

24th May 2022

Kāpiti Coast District Council
175 Rimu Road
Private Bag 60601
Paraparaumu 5254

Application Number(s): RM220070
Applicant: Gresham Trust
S92(1) and (2) – Resource Consent Application – issued 07th April, 2022

Request for Further Information Pursuant to Section 92(1) and (2) of the Resource Management Act 1991

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|-----------------------|---|
| Service Request Type: | Resource Consent |
| Site Address: | 240 Kapiti Road, Paraparaumu |
| Legal Description: | Lot 1 DP 88870 |
| Proposed Activity(s): | A 311 – lot subdivision and a 139 unit residential/medium density development and associated earthworks exceeding the permitted activity standards. |

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1. Further consideration and analysis have been undertaken in the following RFI responses. Cross sections have been provided in the advised locations, as indicated in the combined Landscape and Urban Design s92 request. Please see RC81 and RC82 of the Architectural Drawing package revised and attached. These sections can be located when viewing the Reference Plan on RC03. These sections provide:
 - Rear façade of the development and associated outdoor living space
 - Indicative existing built form, labeled for reference
 - Accurate representation of level changes
 - Location, height, type of proposed retaining and fences (more information on RC77 and RC78 for dimensions) – see Engeo report.
2. Reference images and examples of the different fence types and retaining proposed are on sheet RC84 in the revised Architectural Drawings attached.
3. A cross section of a unit with a front yard has been illustrated on sheets RC79 and RC80 – a typical 2 bedroom unit and a typical 3 bedroom unit. (Units 53 and Units 57). This confirms the overall height from the ground level is 2300mm in height, but, these sections show the units are raised 500mm from ground level, then have 1100mm of concrete fence, with a 700mm timber slat fence above. The 500mm from ground to this front yard level is to be retaining wall.
4. RC07 and RC08 provide the location of 2 bedroom and 3 bedroom units around the development. RC83 has been added and provided to highlight the different typologies, eg: Type A, B, C, etc.
5. Please see attached lighting plan provided.

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6. Full elevations of the front and back of each building block, as well as side elevations or ends of rows have been provided, please see sheets RC09 – RC15 of the revised Architectural Drawing package.
7. Shading diagrams provided have been double checked. Spring Equinox for 12pm and 3pm have been amended. Please see revised sheets RC54 and RC55.

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Preliminary Design Response:

8. The pedestrian spine aligns closely with footpaths that connect to both Halsey Grove and Kapiti Road. As pedestrians enter from the north side of Halsey Grove, they will have a clear sightline right through the development towards Kapiti Road. Views for drivers and passengers in vehicles entering from Halsey Grove will be of terraces (with a glimpse view of the walkway) and the development, and its scale, will reveal itself as vehicles circulate through/around. Entry and access to Kapiti Road has also been a key consideration during the design process. Given the bus route, close and walkable proximity of the supermarket and other destination, and the on-street car parking, Kapiti Road is considered a key entry. As such, three pedestrian/cycle entries have been provided, one of which aligns directly with the central spine. Both pedestrian linking spaces along the central spine are relatively short and 5-6m wide. Their SW/NE orientation and landscaping will deliver spacious attractive spaces for residents. (RC85 in revised Architectural Drawing package).
9. The park will be easily accessed by all residents and identified as part of the overall development due to its enclosure and the visual coherence of the built form. Its design and edge conditions (circulation spaces and front doors) indicate it is clearly a shared space for all residents. It will be a privately owned and maintained space that is not designed to attract residents from outside the development. The park is located such that it is immediately visible and accessible to people entering/exiting the development on Kapiti Road, who are more likely to be residents.
10. Please see answer below.
11. The development has been updated to have another material colour. The majority white brick has had a dark charcoal brick added. This has been added to the middle of blocks, and is intended to act as a negative unit, and add another break in the blocks which are deemed to have to little breaks. This colour choice has been sympathetic to not introduce a new material or colour palette to the development, but, adds for some visual variety when viewed.
12. Bicycle parking has been included in the central park of the development. RC84 illustrates what these loop racks may look like, and RC46 has been updated to show the location of these racks. For a development of this size, the addition of too many bike racks can quickly overpopulate and turn into a hoarding zone for un-used bicycles. Units have been provided with ample backyard space to store bicycles used.
13. The passive surveillance at the first floor is provided by large glazing, which assists with both real and perceived safety for residents. Circulation spaces inside units are visible to pedestrians on footpaths in the development, in cars, or when entering dwellings. These are high volume spaces, and the glazed panel beside the door thus provides high-active secondary passive surveillance.

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There is also the requirement for bracing lines to occur along these ground floor walls, and thus, are at maximum level of available door/glazing space to meet these structural requirements.

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If you require any further information, please, contact me and I will endeavor to assist.

Attachments:

- T675 - 240 Kapiti Road - Resource Consent- RFI's - 24-05-2022
- ENGEO 2022.05.18 - 240 Kapiti Road Geotechnical RFI Responses
- 240 Kapiti Road Street Lighting - Proposed - 10.05.2022

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