing both employment opportunities for local residents, and enhancing their economic and social wellbeing.</i>
C2.2.2	<i>The protection of the remaining large industrial allotments from incremental subdivision in order to attract large new industry to the City.</i>
C2.2.3	<i>The environmental effects of activities will be managed and monitored in order to maintain a satisfactory level of amenity, safety, health and convenience for the benefit of residents, people working in the area, and the natural and physical environment.</i>

These provisions seek to ensure that the effects of activities within the Industrial Zone are appropriately managed, and opportunities for industrial development are not lost by fragmentation of large sized industrial lots. The effects of activities in the Industrial Zone need to be managed so that a satisfactory level of amenity, safety, health, and convenience for the benefit of residents, people working in the area, and the natural and physical environment is maintained. There is also a goal of providing employment opportunities and enhancement of social and economic wellbeing.

The proposed non-industrial activity will make efficient use of an existing site with an existing building, previously approved for predominantly non-industrial activities, and will not result in fragmentation of the industrial land resource.

The assessment of effects of the proposal at Section 6 of this application concludes that the adverse environmental effects of the proposal will be less than minor, and can be avoided or mitigated.

The provision of a purpose-built centre catering for 300 staff in close proximity to the commercial area of the City will offer positive economic and social benefits to the retailers and service providers in the City and may have further spin-offs as staff decide to move to the City rather than commuting from elsewhere.

The overall development will achieve the anticipated environmental outcomes for the Industrial Zone and is therefore consistent with the relevant objectives and policies for the zone.

7.4.2 Transport Objective and Policies

C7.1 Objective	<i>TO ACHIEVE A SAFE AND EFFICIENT TRANSPORTATION NETWORK THAT ENABLES THE PEOPLE OF THE CITY AND THE WIDER COMMUNITY TO PROVIDE FOR THEIR SOCIAL AND ECONOMIC WELL-BEING WITHOUT CREATING SIGNIFICANT ADVERSE ENVIRONMENTAL EFFECTS.</i>
C7.1.2 Policy	<i>To ensure that the adverse effects of land use and development on the efficiency and safety of the transportation network are taken into account, and any intersection or frontage conflicts are avoided or minimised or remedied as appropriate.</i>
C7.1.9 Policy	<i>To ensure that all activities provide adequate on-site visitor parking.</i>

Transport Objective C7.1 and the relevant supporting Policies C7.1.2 and C7.1.9 seek to ensure that the effects of land use and development on the transportation network are appropriately managed so that it continues to operate in a safe and efficient manner, and remain attractive with high amenity standards (Reference: Anticipated Environmental Outcome C7.2.2 “*Through good design and adequate landscaping to secure an attractive transportation network with high amenity standards*”).

This includes addressing the locations of activities and vehicle crossings to avoid conflicts and ensuring sufficient provision for on-site manoeuvring and parking, and adequate landscape planting.

The explanation for Policy 7.1.9 in the District Plan advises that this policy “*is aimed at ensuring that little or no reliance is placed on the roadside as a parking area*”.

The parking spaces on the site are all of sufficient dimensions to ensure provision of on-site parking that complies with the District Plan requirements for Industrial Activities.

The parking provision to cater for the demands of the proposed and existing activities on the site relies on an existing approved on-site parking and access area. This ensures

vehicle manoeuvring activities will occur on the site and not result in adverse efficiency or safety effects on the roading network, including pedestrian areas.

Up to 30 staff vehicles may need to park on the side of Heriot Drive North, Heriot Drive South and nearby roads such as the northern and southern extensions of Hagley Street and John Seddon Drive. These carriageways are sufficiently wide and on average there are 28 unused spaces available for parking in the vicinity of the site. Therefore there is little risk of the proposal undermining the efficiency and safety of the roading network.

The proposal is therefore consistent with Transport Objective C7.1 and the relevant supporting Policies C7.1.2 and C7.1.9.

7.4.3 Summary of Objective and Policies Assessment

The above assessment confirms that the proposed call centre together with the existing Ministry of Education office is consistent with the relevant Objectives and Policies of the Porirua City District Plan for the Industrial Zone, and Transport as follows:

- Industrial Zone Objective C2.1 and supporting policies C2.1.2 and C2.1.3;
- Transport Objective C7.1 and supporting policies C7.1.2 and C7.1.9.

The proposal will introduce a significant mixed-use activity, while maintaining the level of amenity anticipated by the District Plan for the Industrial Zone. As assessed in the transportation report by TDG attached at [Appendix C](#), the proposal will provide adequate on site parking and will not have adverse effects on the surrounding road network.

Therefore the proposal is not inconsistent with relevant District Plan Objectives and Policies

7.5 Part 2 Assessment

Part 2 sets out the Purpose and Principles of the Act.

Section 5 sets out the Purpose of the Act, to “*promote the sustainable management of natural and physical resources*”.

“managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—

- (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and*
- (b) safeguarding the life-supporting capacity of air, water, soil and ecosystems; and*
- (c) avoiding, remedying, or mitigating any adverse effects of activities on the environment”.*

Paraphrased, the Act seeks to achieve an appropriate balance between enabling people and communities to provide for their wellbeing and their reasonable needs now and in the future and the adverse environmental effects of activities on natural and physical resources.

The principles set out in Section 6, 7 and 8 at Part 2 of the Act are used to guide in determining whether the purpose of the Act (to achieve sustainable management) is being met. These provisions define the matters a consent authority shall consider when exercising their functions under the Act, as follows:

- *Recognise and provide for Matters of National Importance at Section 6;*
- *Have particular regard to Other Matters at Section 7; and*
- *Take into account the Principles of the Treaty of Waitangi at Section 8.*

There are no Section 6 “Matters of National Importance” applicable to the proposal.

In respect of Section 7, the relevant clauses are:

- (b) *the efficient use and development of natural and physical resources;*
- (c) *the maintenance and enhancement of amenity values;*
- (f) *the maintenance and enhancement of the quality of the environment.*

Section 8 of the Act requires:

In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

The relevant matters referred to in Section 7 of the Act are addressed in the relevant provisions of the District Plan and covered as part of the assessment of effects at Section 6. The AEE conclusions confirm that the effects of the proposal on local amenity and character and the quality of the environment will be less than minor. To avoid repetition, a separate assessment of the proposal in respect of the individual clauses of Section 7 has not been made in this section.

In respect of Section 8, the site is highly modified, there is are no known sites of cultural or spiritual significant to Māori on the application site, and the proposal will rely on the existing developed site facilities. The proposal is not inconsistent with any of the principles of the Treaty of Waitangi.

On the basis of the assessment of effects of the proposal on the environment made at Section 6 of this application, it can be concluded that the proposal is consistent with the relevant intentions of the District Plan for the Suburban Zone. By implication, therefore it can also be concluded that the proposal is consistent with the Purpose and Principles of the Act (i.e. Part 2).

8. Summary & Conclusions

This document describes the proposal by the “Applicant” (**Heriot Developments Limited**) to establish and operate a government office call centre in the remaining space available within the existing building at 7 Heriot Drive, Elsdon, Porirua City. The vacant part of the building will be refitted to accommodate a maximum of 300 staff. The proposal also retains the existing approved Ministry of Education (MoE) activities within the building and their allocated covered parking area.

The “non-industrial activity” proposal will rely on 131 unallocated on-site parking spaces for the call centre, and the existing 12 covered spaces provided on the site for the MoE staff. The parking is provided at a rate less than the District Plan requirement, but is able to meet the predicted demand on-site, with an acceptable overspill onto the local streets.

The reasons why a resource consent is required are set out, with the likely environmental effects and the mitigation available, supported by a transportation assessment by TDG.

In summary, the proposal:

- Requires resource consent for land use as a Discretionary Activity;
- Incorporates adequate mitigation measures to ensure that the actual and potential adverse effects of the parking shortfall on the environment will be appropriately avoided, remedied or mitigated so as to be less than minor; and
- Is consistent with (and not contrary to) the relevant Objectives and Policies of the Regional Policy Statement; the Operative District Plan, the Purpose and Principles of the Resource Management Act 1991; and the matters contained within Part II of the Act;

There are no other parties that are likely to be adversely affected by the proposal.

The government offices have identified the site as ideally sized and located, with sufficient floor area available on the existing premises for establishing a call centre for their staff. Approval of the proposal will mean up to 300 new people will potentially contribute to the social and economic wellbeing of Porirua City. The nature of the proposed call centre activities will fit well into the local area on the perimeter of Porirua’s central commercial area, and the centre will be a compatible neighbour to the Bunnings Warehouse and nearby businesses and activities.

It is therefore concluded that the Council’s processing planner can, following non-notified assessment of the proposal, be comfortable issuing a favourable recommendation.



Jenny Grimmert for Down to Earth Planning Limited on behalf of the Applicant
MRRP (Credit, 1991), MNZPI (1997), BSc (Zoology, 1986)

Dated: 23 November 2016

9. Appendices

Appendix A – Application Plans

Appendix B – Title Documents

Appendix C – TDG Transportation Assessment Report