

Typically, houses are mechanically ventilated and thereby with closed windows would unlikely experience any substantial increase in road traffic. The outdoor living areas are also predominately located to the side and rear of the properties or screened by fencing and vegetation or set back to unlikely to visually see additional traffic. Given the nature of the existing environment being a through road with regular traffic movements, I do not consider the effects of the additional traffic cause nuisance and therefore consider the effects of traffic on residential amenity to be less than minor.

*Step 4: further notification in special circumstances:*

- It is considered that there are no special circumstances specific to this application that would warrant the application to be notified to any persons not already determined to be eligible under section 95E.

## SECTION 4

### 4. ASSESSMENT OF ENVIRONMENTAL EFFECTS

#### 4.1 MATTERS TO CONSIDER

The relevant documents and statutory provisions to this application are as follows:

- Section 104 of the Act – Potential or Actual Effects
- National Policy Statements
- Objectives and Policies of the Greater Wellington Regional Policy Statement
- Objectives and Policies of the Operative Kāpiti Coast District Plan
- Section 106 of the Act – Restrictions Applying to Subdivisions
- Section 104D of the Act – Gateway Tests
- Other matters, and
- Part II of the Resource Management Act.

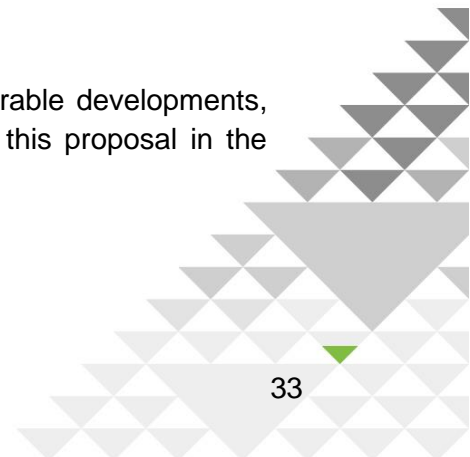
#### 4.2 SECTION 104 OF THE ACT – ACTUAL OR POTENTIAL EFFECTS

A consent authority must, subject to Part II of the Act, have regard to the actual and potential effects on the environment of allowing the proposed activity. The relevant actual or potential effects in respect of this application are considered to be Effects on Character and Amenity, Infrastructure Effects, Transportation Effects, Earthworks Effects, Natural Hazard Effects, and Positive Effects.

An assessment of the relevant environmental effects associated with this proposal is provided below:

##### **Effects on Neighbourhood Character**

The surrounding area is largely residential. There are a no comparable developments, constructed, at the same, or very similar, scale of development to this proposal in the Paraparaumu Residential Zone.



The proposed development is supported by a landscape and visual effects assessment undertaken by Designgroup Stapleton Elliott (DGSE). A copy is attached at Appendix 12 and need not be repeated here. In conclusion,

*Publicly accessible views of the proposed development have been identified and are predominantly located within the Kāpiti Road corridor as well as Halsey Grove. The viewpoints have demonstrated that the distance, existing street trees, and surrounding character mitigate potential effects and the visual impact is considered low.*

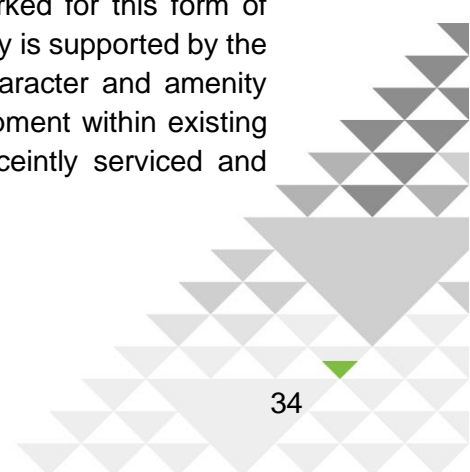
*From various viewpoints demonstrated, the effects will range from low to a temporary 'moderate-low', with the long-term effects being low as the surrounding streetscape absorbs the proposed visual change and the higher density development becomes more familiar and common over time.*

*The landscape has the capacity to absorb and accommodate this proposed development as it is in line with what is expected within the residential zone and is necessary to accommodate the increased population and growing demand for housing variety. Whilst it is a significant increase in density from the current situation, the proposal is still respectful of the overall characteristics and values of the area and is not considered to have an overall negative impact.*

*In summary, DGSE considers that with the proposal's intent to address and activate the interface with Kāpiti Road whilst adapting and continuing the character of Halsey Grove, the overall design of the proposal, will have low adverse visual and landscape effects on the character of the proposed site and surrounding environment, and to this effect, effects in relation to visual amenity and visual outlook can be considered neutral.*

The units are grouped into 18 blocks of no more than ten units around the perimeter of the site, and nine units internally, to "break up" the development which reduces the perceived appearance of buildings dominating the site. In addition, I also note that the height of the buildings is similar to that of surrounding buildings being no more than two storeys. The roof forms contribute to the modern design of the buildings and are similar to those of other modern dwellings in the District. Therefore, the main effect on neighbourhood character and amenity is the density, length and overall scale of the proposal when compared to the wider neighbourhood.

As stated by Ms White, "*The aesthetic of the development is clearly urban and establishes a modern/contemporary character. With the exception of the Kapiti Road frontage, the development is self-contained and has little impact on adjacent residential streetscapes.*" (refer to Appendix 11 for the full assessment). As a development, it is considered a medium density housing development but is not located within an area marked for this form of development within the District Plan. Nevertheless, this type of activity is supported by the objectives and policies which in turn inform the nature of visual character and amenity effects. Policy UFD-P1 in particular encourages new urban development within existing urban areas the consolidation of urban form where it can be efficiently serviced and integrated.



The potential effects of the scale and intensity of the medium density development on the character and amenity of the residential environment is also considered in the Visual and Landscape Effects Assessment, which states:

*The proposed development and built forms surrounding topography are flat plains, restricting the amount of publicly accessible viewpoints. This lack of change in topography and the surrounding land use, allows the proposed built form to be absorbed and integrated into the surrounding area. This means that the main visible elements of the proposal are the interface with Kāpiti Road and Halsey Grove. Although the existing interface will be changing because of the proposal, both road frontages are part of the residential zones under the KCDP and therefore the changes are not considered uncommon and the visual impacts will be reduced through existing site visual absorption capacities and proposed mitigation solutions set out in section 8.*

The change in building form indicated above over time is evident with similar developments having consent which include; 64 townhouses at 10 Trieste Way, mixed-use development at 55-57 MacLean Street and 78 townhouses at 4 Kapiti Road.

Ms. White states in her assessment that,

*The building forms are simple, efficient and economical. Whilst the maximum number of units in any on block is ten, the length of the buildings is relieved by the modulation of the front facades which project in angles forward of the units. This helps to differentiate units from each other, provides shadows and a sense of movement and rhythm and also breaks the roof line when viewed from ground level. Blocks are broken along the perimeter to provide glimpse views of the adjacent open space network.*

Due to the site being predominantly vacant, with one small dwelling located in the south, any development of this site will result in a visual change to the existing character of the site and amenity values for the surrounding area. The proposed development has utilised high-quality building materials and contrasting finishes, including physically separating the units into smaller blocks to break up any potential blank façades. The use of a variety of finishing elements, such as a render cladding system, also creates a visually contrasting design. In context of the surrounding environment, the proposed development does, to some extent, utilise the full extent of the permitted activity standards for buildings within the General Residential Zone, such as boundary setbacks and building height.

In considering the effects on the wider neighbourhood, I concur with the findings of DGSE in that while in the short term, the effects may be at least minor this is temporary in nature as the surrounding area will experience a shift in dwelling heights and typology over time resulting in an effect that in the medium term, I consider them to be no more than minor.

### **Effects on occupant Amenity**

A design guide has been developed for Medium Density Housing developments in the Residential Zone (Appendix 2 of the Operative District Plan). While the proposed development is not located within the Medium Density Housing Precinct, it is a Medium Density Housing development. The intent of this guide is to ensure that medium density developments are designed and constructed in a manner which will enhance and improve the residential and

visual amenity values of the local environment as well as provide a quality living environment for the future occupants of the residential units. Given the scale of the development, it is appropriate to consider the application against the Design Guide.

The design brief for the development was “*to develop the site with an architecturally designed medium density housing development that provides both quality living and affordability. Our objective is to strategically provide a design that both respects the immediate surrounding context, and to provide a development that creates a strong community feel for the residents.*”  
- DGSE

An assessment of the proposal against the design guide is provided below:

The proposed development is considered to be consistent with the national movement towards higher density development of properties within proximity to public transportation and town centres that conveniently include shops and other required services (i.e. medical practitioners). This area is characterised by these types of land-uses. It is considered that the proposed development is suitably located within Paraparaumu.

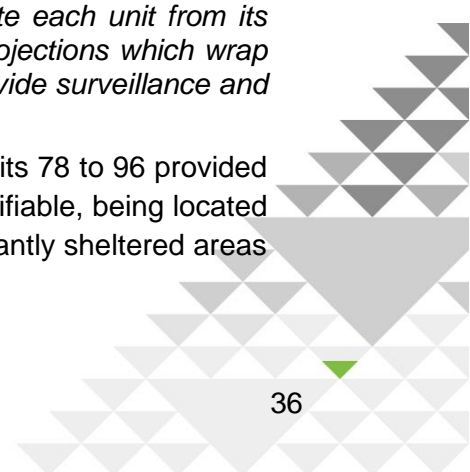
The proposed units are all two-storey, modest in size and are of a modern design. The development layout utilises a ring access around the central area of the site to allow for built development on the outer and inner areas of the subject site. As a result, the proposed units are provided with private low speed vehicle and pedestrian access, which are in turn oriented to allow for internal living areas to face the north, east or west to optimise exposure to sunlight. The orientation of the units towards the internal ring road allows for a level of passive surveillance over the vehicle areas and the public realm (i.e. Kapiti Road). Overall, this improves community safety and liveability.

While the proposed units have a common design theme and are constructed using similar building materials, each unit has been designed to provide a sense of individuality via internal layouts. In terms of building form, the following is taken from the Urban design Assessment:

*The building forms are simple, efficient and economical. Whilst the maximum number of units in any on block is ten, the number of blocks divides the built form along the streetscape. The length of the buildings is relieved by the modulation/projection of components in the front facades as well as colour changes at various intervals. This helps to differentiate units from each other, provides shadows and a sense of movement and rhythm and also breaks the roof line when viewed from ground level. Front doors are clearly legible and sheltered. The architectural language is simple and contemporary. Materials provide colour variation, texture and accentuate the verticality of the units, helping to balance the horizontal blocks. The material and colour palette is narrow and includes complementary natural colours which have contrast.*

*The application of materials and colours helps to differentiate each unit from its neighbours. End-of-terrace units are different/wider, have projections which wrap around the corner and windows in their side elevations to provide surveillance and visual interest to the street/corners.*

Entry to each unit is orientated towards the private ring road, with Units 78 to 96 provided secondary access to Kapiti Road. The entranceways are easily identifiable, being located centrally on the front façade of each unit. These areas are predominantly sheltered areas



and are well-defined with clear pedestrian access from the shared internal pathway or public pathway along Kapiti Road.

With the scale of the development, the 'template' layout of the units is considered to be suitable for the area. These units are "*modern/contemporary and urban in character, with little/no front yards and simple building forms, relieved by the three dimensional articulation of the front and rear facades and variation in the roof lines.*"<sup>1</sup>. Generally, buildings of two-storey nature are of limited use to the elderly or less-abled. While the indicative floor layouts support this generalisation, there is the option for chair lifts to be installed where requested/required. In principle, being in proximity to public transport stops, to access facilities like Coastlands Shopping Centre, and within close drive of the Expressway, it is highly likely the development will appeal to those working within the area, or Wellington Central Business District.

There is presently a range of existing external fencing on the subject site. It is proposed to erect a 1.0m or 1.8-metre-high timber fence along the external boundary of the subject site, with 1.8-metre-high timber fencing between the proposed units. In addition, retaining walls will be constructed along the eastern, northern and western boundaries to retain cut and fill. These walls will range between 0.2m and 3.0m, tapering off where the boundary meets a road corridor or existing ground level (refer to Sheet 16 of the subdivision plan set at Appendix 5). The proposed fencing will be constructed with timber palings and will ensure a level of privacy is maintained for owners/occupiers of the proposed units, while also minimising the effect of 'boxing in' the units. The use of timber fencing allows for separation between the palings to soften any perceived dominance of the combined structure. Soft landscaping treatments will reduce the impact of the fencing on-site and for the streetscape of the overall development.

The proposed units are considered high amenity value units, which provide a distinctive environment attracting a vibrancy to the area for different business types and a platform for future development in the local area.

Taking these matters into consideration, the proposed units have been designed to achieve maximum on-site amenity value, with suitable design consideration given to materials, shape, facade treatment and overall proportions of building bulk. It is considered that new buildings in this area will retain the existing relationship between open space and built environment, with a variety of cladding types proposed for the units including,

*The residential units will be formed from timber framed construction. Visual interest and articulation is evident throughout the development with the differentiation of unit types, that includes alternating cantilevers, overhanging eaves and wing walls, as well as material contrast. Unit types mix full height verticality of white brick cladding with some units having the ground floor as white brick, with a 'floating' box above which is a render system cladding.*<sup>2</sup>

The use of these materials keeps in character with the modern use of cladding systems, providing the development with a sense of identity. Whilst the building materials will be high quality and contemporary, it is the use of architectural detailing through colour

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<sup>1</sup>For full text, refer to the Urban Design Assessment attached at Appendix 11.

<sup>2</sup> For full text, refer to the Architectural Design Statement attached at Appendix 4.

variation, sharp angles and visual texture that break down the appearance of bulk. As stated in the architectural design statement at Appendix 4:

*Articulation between the base and top of the units is achieved throughout the development, reducing the overall effects of the mass of the larger 3-bedroom typologies as they seamlessly merge in. Where a pair of units meet between the ends of a block, side windows have been included with screening for privacy, whilst allowing natural light to penetrate the internal spaces.*

The proposed landscaping has been designed to enhance the outdoor living areas for each unit and create a softened streetscape internal to the development and external to Halsey Grove and Kapiti Road. This has been achieved through a variety of materials including artificial lawn and a range of vegetation, concrete driveways, lawn, patios, and permeable paving. *“Timber fencing at various heights is proposed to ensure privacy between units. Rendered concrete walls are used in combination with concrete retaining walls in front yards to integrate with front facades and provide a high quality architectural feel. Bins stores are screened with timber fencing and planting.”*<sup>3</sup>. Throughout the internal common areas of the development native vegetation, including low-lying shrubs and specimen trees will be planted to soften building elevations and break up continuous areas of roading and car parking surfaces.

Overall, the development will appear as a collection of distinct buildings creating a visual interest within the surrounding residential environment. The design of having blocks of units attached will ensure an appropriate building mass is constructed on the property, while also allowing sunlight to reach internal areas of the property and neighbouring sites. This ensures high levels of amenity for the future residents, while ensuring the design is contextually sensitive and responsive to the location of the public realm.

The units will incorporate a sense of individualism, while ensuring the new units reflect the character and amenity values of the surrounding local environment. The units are oriented to optimise the available outdoor living space and solar gain. Privacy, access, and site facilities have been considered and are adequate for future occupiers.

Overall, it is considered that any adverse effect on occupant amenity arising the proposal, with incorporated design measures throughout the layout, will be less than minor.

## **Infrastructure Effects**

### *Servicing*

All residential units within the proposed development will be appropriately serviced in terms of stormwater and wastewater disposal, water supply, telecommunications and electricity connections, and access. The infrastructure and servicing design for the proposal is set out in Section 2.3 of this report and illustrated on Sheets 17 to 25 of the plans attached to this application at Appendix 5.

The additional demand on Council’s reticulated networks have been considered and has been assessed as having capacity for this proposed development. It is considered that the

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<sup>3</sup> Page 13 Urban Design assessment

matter of control reserved relating to grassed swales for stormwater is not relevant to the proposal as swales are not in keeping with the surrounding environment.

There are several refuse storage areas for the residential development located at random intervals around the inside of the internal road. These areas will be suitably screened with timber fencing. The location of the refuse storage areas is considered acceptable for ease of placement of waste and recycling for collection and access from the occupiers of the development. The bins will be shared, and a waste collection contractor will be arranged by the Residents Society to collect waste 3 times per week.

Taking these factors into account, any potential infrastructure or servicing effects of the proposal are considered to be less than minor.

### *Water Reduction Measures*

The proposed lots will be serviced in accordance with the Kāpiti Coast District Plans and the Subdivision and Development Principles and Requirements 2012, however, each of the units will not be provided with rainwater storage tanks.

This proposal represents the construction of 139 residential buildings in the General Residential Zone, as such Chapter 11B of the Proposed District Plan requires a 10,000-litre rainwater storage tank to be installed or a 4,000-litre tank with a greywater re-use system. The proposed units will not have a greywater system installed, therefore would require a 10,000-litre water tank, with the intention of these rainwater storage tanks for outdoor uses and indoor toilets. The intention of the water use reduction measures was to reduce the water use. Each unit as part of this development will be fitted with a water meter. Along with water meters externally, internally the dwellings will be fitted with water efficient plumbing fixtures, generally those which are marked as 3 stars or more under the Water Efficiency Labelling Scheme.

Externally, outside water taps may be installed on each lot. However, the outdoor living areas are predominantly landscaped with paving and artificial grass and therefore will have very little demand for outdoor water use other than occasional watering of plants or 6 monthly washing of cladding. The water use associated with such activities is considered to be in the order 10 litres per day.

Overall, it is considered that any potential or actual adverse effects arising from not providing rainwater storage tanks will be less than minor.

### *Network Utility*

For the purposes of the subdivision layout, a new allotment is being created for the transformer in the western corner. As this is an integral aspect of the development, the effects of the network utility and its allotment have been addressed in the wider effects assessment carried out for the overall development and need not be addressed in isolation other than insofar that a transformer allotment is created that will be vested to Council with suitable access and restrictions from public access. The allotment has sufficient visibility and able to be adequately serviced.

The effects of the network utility on the wider environment or adjacent properties are less than minor.

## Transportation Effects

The application is supported by a transport assessment prepared by Jamie Whittaker, Principal Transportation Planner at Stantec (refer to Appendix 13). This section should be read in conjunction with Mr Whittaker's report.

The application site is located along the northern side of Kapiti Road, and at the conclusion of Halsey Grove to the north. The surrounding road network is predominantly sign-posted at 50km/hr speeds, with a minimum of 9-metre-wide carriageways and footpaths present. Part of this proposed development is to construct one two-way ring road held in private ownership. It can be readily anticipated that there will be an increase in users along the existing road network including Halsey Grove, Cedar Drive, Regent Drive and Kapiti Road.

The vehicle movements, parking and the overall design and construction of the road will not meet all the standards required under the Operative District Plan in relation to number of vehicle movements, sight distances and number of carparks. The proposed road will provide access to residential properties and does not include provision for a through connection for vehicles from Halsey Grove to Kapiti Road. All proposed residential allotments have adequate provision for access, with carparking allotments provided for at least one car park per residential allotment. The proposal will not impact on the ability for vehicles to queue and/or travel through the intersections at Halsey Grove/Regent Drive and Cedar Drive/Kapiti Road.

Given the generally flat topography of the area the proposed ring road will intersect with Halsey Grove, where its straight alignment will offer excellent sight lines to the intersection with Regent Drive.

There will be varying occupancies between each of the residential units, ranging from two to five people. It is considered that each of the proposed residential units have been designed without an attached form of car parking and instead 170 car parks with individual titles will be constructed, with provision for at least one car park per unit.

The proposal, once fully implemented, will generate additional traffic movements associated with 139 residential units. As demonstrated above, these movements trigger the development to be classed as a major traffic generator.

Mr Whittaker's Integrated Traffic Assessment is attached to this report at Appendix 13 and concludes that:

*A detailed assessment of the transport related effects of a proposed residential development off Kapiti Road in Paraparaumu, has been undertaken with due regard to the provisions and requirements set out within the Kapiti Coast District Plan and relevant best practice.*

*A suitable access strategy has been developed that provides for an appropriate Site connection to Halsey Grove that can accommodate the associated vehicle demands generated by the proposed activity. The proposed pedestrian and cycle facilities provide for an attractive and convenient environment for both circulation within the Site as well connection to the wider footpath and cycleway network.*



*All servicing demands generated by the residential activity (i.e. rubbish trucks) can be accommodated on-site, with all associated vehicles able to enter and exit in a forward direction.*

*The site will include a total of 170 on-site car parks to serve the 139 dwellings, which is assessed as being sufficient to accommodate the majority of parking demand generated at the Site. Should additional demand occur, it can be accommodated within the adjacent residual kerbside parking resource without materially impacting the existing on-street parking amenity in the local streets.*

*Overall, and with the adoption of the recommendations for Council to formalise priorities at the Halsey Grove / Regent Drive intersection, and to remark / extend the green coloured surfacing of the cycle lane at the t-intersection of Kapiti Road and Cedar Drive across the full intersection, this assessment finds that the resultant traffic generated by the proposed activity will not materially alter the existing traffic characteristics of the local road network, trigger safety concerns, or create new capacity issues.*

Overall, I concur with the assessment and conclusions drawn by Mr Whittaker, and that the proposed development can be safely and appropriately accommodated within the local road network, and consider that any actual or potential adverse traffic-related effects arising from this proposal will be no more than minor.

## **Earthworks Effects**

The purpose of the proposed earthworks is to provide suitable building platforms and outdoor living areas for the proposed dwellings, a suitable grade for services including roading and to direct stormwater across the site. The proposed earthworks will primarily involve cut to fill, which will result in the alteration to the dune topography. The extent of the dunes is not readily discernible when viewed from Kapiti Road, which is predominantly transient in nature.

Earthworks-related effects such as dust/sand will likely be confined within the application site due to the scale of work proposed. Erosion and sediment controls will be installed for the duration of the construction to ensure surface runoff remains within the subject site boundaries. The earthworks will be undertaken in accordance with stringent measures outlined in the attached Construction Environmental Management Plan (CEMP) at Appendix 7. We also anticipate Council to impose standard conditions similar to the following:

- No dust nuisance shall occur beyond the boundary of the subject site.
- The consent holder shall comply with the requirements of the Kāpiti Coast District Council's Subdivision and Development Principles and Requirements 2012, unless alternatives are proposed by the consent holder and accepted by the Council's Development Engineer.
- No nuisance effect may be caused by discharge of material beyond the boundary of the subject site.

All practical measures will be undertaken to control erosion and sediment in accordance with best practice – i.e. no earthworks on wet days and silt control fences and will be

undertaken in accordance with the appropriate measures and procedures of the Greater Wellington Regional Council's booklet entitled "Small Earthworks, Erosion and Sediment Control for Small Sites" for the duration of the site works and until the site has been re-stabilised (i.e. through replanting or building/hard surfacing).

Accidental Discovery Protocol will be followed in the event of an accidental discovery during the construction works.

The subject site is not located in or near a Water Collection Area, nor is it subject to an Environmental Management Plan or Structure Plan. Additionally, there are no Environmental Management Plans or Structure Plans applicable within the vicinity of the subject sites, and therefore it is considered that the proposed earthworks will not impact on any of these areas. The proposed earthworks will also not impact on the ability for the areas subject to structure plans to implement these.

There will be approximately 1,000m<sup>3</sup> of material removed from the subject site at the completion of the proposed earthworks. The closest ecological feature registered in the District Plan is ecological site E092 – Kapiti Road Wetland. This wetland is approximately 116 metres to the south-east of the eastern extent of the proposed earthworks. While vegetation will be removed as part of this proposal, no native or key indigenous vegetation are required to be removed as part of this application.

The existing topography of the property is dominated by an existing sand dune, and the result of the earthworks will be a significantly flatter site. The proposed earthworks will be predominantly screened by the new dwellings, roading, parking areas and both hard and soft landscaping. The proposed earthworks will not be discernible when viewed from public places upon completion.

Overall, any earthworks effects on the wider environment are considered to be less than minor.

## **Natural Hazard Effects**

### *Liquefaction*

An assessment of the liquefaction risk on the proposal has been undertaken by the applicant's consultant geotechnical engineer, ENGEO Limited. This assessment is attached to this application at Appendix 14 and need not be fully repeated here.

#### **5.1.1 Liquefaction Induced Settlements**

*From our liquefaction analysis, we consider that the potential for seismically induced settlements at the site during SLS shaking is low and within building code tolerance. In a 1 in 100 year event, it is possible that settlements up to 80 mm could occur within the liquefiable layers. Under ULS shaking events up to 130 mm of settlement may occur within the liquefiable layers.*

*The project team should consider the impact of a 1 in 100 year shaking event on the proposed structures, which our analysis indicates could cause liquefaction induced settlements of up to 80 mm. To accommodate the anticipated settlements indicated by our analysis, and the possibility for punching of foundations into the liquefied soil, it is likely that some form of ground improvement will be required. This may take the form of stone columns or soil stabilisation to reduce liquefaction triggering, or possibly geogrid reinforced gravel rafts located above the liquefiable*

soils to reduce the effects of liquefaction on buildings above. It could be possible to reuse the sand encountered on site in place of gravel, however this will require laboratory testing of the sand material to confirm its engineering properties. Using site won sandy fill material will reduce the volume of fill that needs to be imported to site and also reduce the amount of cut to waste earthworks.

*It is likely that shallow foundations will be suitable to support buildings on top of either improved ground or a gravel raft.*

### **5.1.2 Lateral Spreading Potential**

*As discussed in section 4.3.2 of this report, the nearest free face (waterway) is located approximately 50 m from the easternmost corner of the site, with the toe of the free face estimated to be approximately 2 – 2.5 m below existing ground level at the eastern corner of the development.*

*We consider the likelihood of lateral spreading at the site to be low across the majority of the site, however lateral spreading poses a plausible hazard to the easternmost corner of the site under ULS conditions. It is likely that ground improvement works required to mitigate the vertical settlements described above will also control lateral displacements, but further assessment will be required at Building Consent stage.*

### **5.1.3 Consolidation Settlement**

*Organic soils were encountered within one of our test pit excavations, on the western side of the site (test pit 3). Based on our previous experience in the Kapiti Coast area, localised peat deposits with thicknesses up to 2.5 m have been observed. Due to the variable nature of organic soils / peat deposits, it is possible they could be present on site. Organic soils can be prone to static settlement through both surcharge and decay, which may cause settlement of overlying structures. There is a potential for ongoing creep settlements within these organic soils, and if encountered we recommend these materials are excavated and replaced with engineer certified hardfill to mitigate future differential settlements.*

## **5.2 Site Preparation and Earthworks**

*We provide the following considerations for the earthworks on this project:*

- We recommend that all organic and fill material is stripped from site prior to earthworks commencing. Any organic soils that are uncovered should be removed and replaced with engineered hardfill.*
- Engineered Fill may comprise either site won sandy soils or imported hardfill (such as AP65). We recommend that fill is placed in accordance with NZS 4431:1989 and compacted to at least 98% of the maximum dry density.*
- To calibrate the calculation of maximum dry density of the placed fill, laboratory testing to obtain a proctor curve will be required. We recommend that this is considered prior to commencement of earthworks to avoid any delays to the program while awaiting these results.*

The proposed subdivision and earthworks will be undertaken in general accordance with Council’s Subdivision and Development Principles and Requirements 2012.

Overall, it is considered that the potential risk to people and property from liquefaction is unlikely to increase as a result of the proposal. It is considered that any adverse effects from subsequent residential development can be sufficiently mitigated or avoided through the recommendations of the ENGeo geotechnical assessment.

### *Flooding*

The subject site is shown to be subject to a ponding flood hazard. It is proposed to undertake earthworks within these hazard areas. The extent of the ponding is isolated to the proposed works area. The Q100 flood level for the property is RL4.4 and RL5.2 (refer to Figure 7). Effects that are considered to be associated with flood hazards include the risk to human life and the displacement of properties. Each of the proposed dwellings will have a finished floor level above R6.16 and therefore, will allow for all habitable rooms to be located above the 1% AEP flood event. As such, the risk to human life on the subject site is considered to be less than minor.

The communal open space has been designed to cater for some ponding of flood waters in the event of heavy rain. This will allow for the existing site contained flood areas to be retained within the subject site and therefore, any risk to human life and the displacement of properties in the wider catchment are considered to be negligible.

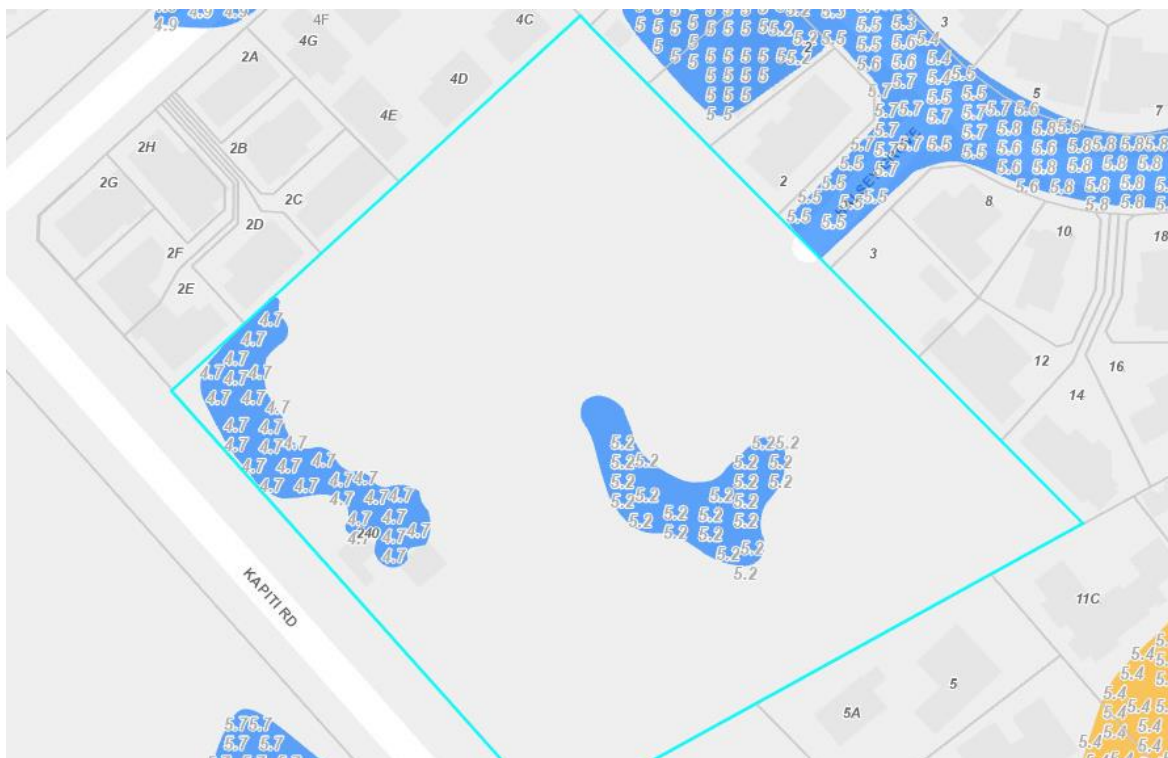


Figure 7 Q100 flood levels for the subject site.

Overall, it is considered that any actual or potential adverse effects relating to the location of the proposed earthworks within identified natural hazard areas will be less than minor.

## Construction Effects

The proposal will generate traffic and noise effects for the duration of construction works on the site. Standard mitigation measures to ensure debris is not deposited onto the road will be adopted as well as dust nuisance mitigation measures. Hours of operation for the construction works are not proposed to exceed those hours set out in the NZS for Construction Noise being Monday to Friday 6:30am-7:30am (quiet preparation work only), 7:30am-6pm, 6pm-8pm (extra work at a reduced noise level), and Saturdays 7:30am-6pm. No work will be carried out on Sundays or Public Holidays.

Construction works, including earthworks, will need to be carefully managed to ensure adverse effects are suitably avoided or mitigated. Suitable measures will be adopted during the earthworks and construction stage including silt fences and a metalled entrance and haul road.

The proposal will generate short term construction traffic for the duration of works on the site and construction of the future residential units. Construction traffic is an anticipated element of residential development and due to the short-term nature of the work, the effects are considered to be less than minor.

It is considered that construction traffic and noise is an anticipated element of residential development which is generally temporary in nature. With adherence to a carefully considered and sufficiently detailed management plan, the effects on the surrounding environment are considered to be less than minor.

## Positive Effects

The meaning of 'effect' as outlined in section 3 of the Act, includes positive effects. Positive effects are an important consideration in the overall balancing exercise involved in assessing resource consent applications.

The positive effects of this proposal include:

- The addition of 139 residential dwellings in the Kapiti District during a time when there is an undersupply of housing resulting in high levels of housing unaffordability.
- The additional of new housing choice in a neighbourhood that is characterised by older houses on larger allotments.
- The addition of 139 new dwellings which have been designed and will be constructed to meet current building standards including warm, safe and function houses to meet the needs of future occupants.

Supporting an increase in density and efficiently using a land resource within proximity to the full range of retail, commercial, recreational and transport options within Paraparaumu. This in turn increases the viability of existing centres but locating density within the established urban area and reducing the reliance on fossil fuel transportation by strategically locating increased housing in well serviced areas.

## 4.3 NATIONAL POLICY STATEMENTS

### New Zealand Coastal Policy Statement

Due to the location of the subject site being within the Coastal Environment Overlay of the District Plan, the New Zealand Coastal Policy Statement is considered to be a relevant matter for consideration. The coast is approximately 1km west, as the crow flies.

Despite this, the area is already an established urban area with infrastructure in place supporting urban development. The site itself has limited to no natural coastal environmental values although the design of the site is sympathetic to coastal character including the use of light colours and a modern design which is characteristic of new development in coastal areas. The landscape planting is also designed to be salt tolerant and suitable for the coastal environment. The site is located sufficiently away from the shoreline so not to be directly affected by coastal erosion or hazards. For these reasons, it is considered that the objectives and policies of the New Zealand Coastal Policy Statement are not directly relevant to this proposal.

### National Policy Statement for Urban Development

The National Policy Statement for Urban Development (NPS-UD) is considered to be relevant to this application. The NPS-UD directs the Council to enable housing even where this may result in significant changes to an environment and detract from existing amenity values. The requirements of the NPS-UD will be incorporated into the future District Plan. As a higher order planning document, the relevant objectives and policies of the NPS-UD must be taken into account. The objectives and policies of most relevance to the proposal are:

**Objective 1:** *New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.*

**Objective 2:** *Planning decisions improve housing affordability by supporting competitive land and development markets.*

**Objective 4:** *New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities and future generations.*

**Objective 8:** *New Zealand's urban environments:*

- a) *Support reductions in greenhouse gas emissions; and*
- b) *Are resilient to the current and future effects of climate change.*

**Policy 1:** *Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:*

- a. *have or enable a variety of homes that:*
  - i. *meet the needs, in terms of type, price, and location, of different households; and*
  - ii. *enable Māori to express their cultural traditions and norms; and*
- b. *have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
- c. *have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and*
- d. *support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*



- e. *support reductions in greenhouse gas emissions; and*
- f. *are resilient to the likely current and future effects of climate change.*

The proposal is considered to be consistent with Policy 1. The proposal contributes to a well-functioning urban environment by encouraging urban consolidation in land zoned for residential development and is well connected to local transport networks, community services, a variety of employment outlets and natural/open space.

Nationally, New Zealand has an urban land supply shortage resulting in high housing prices that are at the high end of affordability. The proposal provides for the economic and social needs by enabling additional housing supply to meet the housing needs for the community now and into the future. Further, the proposal offers a different typology of housing than is currently present in the area and therefore adds to housing choice for the community.

The site is well located being within close proximity to facilities like Coastlands Shopping Centre, and within close drive of the Expressway, it is highly likely the development will appeal to those working within the area, or Wellington Central Business District.

In addition, there is a bus stop located close to the Kapiti Road frontage along with a dedicated bicycle lane encouraging active and public transportation use.

By supporting a consolidated urban form with good connections to public and active transport, the proposal supports a reduction in greenhouse gases. The proposal meeting modern building standards for energy efficiency and located well above sea level makes it more resilient to climate change effects. As such, the proposed development will contribute to a well-functioning urban environment.

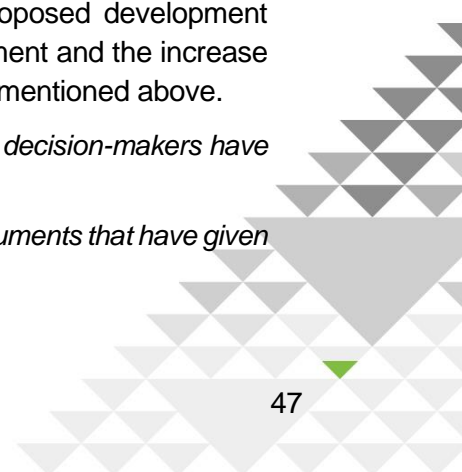
**Policy 3:** *In relation to tier 1 urban environments, regional policy statements and district plans enable:*

- a. *in city centre zones, building heights and density of urban form to realise as much development capacity as possible, to maximise benefits of intensification; and*
- b. *in metropolitan centre zones, building heights and density of urban form to reflect demand for housing and business use in those locations, and in all cases building heights of at least 6 storeys; and*
- c. *building heights of at least 6 storeys within at least a walkable catchment of the following:*
  - i. *existing and planned rapid transit stops*
  - ii. *the edge of city centre zones*
  - iii. *the edge of metropolitan centre zones; and*
- d. *in all other locations in the tier 1 urban environment, building heights and density of urban form commensurate with the greater of:*
  - iv. *the level of accessibility by existing or planned active or public transport to a range of commercial activities and community services*
  - v. *relative demand for housing and business use in that location.*

The proposal is considered to be consistent with Policy 3d. The proposed development reflects the demand for housing and business use in the wider environment and the increase in density is in an area having a high level of accessibility as previously mentioned above.

**Policy 6:** *When making planning decisions that affect urban environments, decision-makers have particular regard to the following matters:*

- a. *the planned urban built form anticipated by those RMA planning documents that have given effect to this National Policy Statement*



- b. *that the planned urban built form in those RMA planning documents may involve significant changes to an area, and those changes:*
  - i. *may detract from amenity values appreciated by some people but improve amenity values appreciated by other people, communities, and future generations, including by providing increased and varied housing densities and types; and*
  - ii. *are not, of themselves, an adverse effect*
- c. *the benefits of urban development that are consistent with well-functioning urban environments (as described in Policy 1)*
- d. *any relevant contribution that will be made to meeting the requirements of this National Policy Statement to provide or realise development capacity*
- e. *the likely current and future effects of climate change.*

The proposal is considered to be consistent with Policy 6 in that it will have some effects on amenity values but will improve amenity values appreciated by other people through good design and increased and varied housing densities and types.

**Policy 9:** *Local authorities, in taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi) in relation to urban environments, must:*

- a. *involve hapū and iwi in the preparation of RMA planning documents and any FDSs by undertaking effective consultation that is early, meaningful and, as far as practicable, in accordance with tikanga Māori; and*
- b. *when preparing RMA planning documents and FDSs, take into account the values and aspirations of hapū and iwi for urban development; and*
- c. *provide opportunities in appropriate circumstances for Māori involvement in decision-making on resource consents, designations, heritage orders, and water conservation orders, including in relation to sites of significance to Māori and issues of cultural significance; and*
- d. *operate in a way that is consistent with iwi participation legislation.*

The proposal is considered to be consistent with Policy 9. The proposed development will take into account the values of hapū and iwi where effluent disposal, ground modification, proximity to waterbodies, and planting are proposed. Consultation is being undertaken and are working through a Mana Whenua Assessment (MWA) with Te Ātiawa ki Whakarongotai Charitable Trust.

**Policy 11:** *In relation to car parking:*

- a. *the district plans of tier 1, 2, and 3 territorial authorities do not set minimum car parking rate requirements, other than for accessible car parks; and*
- b. *tier 1, 2, and 3 local authorities are strongly encouraged to manage effects associated with the supply and demand of car parking through comprehensive parking management plans.*

The proposal is consistent with Policy 11. The proposed development is not required to provide additional parking requirements and mitigates any potential adverse parking effects created by market supply and demand.

None of the other National Policy Statements are directly relevant to this application.



## 4.4 OBJECTIVES AND POLICIES OF THE REGIONAL POLICY STATEMENT

The relevant objectives and policies from the Greater Wellington Regional Policy Statement that are applicable to this application are considered to be:

### 3.9 Regional Form, Design and Function

*Objective 22 – A compact well designed and sustainable regional form that has an integrated, safe and responsive transport network and:*

*(e) urban development in existing urban areas, or when beyond urban areas, development that reinforces the region’s existing urban form*

*Policy: 30 – Maintaining and enhancing the viability and vibrancy of regionally significant centres – district plans*

*Policy: 31 – Identifying and promoting higher density and mixed use development – district plans – district plans*

*Policy: 33 – Supporting a compact, well designed and sustainable regional form – Regional Land Transport Strategy*

*Policy: 54 – Achieving the region’s urban design principles - consideration*

*Policy: 55 – Maintaining a compact, well designed and sustainable regional form - consideration*

The proposal is directly aligned with the above objective and policies as it is well-designed, can be adequately serviced, and is situated within an area encouraged for residential development that is promoting a density suitable for the surrounding area. Each proposed dwelling is to be of a high architectural standard and affords its occupants a variety in housing typology within an attractive urban form. The development has comprehensively integrated liveability, functionality, and serviceability into the design and operation of the site.

Overall, the proposal will be generally aligned with the above objectives and policies. directives of the Regional Policy Statement.

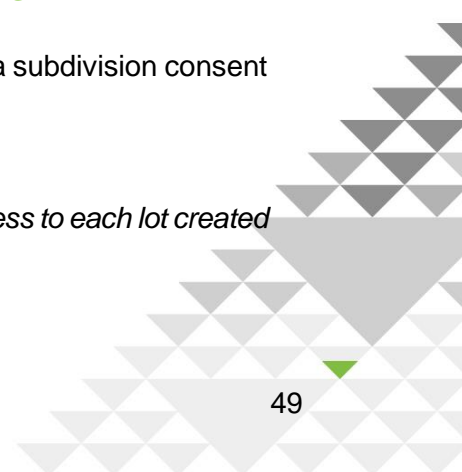
## 4.5 OBJECTIVES AND POLICIES OF THE OPERATIVE DISTRICT PLAN

The relevant objectives and policies of the Proposed District Plan for this application are outlined in Appendix 15. In summary, the proposal is not contrary with the anticipated and desired environmental outcomes of the objectives and policies considered to be relevant to this application.

## 4.6 SECTION 106 OF THE ACT – RESTRICTIONS ON SUBDIVISIONS

Under Section 106 of the Act, a consent authority may refuse to grant a subdivision consent if it considers that:

- *there is significant risk from natural hazards; or*
- *sufficient provision has not been made for legal and physical access to each lot created by the subdivision.*



An assessment of the risk from natural hazards requires a combined assessment of:

- *the likelihood of natural hazards occurring (whether individually or in combinations); and*
- *the material damage to land in respect of which the consent is sought, other land, or structures that would result from natural hazards; and*
- *any likely subsequent use of the land in respect of which the consent is sought that would accelerate, worsen, or result in material damage.*

The property does not currently show any signs of subsidence, inundation, erosion, falling debris or slippage. The site is identified in the District Plan as being subject to a ponding flood hazard and is located on sand soils which are considered susceptible to liquefaction. A detailed assessment is provided in Sections 4.4 and 5 of the ENGEO report at Appendix 14. The site is subject to two areas of ponding flood hazard. However, this overlay only covers a relatively small amount of the site. The proposal can be suitably constructed above the flood hazard, with some capacity in the communal open space for water to pond in a 1% AEP event.

The proposal is not considered likely to accelerate, worsen, or result in material damage to the subject site or surrounding land.

Both legal and physical access can be provided to all allotments within this subdivision.

I therefore consider that the matters outlined in Section 106 of the Act have been met and that Council's ability to grant resource consent to the proposed subdivision is not impacted by Section 106 of the Act.

#### **4.7 SECTION 104D OF THE ACT – GATEWAY TESTS**

As the proposal is a Non-Complying Activity, the proposal must be assessed in terms of section 104D of the Act and the gateway tests. The gateway tests are whether the adverse effects of the proposal are more than minor or whether the proposal is contrary to the Objectives and Policies of the District Plan. The assessment of environmental effects contained in this report concludes that any actual or potential adverse environmental effects associated with the proposal will be no more than minor. As such, the proposal is considered to pass the first gateway test.

For completeness, the proposal is also considered to align with the relevant Objectives and Policies of the District Plan. The proposal therefore also passes the second gateway test.

It is therefore considered that in this case, Council's ability to grant resource consent for this proposal is not hindered by section 104D of the Act.

#### **4.8 OTHER MATTERS**

The controlled activity standards for subdivision in the Kāpiti Coast District Plan for the General Residential Zone are a relevant consideration in the assessment of this application.

Under the Kāpiti Coast District Plan, the following is considered what could be reasonably anticipated on the property. For the property at 240 Kapiti Road to be suitably subdivided as

a controlled activity, something which Council must grant consent to, it is anticipated that a legal road (similar to that of the proposed with an area of approximately 7,810m<sup>2</sup>) would be required to service such a subdivision. Taking this into consideration, it could be anticipated that a subdivision creating 26 residential lots (achieving the minimum 450m<sup>2</sup> area) could be undertaken on the subject site. Refer to Figure 8 below for a possible layout.



Figure 8 Controlled activity subdivision layout on the subject site.

The Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 is also a relevant document for consideration. The purpose of this Act is to include medium density residential standards in New Zealand's main urban areas to enable a wider variety of housing choice. Council's must adopt the rules and standards into their district plans from August 2022. The standards are standards will allow for the construction of up to three residential units of up to 11m in height (or three storeys), with a higher degree of site coverage and decreased yard setbacks (1.5m road, and 1m on all other boundaries) as a permitted activity. While not a permitted baseline, when considering that 26 dwellings could also be constructed on the subject site as a controlled activity, after August 2022, this could reasonably increase to 75 dwellings.

## 4.9 PART II OF THE RESOURCE MANAGEMENT ACT

### Section 5: Purpose and Principles of the Resource Management

Section 5 identifies the purposes and principles of the Resource Management Act 1991 and states:

*“sustainable management means 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.”*

It is considered that the proposal achieves the sustainable management purpose of the Act as it provides for the economic and social well-being of the community through enabling intensification of the residential environment. Nationally, New Zealand has an urban land supply shortage resulting in high housing prices that are at the high end of affordability. The proposal provides additional housing supply to meet the housing needs for the community now and into the future. Further, the proposal offers a different typology of housing than is currently present in the area and therefore adds to housing choice for the community.

It is considered that the proposed development will not result in adverse effects on the natural environment.

### Section 6: Matters of National Importance

Section 6 of the Act identifies the matters of national importance which are required to be recognised and provided for when assessing this application. The relevant Section 6 matters that require consideration are:

- (a) the preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use, and development*
- (h) the management of significant risks from natural hazards.*

The proposed works will largely be undertaken to be in keeping with the predominant character of the coastal environment. Under the District Plan zoning, the subject site is available for residential medium density development. While the proposal also incorporates earthworks to largely remove a dune, this will be in keeping with development patterns in the surrounding area. It will also allow for the development to seamlessly fit into the character of the Paraparaumu Beach Town Centre. The subject sites are not shown to be subject to any mapped natural hazards within the District Plan, however, have been assessed in terms of earthquake hazards. The summary of this assessment found the proposal will not adversely impact on the earthquake hazards. As such, the proposal is considered to provide for these matters of national importance.

## **Section 7: Other Matters**

Section 7 of the Act identifies the other matters which particular regard must be had in relation to the use, development, and protection of natural and physical resources.

Of these matters: s7(b) the efficient use and development of natural and physical resources, s7(c) the maintenance and enhancement of amenity values, and s7(f) the maintenance and enhancement of the quality of the environment have been duly considered and assessed in Section 4.2 of this report.

## **Section 8: Treaty of Waitangi**

Section 8 of the Resource Management Act requires applications to take into account the principles of the Treaty of Waitangi.

The application site is not identified as having any particular cultural or historic significance.

A copy of the application has been provided to Te Ātiawa, mana whenua and 'iwi authority' for the Paraparaumu rohe. We propose to adhere to the accidental discovery protocol for the duration of the earthworks. Given the dunes on site, and known sites of significance within the wider area, an archaeological authority from Heritage New Zealand Pouhere Taonga will also be sought.

## SECTION 5

### 5. CONCLUSION

This report has considered all actual and potential adverse effects resulting from the proposed medium density development, fee-simple subdivision and associated earthworks. This report finds effects on nearby properties to be no more than minor, and effects on the wider environment to be no more than minor. This report also finds that the proposal is consistent with the relevant Objectives and Policies of the Operative District Plan, thereby passing both of the 'Gateway Tests' under section 104D as well as being consistent with Part II of the Resource Management Act 1991.

We request that draft conditions be circulated to us prior to the release of the resource consent decision.

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1. Record of title
2. Outline table of proposed dwellings
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4. Architectural Design Statement
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