



240 KAPITI ROAD PARAPARAUMU

INTERFACE ASSESSMENT AND PROPOSED DESIGN AMENDMENTS

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For: Gresham Trust

Prepared by: Urban Acumen Ltd



CLIENT

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A resource consent application to develop 139 dwellings and associated lots on 240 Kapiti Road, Paraparaumu was lodged in February 2022.

Kapiti Coast District Council subsequently notified immediate neighbours and sought peer review process of the Landscape and Visual Effects Assessment and urban design outcomes, prepared by Boffa Miskell (9 June 2022).

This report provides additional assessment and information, addresses the concerns and recommendations that have been raised and details the design response and amendments that are proposed.

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1.0

Summary of key concerns and recommendations relating to urban design outcomes

Seven submissions in opposition to the development were received by Kapiti Coast District Council covering a variety of issues. Key concerns relating to potential visual/urban design effects on neighbours can be summarised as:

- the development is not consistent with the existing surrounding character;
- the development will cause negative visual effects due to the proposed scale, mass and form of the buildings; and
- the development will result in adverse effects on the amenity, privacy and solar access of adjacent residents.

With respect to the potential impact on context/neighbours, the landscape and urban design peer review undertaken by Boffa Miskell (dated 9 June 2022) recommended that:

- perimeter blocks be further broken or staggered to reduce bulk as perceived from neighbouring properties;
- reducing the number of units; and
- screening be used on some first floor windows of boundary-facing blocks to improve privacy of adjoining existing neighbours



Render of proposal as lodged in May 2022

2.0

Description of Existing Built Character

Kapiti Road frontage:

The site is relatively contained within the wider neighbourhood. With the exception of the immediate neighbours, the Kapiti Road frontage is the only interface that will present a notable change that will be perceived by the community. Views into the site from Regent Drive will be very limited.

The existing character of Kapiti Road is varied; its character is established by a number of different activities and built form. The opposite side of the road is open to the airport and the Te Huarahi Raupo art installation, while a church occupies the corner site to the south. Approximately 250m to the south, the road changes to business activity until it reaches Kapiti Landing which includes big box retail activity such as New World and Mitre 10.

Directly north along Kapiti Road, the eastern side of the road is characterised by low density residential development which typically presents either high fencing or mounding/landscaping to the road frontage. After approximately 400m it changes again to include non-residential activity, the cemetery, the golf club and then as it enters Paraparaumu Beach, The Links, a 12+ storey apartment building (approximately 1km from the site).

Given the varied character along Kapiti Road, the proposal is not considered to be inconsistent with the varied wider neighbourhood as perceived by the wider public. Indeed, from an urban design perspective, and supported by the Boffa Miskell peer review, the proposal is considered to result in a **positive** change along Kapiti Road as it provides active frontage, passive surveillance and visual interest while maintaining the existing pohutukawa street trees.



Kapiti Road - rear of 2E and F Cedar Drive



Kapiti Road - view towards south east from site corner



Kapiti Road - near Kapiti Landing, approx 500m south



Kapiti Road - view towards north - approx 800m from site

Surrounding residential environment:

The adjacent residential environment along Cedar Drive and Regent Drive is characterised by single and double storey detached dwellings, generally on 600 to 700sqm sites. To the north of the site, the sites are smaller (around 350sqm excluding access space), include a number of “rear lots” increasing the density of the original subdivision/block. No.'s 2E and 2F Cedar Drive are a duplex typology. No 4 Cedar Drive (approx area 2700sqm) contains 7 dwellings with an approximate gross density of 1 unit per 400sqm.

Dwellings vary in size/scale with single storey houses often reaching lengths of over 25m (e.g. 2 Halsey Grove). No 8 Regent Drive is double storey and 14 Regent Drive is currently adding a second storey.

The Seven Oaks Retirement Village has a variety of built forms, including some that measure over 140m in length.



Locations of photos below



11 and 19 Cedar Drive



8 Regent Drive



shared driveway on 2 Cedar Drive



shared driveway on 4 Cedar Drive



5a Langdale Ave

3.0
Detailed Interface Assessment

The Boffa Miskell peer review agrees that aside from Kapiti Road, potential visual impact is limited to immediately adjacent neighbours. A further site visit was undertaken on 14 September 2022 to provide additional visual record and assessment of the site interfaces.

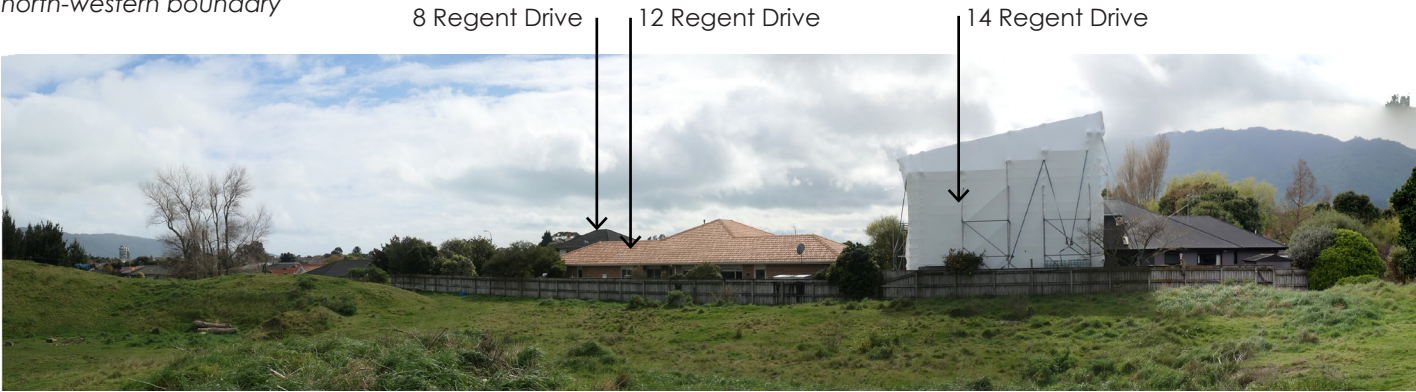
General panoramas:



looking east along southern boundary



north-western boundary



north-eastern boundary



looking towards Kapiti Road



2 c-2f Cedar Drive



2c Cedar Drive



2d Cedar Drive



2e Cedar Drive



4c - 4e Cedar Drive

Dwellings along this interface are generally orientated away from the site, towards the north to maximise solar gain. Their southern yards are typically occupied by service courts, washing lines etc. and sightlines of the site are limited due to the height and proximity of boundary fences. The development will not generate any shading effects over this boundary. The development will be most visible from circulation/ parking spaces and when entering/exiting the dwellings.



4c Cedar Drive



4d Cedar Drive



4e Cedar Drive



Cedar Drive/Regent Drive/Halsey Grove



4c - 4e Cedar Drive



10 Cedar Drive



2 Regent Drive



2 Halsey Grove



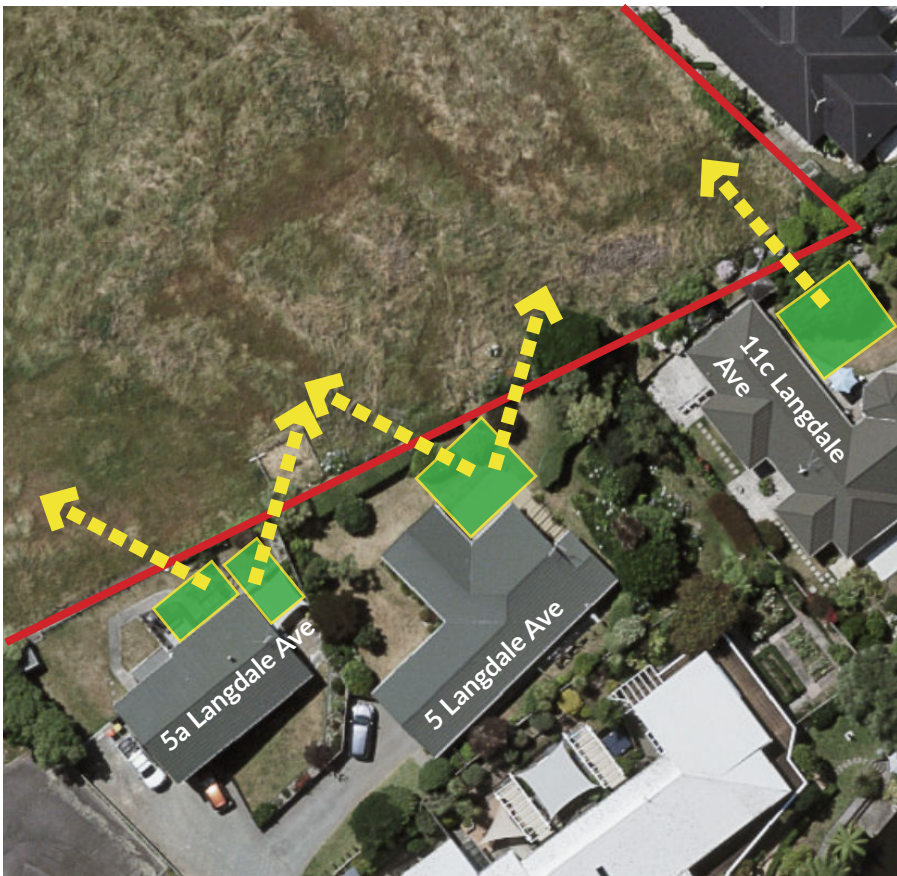
12 Regent Drive



14 Regent Drive

No 8 Cedar Drive has only a partial boundary with the site, but together with 10 Cedar Drive and 2 Regent Street have outdoor spaces (and presumably habitable room windows) which have aspect over/towards the site. 12 Regent Drive has limited aspect over the site from internal rooms (due to the height and proximity of the boundary fence, but does have a large garden which can be overlooked. 14 Regent Drive also has limited sightlines from ground level due to the height and proximity of the boundary fence.

The proposed development will generate no shading over these spaces.



Cedar Drive/Regent Drive/Halsey Grove



5a Landale Ave



5 Langdale Ave



11c Langdale Ave

These properties have north facing internal and external open spaces which are orientated towards the site. The proposed ultimate level difference across this boundary varies but the future dwellings are generally lower than the existing dwellings.

The proposed development will generate some shading over these spaces but this is reduced due to the level change (new dwellings are lower).

4.0
Proposed Design Amendments


In response to the recommendations in the Boffa Miskell peer review and the concerns raised by neighbours, the following design amendments have been made:


A more breaks in perimeter blocks


Perimeter blocks on all three boundaries have been further divided/shortened to reduce bulk as perceived from neighbouring properties. Breaks have been located to align with outlook/sightlines from neighbouring dwellings in order to reduce the potential visual impact of a continuous building.




Plan indicating new breaks in perimeter blocks

*estimated outlook from internal/external living spaces*

*estimated outlook from other habitable rooms*

*sightline from circulation space*

*new or relocated break*



B variation in roof form across blocks

The pitch on roofs on 4 perimeter blocks have been reversed to provide a difference between the blocks. This results in a change in the height of the facade relative to adjacent blocks and presents a facade which reads as more of a “front” from viewpoints outside the site. It also provides some variation of rooflines when perceived from the central loop road.



 block with “reversed” roofline

block with “reversed” roofline



adjacent terraces with alternative rooflines

C louvres

Louvres are applied to some first floor windows of boundary-facing blocks to improve privacy of adjoining existing neighbours. These screens enable solar gain and views directly out (perpendicularly) of first floor bedroom windows but prevent oblique sightlines across a number of adjoining properties. Whilst louvres do not prevent potential overlooking, they reduce the **number of bedrooms** with sightlines across adjoining properties. As such, the potential for overlooking and loss of privacy on adjoining properties is not dissimilar to what could be generated by the development of large double storey dwellings close to the site boundary. I note the development complies with all Height in Relation to Boundary standards.



location of louvres on perimeter rear elevations



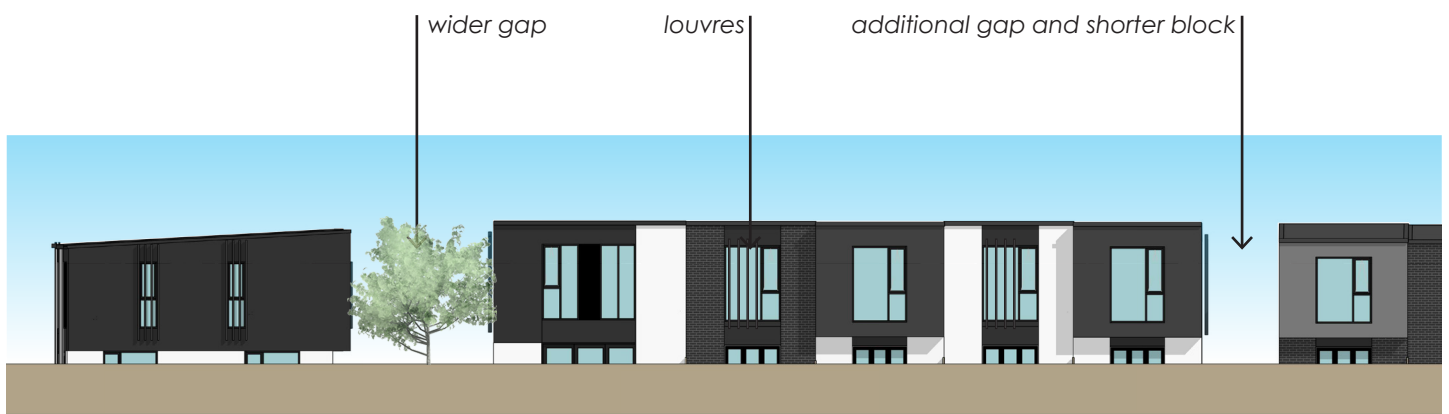
D changes to facade colour strategy

Along with adding louvres and increasing breaks between blocks, facade colour has been reconsidered to avoid the evenly repetitive pattern and assist with reducing the perceived scale and length of the blocks. This increases the visual interest and avoids differentiating between each unit, blurring the boundaries between units and creating the potential impression of larger/wider units.

In addition, colour has been used to further “break up” the facades of blocks by consolidating colour on individual units (as opposed to having colour variation across each unit). This will also assist with simplifying the facades while reducing the perceived building mass.



View 1 - as lodged



View 1 - proposed amendments



key to viewpoint

5.0 Assessment of Interface Outcomes

5.1 North-western boundary:

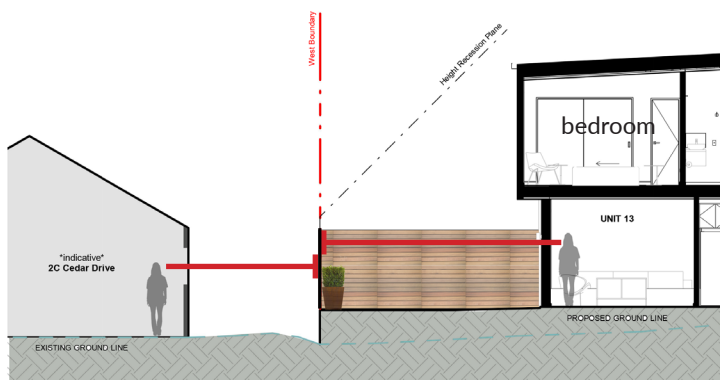
The three blocks along the northern boundary have been divided into four blocks, reducing the maximum length of any block to 25.5m. The breaks between the blocks have been located to align with circulation space around 4c and 4d Cedar Drive in order to provide a gap in the likely dominant view. The roofs of two of the blocks have also been “flipped” so that there is greater visual difference between the rooflines of adjacent blocks and some of them read more as “fronts” i.e. there is no view of the roof itself, only the facade. This also provides greater visual interest/variation along the internal loop road, as the height of the roofline of blocks varies. An additional colour has been added to the facades of these blocks in order to increase visual interest and colours consolidated to visually separate dwellings and reduce perceived bulk.

The outcomes along this interface are supported from an urban design perspective due to:

- the limited potential sightlines of the proposed development from existing dwellings (and private open spaces) which generally face north and away from the site
- the length of the blocks which measure no more than 25m (approx) and are more consistent with both the existing built form and that which could be anticipated under the baseline scenario
- the varied rooflines and alternating cantilevers at first floor which create a varied three-dimensional facade with shadow lines which add visual interest and reduce perceived bulk
- the facade colour strategy with emphasises verticality and differentiates between units, helping to reduce the perception of bulk
- the lack of sightlines between ground floor living spaces
- the louvres applied to upper floor bedroom windows which reduce oblique views across the boundary and thereby the number of bedroom windows that could overlook adjacent properties
- the compliant height in relation to boundary conditions
- the lack of shading on adjacent properties

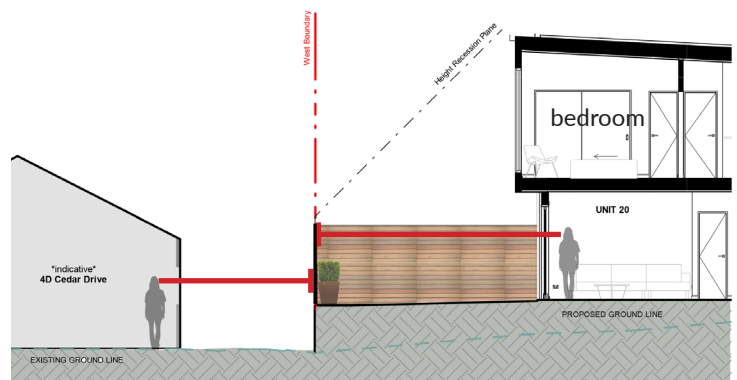


location of sections across the boundary



Section - 2C Cedar Drive

Section A



Section - 4D Cedar Drive

Section B

Note: dwellings and vegetation on adjacent properties is indicative only

5.2 North-eastern boundary:

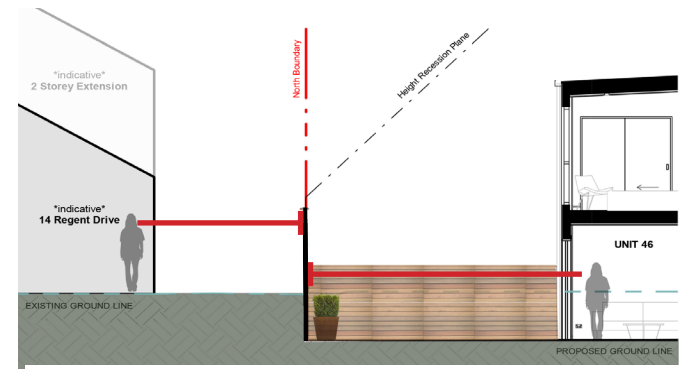
The terrace blocks along this interface have also been reduced in length to provide two additional breaks which will assist with reducing perceived building bulk. Reversing rooflines on one of the blocks will also create more variation, along with adopting the revised facade colour strategy.

The outcomes along this interface are supported from an urban design perspective due to:

- the length of the blocks which measure no more than approximately 25m and are more consistent with both the existing built form and that which could be anticipated under the baseline scenario
- the varied roof lines and alternating cantilevers at first floor which create a varied three-dimensional facade with shadow lines which add visual interest and reduce perceived bulk
- the facade colour strategy with emphasises verticality and differentiates between units, helping to reduce the perception of bulk
- the lack of sightlines between ground floor living spaces
- the louvres applied to upper floor bedroom windows which reduce oblique views across the boundary and thereby the number of bedroom windows that could overlook adjacent properties
- the compliant height in relation to boundary conditions
- the lack of shading on adjacent properties

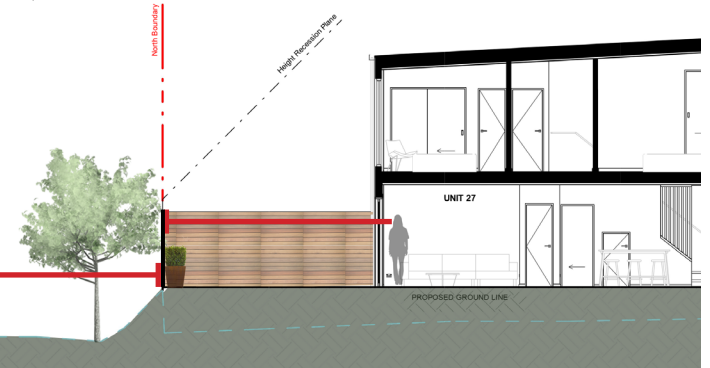


location of sections across the boundary

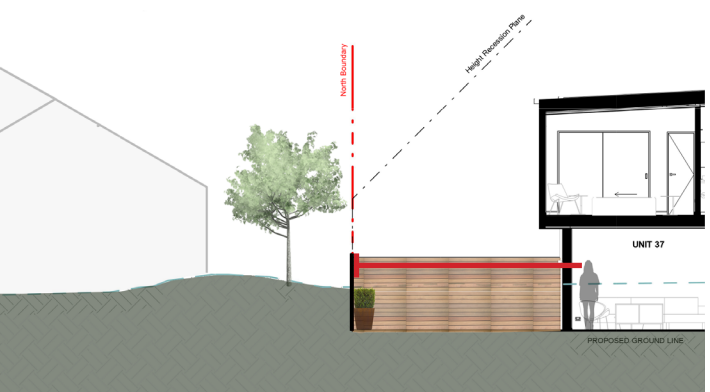


Section - 14 Regent Drive

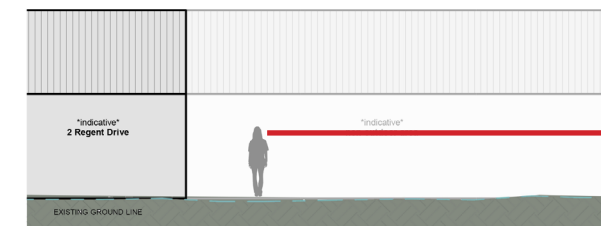
Section E



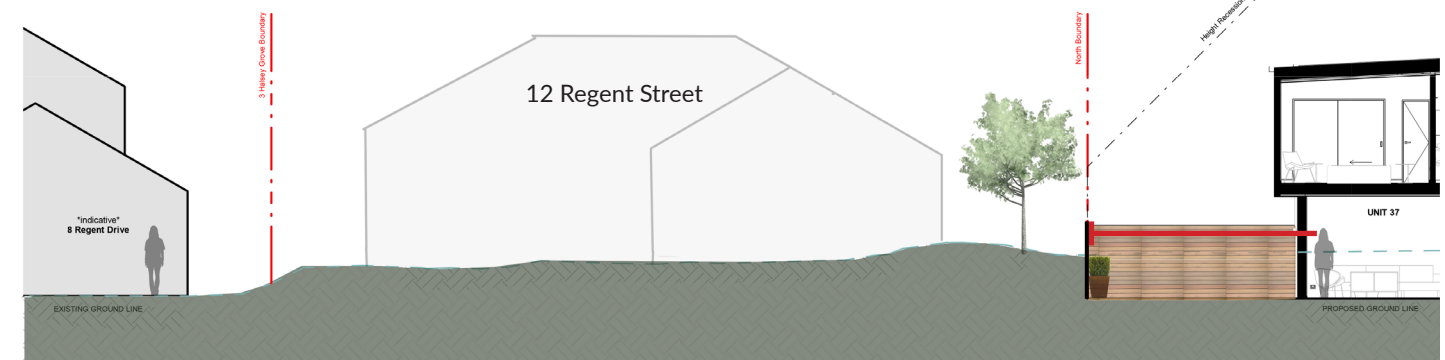
Section C



Section D



Section - 2 Regent Drive



Section - 8 Regent Drive

Note: dwellings and vegetation on adjacent properties is indicative only

3 Southern boundary:

Similar changes are also proposed for changes along the southern boundary to reduce the perception of building mass and density. It is important to note that the proposed terraces are generally located at a lower level than existing dwellings to the south. This limits the extent of shading and overlooking.

Dwellings along the southern boundary are located at various levels relative to the existing ground level outside the site. Adjoining the existing dwellings at 5 and 5a Langdale Ave, the level change is between 2 and 3m which reduces the perceived height of the new terraced blocks, essentially appearing as a single storey development when viewed from those properties.

In summary, the condition along this boundary is considered acceptable due to:

- the level change which reduces the proposal to a single storey height when perceived from 5 and 5a Langdale Avenue
- the level change and the 1.8m perimeter privacy fence which prevents overlooking of adjacent properties from living spaces or first floor bedrooms
- the additional break in the blocks
- the lack of sightlines between ground floor living spaces
- the variation in roof lines and the facade strategy with respect to colour and variation

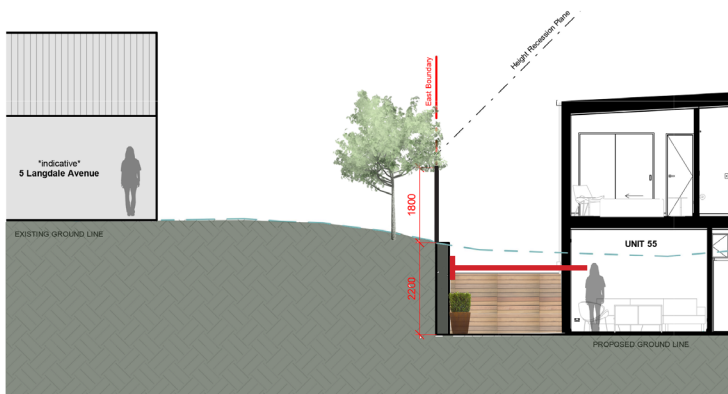
1m - 2m 2 - 3m 0.3 - 2m



level change along the southern boundary

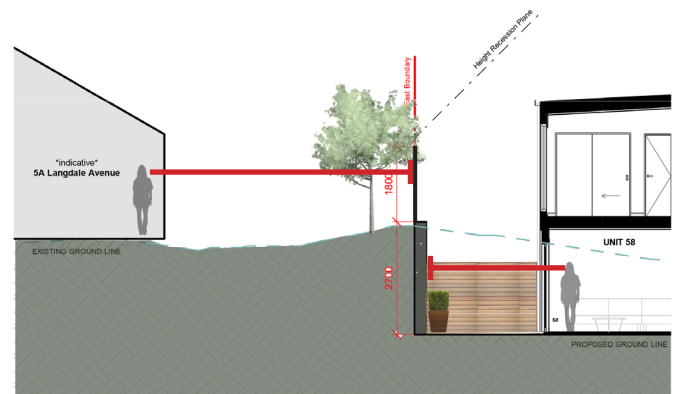


location of section across the boundary



Section E

Section 5 Langdale Avenue



Section F

Section 5A Langdale Avenue

Note: dwellings and vegetation on adjacent properties is indicative only

6.0

Conclusion

With respect to the surrounding environment, the site is relatively contained as the Kapiti Road frontage is the only frontage which will be perceived by the wider community. The context and character of Kapiti Road is shown to be varied and includes a number of different non-residential uses. As such, the proposal cannot be deemed to be “out of character” with its context.

From an urban design perspective, the proposal is considered to make a positive long term change to Kapiti Road due to:

- its scale and form which is appropriate for this wide busy road which has a variety of built form associated with a wide variety of land uses, including an airport, big box retail, commercial activity etc.
- the spatial definition of the road it provides given the open space on the western/airport side
- the active frontage provided by many front doors and habitable room windows which provide passive surveillance (and real and perceived safety)
- the visual interest it delivers through architectural and landscaping design
- the retention of the pohutukawa trees along the road berm which assist with visual integration and reflect the proposed building height
- the absence of car parking and driveway crossings which promote pedestrian and cycle safety and comfort and allow for on-street car parking.

The key potential effects associated with visual impact and change are therefore limited to adjoining neighbours and it is recognised that the development proposes a residential density higher than that immediately adjoining the site.

This assessment of the proposal (and current design amendments) illustrates an analysis of the existing adjoining environment and the anticipated boundary conditions that will eventuate. The proposal has recognised its potential effects on these three boundaries, and responded with a number of key design moves and techniques to mitigate them. These include:

- using a central loop road to limit traffic and noise effects on boundaries
- locating new public open space away from external boundaries
- limiting block size/length on perimeter blocks to reflect nearby building footprints
- using cantilevers and other architectural features to provide three-dimensional variation on facades
- using facade material and colour to reduce the perceived bulk/mass of blocks
- varying roof lines on blocks to add visual interest
- using louvres on upper floor bedroom windows to reduce the extent of potential overlooking
- using level change (along southern boundary) to reduce potential shading and overlooking

As a result of these measures, the proposed development is considered to respond carefully to its immediate context and manage potential negative effects associated with any loss of privacy or solar access while potential visual effects on neighbours are mitigated through architectural design. It enables the efficient use of land in this convenient and desirable location and extends the range of housing choice in Paraparumu.

Prepared by

