



Appendix K Urban Design Assessment

Prepared by Urban Acumen



160

Mazengarb Rd

Paraparaumu

URBAN DESIGN ASSESSMENT

For: Sussex Trust

Prepared by



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This report has been prepared by Lauren White of Urban Acumen Limited on behalf of Sussex Trust for the purpose of supporting a Resource Consent Application.

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1.0	introduction	2
2.0	location and context	4
3.0	the site	6
4.0	site and interface analysis	8
5.0	design drivers	10
6.0	the proposal	10
7.0	assessment	12
8.0	conclusion	43

CONTENTS

1.0

introduction

Sussex Trustee Limited have prepared a resource consent application to develop the land at 160 Mazengarb Road with 41 detached dwellings and associated access, car parking and shared areas. The site is located in the General Zone and requires consent as a discretionary activity.

This report is provided in support of the application and addresses the urban design components of the proposal including:

- undertaking a site analysis to determine relevant opportunities and constraints;
- understanding the relevant current statutory context and direction;
- making recommendations during detailed design; and
- assessing the proposal against the Kapiti Coast District Council Residential Design Guide.

The above process has resulted in a proposal that is supported **on balance** from an urban design perspective.

Specifically the proposal serves to direct development of the site which:

- makes good use of land within a walkable catchment of Paraparaumu College, Mazengarb Reserve; and served by public transport (Bus 262 to Paraparaumu Station and Paraparaumu Beach shops);
- has a layout which internalises potential effects associated with development;
- has a layout which is legible, focusses development around a safe shared open space and fosters social interaction and engagement; and
- provides a range of compact and efficient housing designs and facade options and flexibility for potential buyers and flexibility to enable the developer to respond to demand.



Figure 1. Proposal in context



2.0

location and context

The site is located within approximately 3.5km from the centre of Paraparaumu and the train station. Mazengarb Road/Arawhata Road provides easy access to Kapiti Road. Mazengarb Road also provides access north to Paraparaumu Beach and coast reserves.

Paraparaumu College is located over the road and Mazengarb Reserve and sports facilities are approximately 5 to 10min walk.



looking south east along Mazengarb Road



Paraparaumu College



looking north west along Mazengarb Road (at pedestrian crossing)



the cyclepath along the street frontage



typical surrounding area - Stella Court



typical surrounding area - College Drive

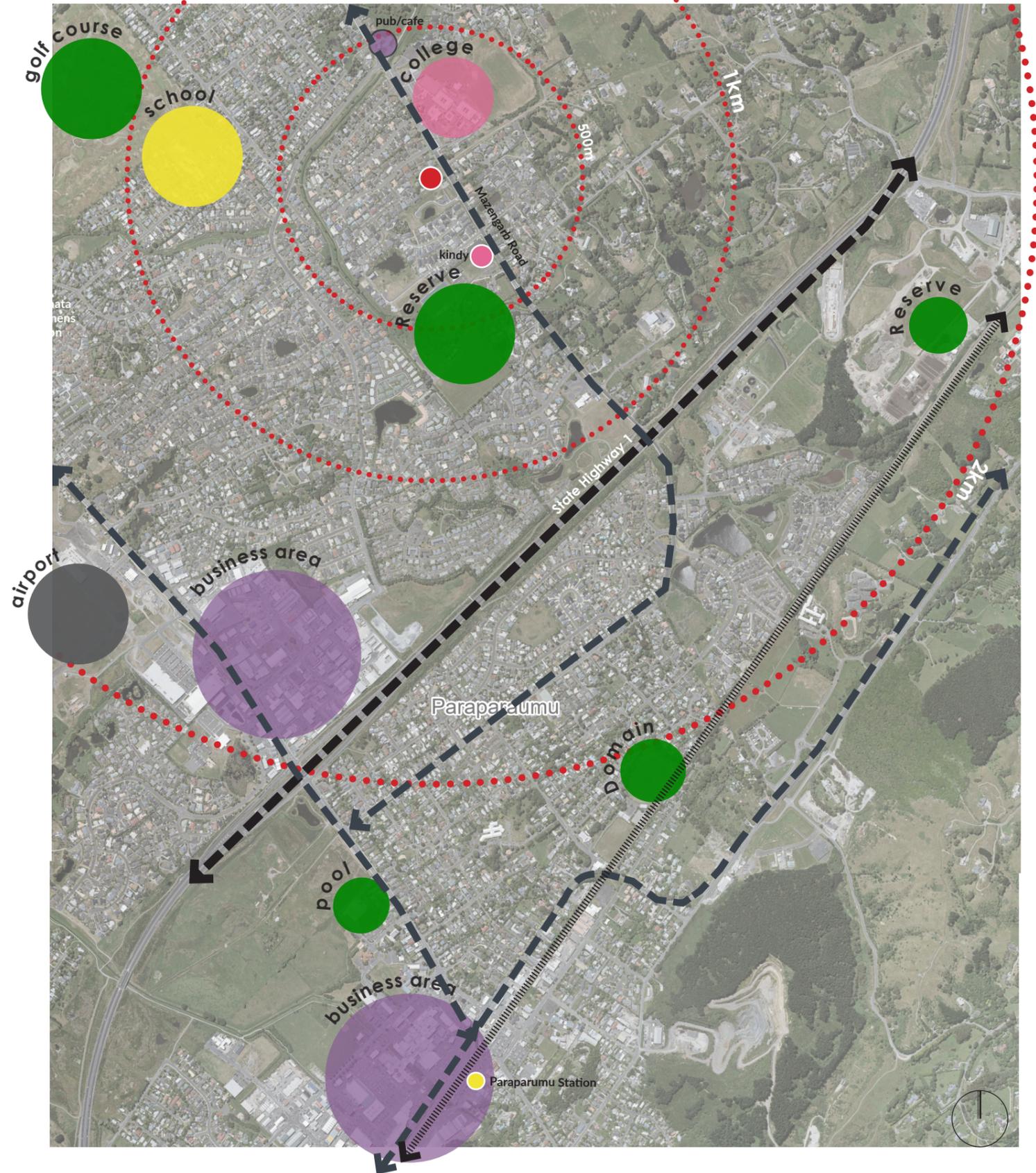


Figure 2. Location

3.0

the site

The site measures approximately 0.72ha and is a regular shape with a predominant ly north-east/south west orientation. Its road frontage measures 60m and the land form falls into the centre and towards the south, away from the road. There is one existing dwelling, a number of ancilliary buildings and mature trees on site.



view of southern west corner from the south



southern boundary adjacent to dwelling on 6 Nui Sila Way



northern boundary



view of south west corner from inside the site



view along western boundary

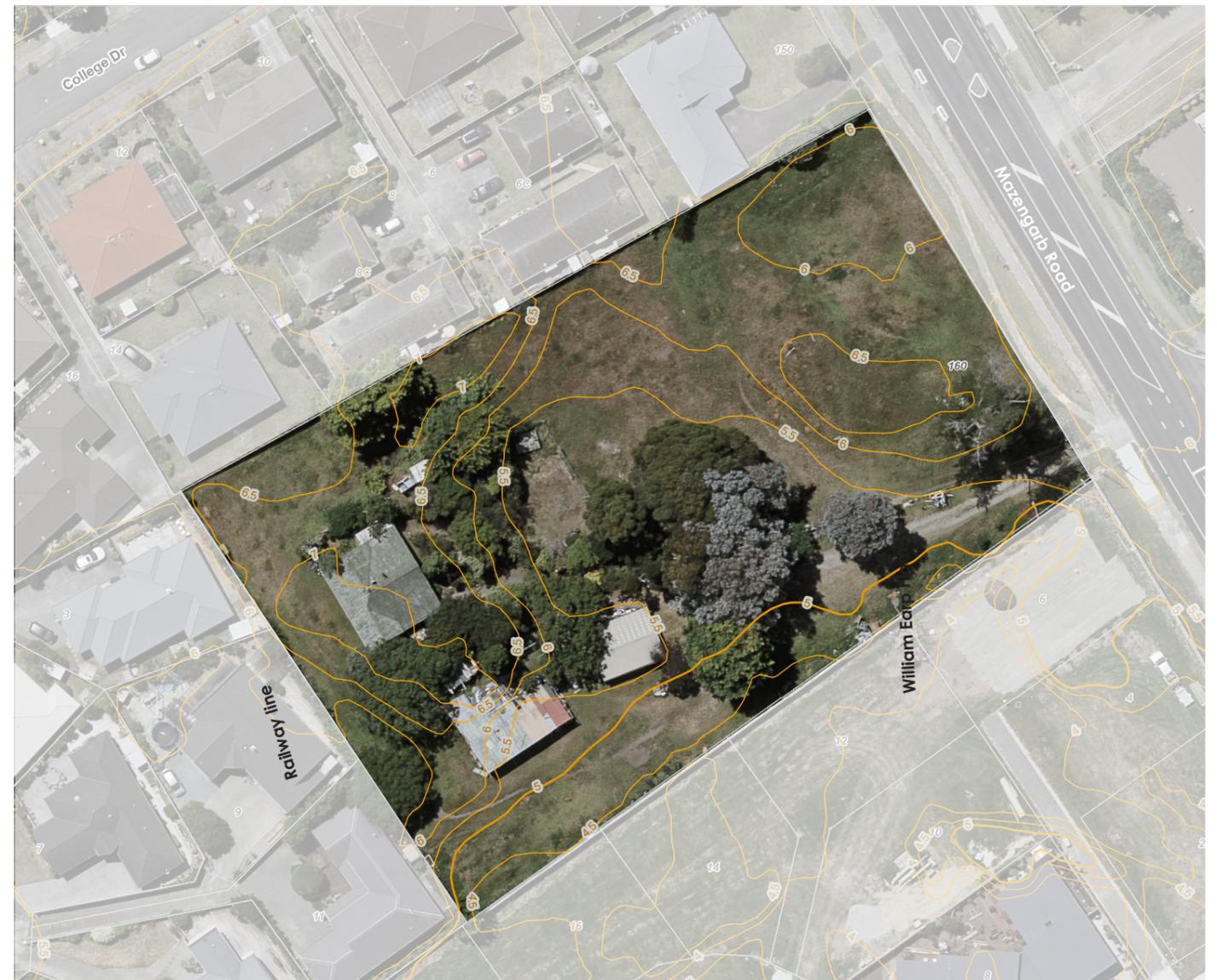
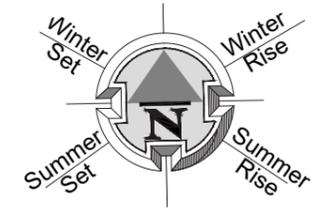


Figure 3. Aerial photo and contour

4.0

site and interface analysis



strengths and opportunities

- regular shape and relatively flat site
- mature trees
- cycle path and bus route along Mazengarb Road

weaknesses and constraints

- only one road frontage
- no linkage/alternative access points on other boundaries
- existing low density on northern and western interfaces
- existing retaining wall and level changes on southern boundary
- localised ponding
- stormwater requirements to raise site levels and accommodate/detain stormwater

- ▬▬▬▬▬▬ pedestrian routes
- ▬▬▬▬▬▬ shared/cycle path
- ▬▬▬▬▬▬ pedestrian crossing
- ▬▬▬▬▬▬ level change/bank
- ▬▬▬▬▬▬ existing retaining wall
- existing site entry
- ▬▬▬▬▬▬ street parking
- ▭ adjacent dwelling indoor living space
- ▭ adjacent dwelling outdoor space
- ▭ potential/logical location of future outdoor living space
- ▭ potential/indicative location of future dwelling
- ▭ potential/indicative location of existing dwelling
- damaged macrocarpa (to be removed)
- ▭ localised ponding



Figure 4. Site Analysis

5.0

design drivers

The design response to the site includes the following intentions:

- delivering high quality residential units which contribute to affordable lifestyle choices
- providing good active frontage to Mazengarb Road
- ensuring good pedestrian links to and through the site
- managing potential effects on interfaces/boundaries
- ensuring residential amenity through privacy, access to sun, outlook and views
- providing a safe, legible and high quality shared/multi-purpose space for residents to foster social interaction and a sense of community
- maintaining some flexibility to vary the dwelling mix in order to increase commercial feasibility and better meet market demand/preferences

6.0

proposal

The proposal includes 41 two and three bedroom detached houses. A shared accessway provides vehicle and pedestrian access along with 43 car parking spaces. Shared refuse areas and bike parking are accommodated in shared space, along with a small landscaped area for passive recreation.

One vehicle and pedestrian entry point is proposed to provide access to a central looped accessway which serves all dwellings not accessed from Mazengarb Road.



0 10m 20m 50m



Figure 5. Development proposal

7.0

assessment

The assessment framework includes the following statutory and non-statutory guidance:

- Relevant policies of the General Residential Zone in the Operative Kapiti Coast District Plan 2021
- Kapiti Coast District Plan's Residential Design Guide
- Urban Design Protocol (also adapted in Appendix 2 of the Regional Policy Statement for the Wellington Region)



Figure 6. Lot/unit numbers

7.1 Operative Kapiti Coast District Plan 2021

GRZ-P7 Development and Landforms

Subdivision, use and development (including associated driveways) should be sited, designed and undertaken to integrate with the natural topography and landform of the land and to minimise:

1. the visual impact, bulk and scale of buildings and structures on identified landscape values, ecological sites, geological features or areas of high natural character;
2. the extent of cut and fill;
3. the need for and the height of retaining walls; and
4. the mass of buildings on sloping land, by variations in wall and roof lines and by floor plans which complement the contours of the land.

Whilst it is acknowledged that the development of the site will change the existing landscape character which is more aligned with rural character, so significant natural features have been identified to inform the development approach and concept. The site has some minor level change and this is proposed to be modified to accommodate stormwater requirements. A balance of cut and fill has been sought. The raising of the site slightly in the southern and western areas will enable waste water and stormwater to be efficiently delivered and enables levels to be made relatively consistent with adjacent properties and thereby reduce any potential effects associated with retaining walls, shadowing and/or overlooking.

GRZ-P9 Residential Activities (excluding visitor accommodation other than temporary residential rental accommodation)

Residential activities will be recognised and provided for as the principal use in the Residential Zones, while ensuring that the effects of subdivision, use and development is in accordance with the following principles:

1. adverse effects on natural systems will be avoided, remedied or mitigated;
2. new built development will respond to the planned built character of the Zone;
3. transport choice, efficiency and accessibility to active or public transport will be maximised;
4. housing types which meet the need of households will be provided for;
5. the functional and operational requirements of different types of housing are recognised; and
6. accessory buildings and buildings which are ancillary to residential activities will be provided for.

The General Residential Zone is anticipated to have a mix of housing densities, including detached and attached dwelling types. This policy anticipates that the form, appearance and amenity of neighbourhoods will change over time, in part due to the application of the Medium Density Residential Standards. This is also consistent with the district-wide objective of a variety of housing types and sizes (including 3 storey typologies) that respond to market need and demand.

Whilst the surrounding existing environment is characterised by detached dwellings on 500 to 800sqm sections, there are a few examples of smaller sites such as the duplexes on 6 and 8 College Drive immediately to the north of the site. It is reasonable to anticipate that some of these existing sites could redevelop in line with the MDRS and accommodate duplexes and terraces in the future. There are also recent examples of medium density development in Paraparaumu (e.g. Florian) which extend the range of residential choice.

In summary, whilst it is acknowledged that the proposed development will constitute a change to its **existing** context, it is still consistent with the **planned** character of the zone. Indeed, it offers a lifestyle and likely price point that are uncommon in both the immediate area and town generally and will assist in efficiently accommodating growth and meeting housing demand, particularly for singles and the retired which satisfy principles 4 and 5 above.

GRZ-P10 Residential Amenity

Subdivision, use and development in the Residential Zones will be required to achieve on-site amenity for residents and neighbours in accordance with the following principles:

- 1. building size and footprint will be proportional to the size of the allotment;**
- 2. usable and easily accessible private outdoor living spaces will be provided;**
- 3. buildings and structures will be designed and located to maximise sunlight access, privacy and amenity for the site and adjoining allotments;**
- 4. buildings and structures will be designed and located to respond to the planned built character of the Zone;**
- 5. appropriate separation distances will be maintained between buildings;**
- 6. yards will be provided to achieve appropriate building setbacks from neighbouring areas, the street and the coast;**
- 7. hard and impermeable surfaces will be offset by permeable areas on individual allotments;**
- 8. unreasonable and excessive noise, odour, smoke, dust, light, glare and vibration will be avoided;**
- 9. non-residential buildings will be of a form and scale which is compatible with the surrounding residential environment; and**
- 10. service areas for non-residential activities will be screened, and planting and landscaping will be provided.**

The proposal includes relatively small dwellings, with the size of outdoor spaces driving overall lot size. Outdoor spaces comply with the minimum size and shape as required by the MDRS (20sqm, 3m dimension), are directly connected with indoor living spaces and do not accommodate bike storage or washing lines. Individual outdoor spaces are complemented by a shared open space which provides for more active recreation and also fosters social interaction.

Both indoor and outdoor living spaces are located to maximise sun (there are no south facing living spaces) and when located to the front, surveillance and privacy is balanced through carefully considered fencing and landscaping.

Yard setbacks been met along with serving needs, including stormwater requirements, delivery and and waste collection.

GRZ-P11 Residential Streetscape

Development, use and subdivision will enhance the amenity, functionality and safety of the streetscape in the Residential Zones. To achieve a positive relationship between development and the street, development will be undertaken in accordance with the Council's Streetscape Strategy and Guideline:

- 1. direct pedestrian access will be provided from the street to the front entrance of the primary residential building, where practicable;**
- 2. where practicable, at least one habitable room will be orientated towards the street;**
- 3. the safety of road users, including pedestrians and cyclists, will not be adversely affected; and**
- 4. on-site vehicle manoeuvring will be provided for rear allotments, allotments with significant sloping driveways and on strategic arterial routes.**

Whilst the development has only one short public frontage, the internal accessway has also been treated as a public environment. As such, direct pedestrian paths provide access from either street or driveway to clearly legible front doors (with the exception of a small number of Type B2). All units present either a living room or bedroom to the street. The central circulation space is designed as a shared slow speed environment suitable for cyclists and primary pedestrian routes are demarcated in a contrasting surface material.

GRZ-P12 Landscaping

Landscaping will be required for non-residential activities and residential development in the Residential Zones to enhance residential amenity, while promoting water conservation and biodiversity and allowing for the natural infiltration of surface waters through permeable treatments. Landscaping will be located and designed in accordance with the following principles:

- 1. the visual impact of large buildings will be reduced by appropriate screening and planting;**
- 2. service areas, loading areas and outdoor storage areas will be screened;**
- 3. on-site outdoor living spaces will be defined and enhanced by landscaping;**

-
4. **sunlight access and passive surveillance to adjoining areas will not be unreasonably restricted;**
 5. **public infrastructure and services will not be damaged or blocked;**
 6. **planting of locally indigenous vegetation will be encouraged; and**
 7. **permeable surfaces will be provided for the natural infiltration of surface waters.**

The development includes detached single storey housing which are not considered to have a scale or form that is inconsistent with the planned character of the area or requires screening or planting. However, the use of specimen trees which can reach heights of 8m will serve to soften and visually integrate the dwellings with surrounding vegetation.

and Washing lines and bike storage lockers are located in side and rear yards where they will not be visible from either Mazengarb Road or the shared accessway.

Landscaping and fencing clearly define the individual private open spaces when positioned between the accessway and the front facade. When private outdoor areas are located at the rear, landscaping serves to divide footpaths from car pads.

Native species are proposed in the landscaping plan and approximately ...% of surfacing is permeable, allowing for the infiltration of surface water.

GRZ-P22 Medium Density Residential Standards – Policy 3 - Encourage development to achieve attractive and safe streets and public open spaces, including by providing for passive surveillance.

Sightlines provided by habitable rooms is illustrated on Figure 7 and shows a high level of passive surveillance of both Mazengarb Road and the internal accessway is achieved and thereby a high degree of real and perceived safety. Hard and soft landscaping in front yards, along with varied roofs and facade materials contribute to an attractive visually interesting external and internal streetscape.

GRZ-P23 Medium Density Residential Standards – Policy 4 - Enable housing to be designed to meet the day-to-day needs of residents.

All units are safely and legibly accessed from shared circulation spaces and identified by a letterbox and number. The dwellings are compact while enjoying open plan internal living spaces connected directly to outdoor patio areas. Dwellings provide good access to daylight and sunlight and enable cross ventilation through opening habitable room windows at either end. Living spaces are proportional to the number of bedrooms and provide adequate room and flexibility for a variety of furniture combinations.

Safe areas for drying washing and storing bikes are provided away from patio areas and where they are not visible from public or shared spaces. Internal laundries and built in wardrobes are provided along with additional storage spaces in most units. Car parks and waste collection areas are provided within easy visual and physical access from all units.

GRZ-P24 Medium Density Residential Standards – Policy 5 - Provide for developments not meeting permitted activity status, while encouraging high-quality developments

The development is a restricted discretionary activity and considered to be high quality due to:

- its comprehensive multi-disciplinary design, particularly integrated architectural and landscape design;
- its overall layout which promotes legibility, safety and a sense of community;
- a high level of compliance with residential standards relating to built form, outlook, outdoor living space and landscaping;
- a good standard of residential amenity associated with solar access, privacy and daily convenience; and
- a high level of compliance with the Residential Design Guide (see next section).

7.2 Kapiti Coast District Plan's Residential Design Guide

The guidelines apply to residential development in the General Residential Zone. As the guidelines are based on a relatively universal set of urban design principles, most are applicable to residential development at a variety of scales.

Whilst this document addresses outcomes for terrace, multi-unit housing or apartment typologies, it is considered relevant for this proposal given the stated design Principles and the overall density and dwelling size of the proposal.

Relevant guidelines (those for terraces) are included in **red text** and followed with assessment commentary as:

- ✓ fully consistent with guideline
- ✓ partially consistent with guideline
- ✗ not consistent with guideline

Site Layout

1. Buildings should be orientated with the front of the dwelling(s) facing the street or public space.

- ✓ All dwellings adjoining Mazengarb Road (Lots 1 to 5 and 40-41) have entries that are directly facing and accessible from the street.

2. Dwellings should be configured so that there are habitable spaces located at the front of the building, with windows or balconies overlooking the street or public space.

- ✓ Dwellings are positioned to maximise solar gain for internal living rooms and adjacent outdoor spaces. As a result, depending on orientation, either living rooms or bedrooms face the public street or shared internal laneway. There are no dwelling types which have no habitable room windows on the front elevation.

- ✓ Dwellings fronting Mazengarb Road are located close to the street boundary and have bedrooms facing the street with windows designed to balance passive surveillance and internal privacy.

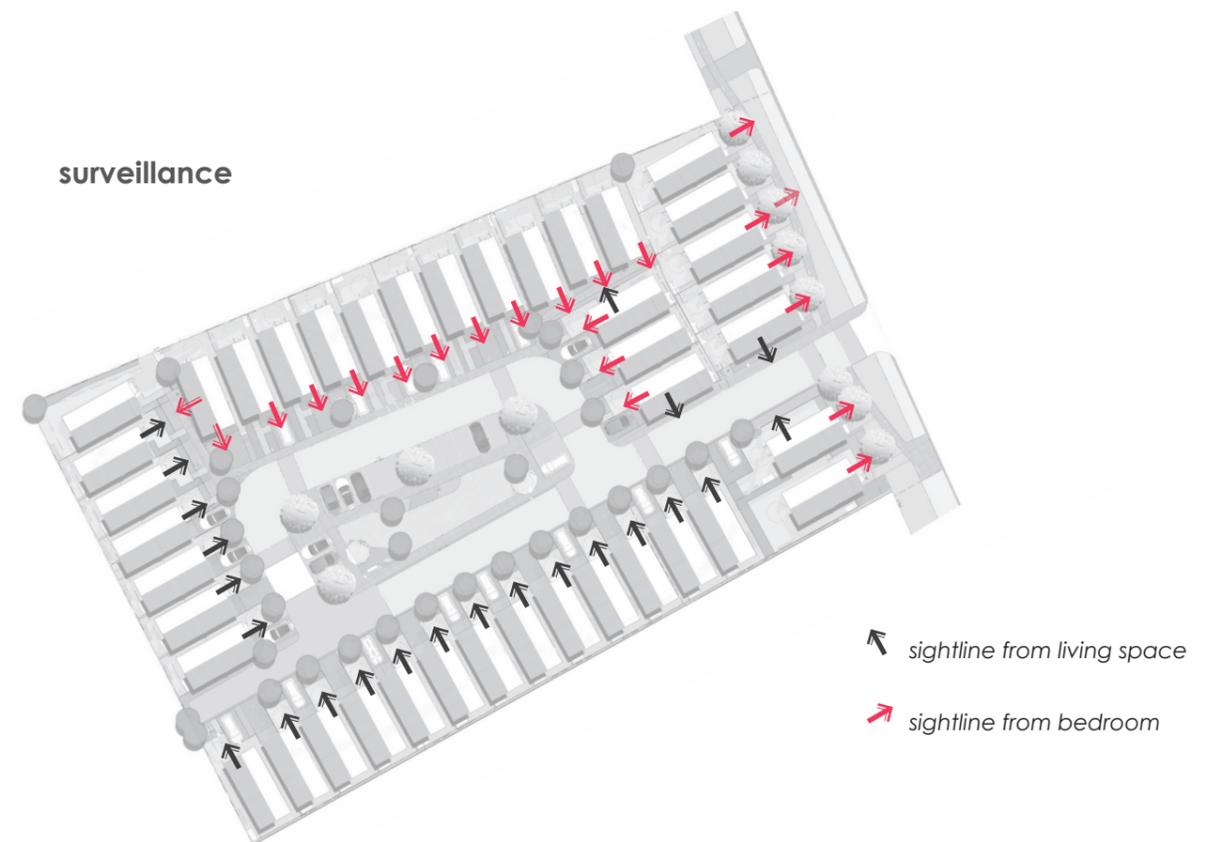


Figure 7. Sightlines/surveillance

3. Public, semi-public and private spaces should be clearly defined through planted landscaping, hard landscaping or fencing.

✓ All front boundaries are clearly demarcated with planting and/or fencing. Planting includes both specimen trees and shrubs and assists with the transition from private to shared space. Planting rather than fencing demarcates the Mazengarb Road boundary and include species which medium heights (0.5m to 1m) which can define the spatial boundary but not obstruct sightlines over the street.

4. Avoid tall solid fencing between outdoor spaces and the street or public spaces.

✓ All fences along the accessway are 1.2m in height. Those along side boundaries are 1.5m in height but still visually permeable.

5. Where a private outdoor living space fronts a street or other public space, a taller fence may be appropriate, but this should be designed to be at least 50% visually permeable.

✓ Fences along side boundaries are 1.5m in height and visually permeable in order to provide a balance between on-lot privacy and passive surveillance. (Please refer to landscape drawing package for fence details).

Access and Cycle Parking

7. Bicycle storage should be secure and covered, and integrated as part of the building design.

✓ Bike storage is an option provided by the developer and its potential location indicated on the plans, namely in rear yards where they are secure and do not negatively effect the amenity of the shared space or on-lot outdoor areas. These lockers are not integrated with the dwellings but given they are optional and not visible from public/shared areas, are supported.

9. If on street parking is provided it should not conflict with active mode infrastructure (e.g. walking, cycling).

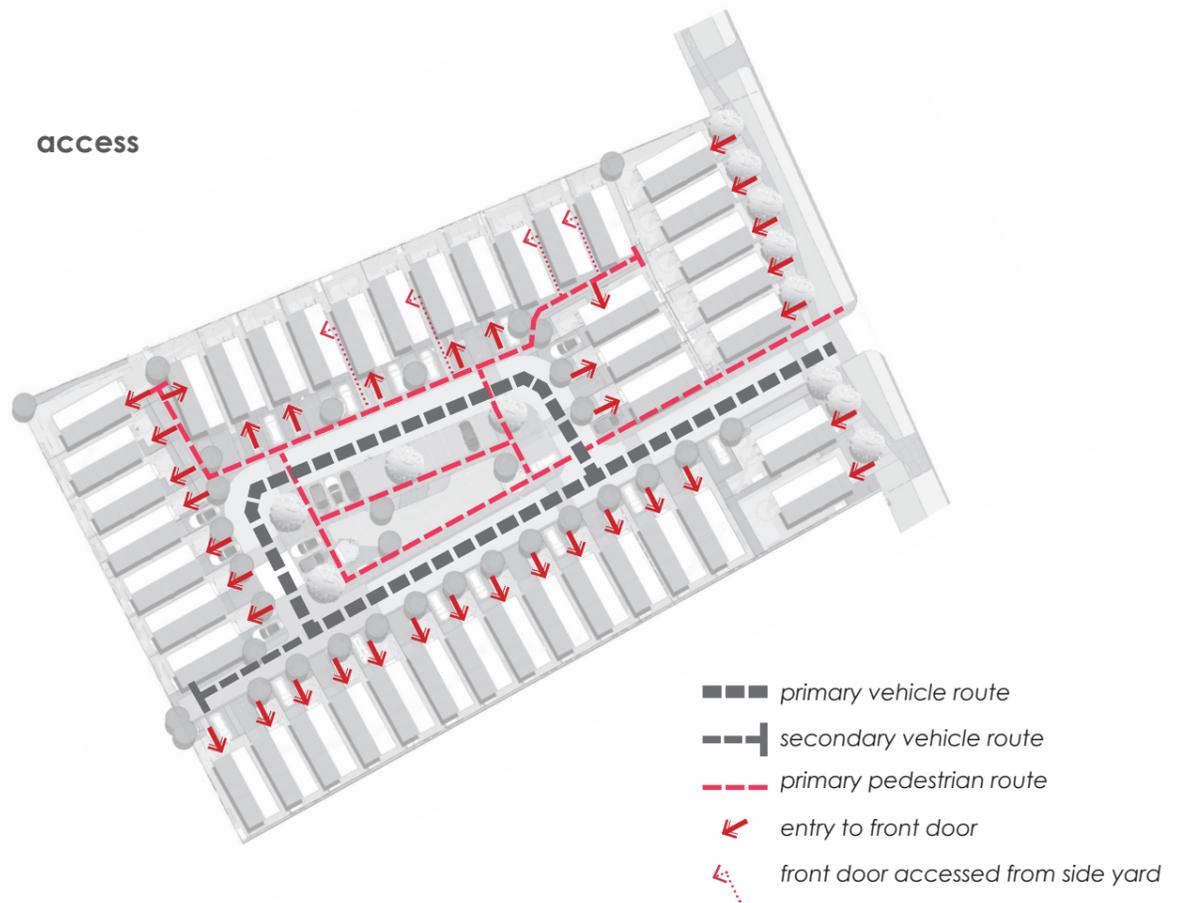
✓ Only one driveway crossing is provided for this development from Mazengarb Road which reduces potential conflict between vehicles and the pedestrian and cycle facilities along the road.

Internally, the primary pedestrian entry and loop through the site is separated from vehicles through a change in surface material. The central area is designed as a slow speed environment where cycling can safely occur within the carriageway. Contrasting surface materials indicate thresholds and/or likely places where pedestrians will cross the carriageway.

In some instances, cars are required to reverse out over the pedestrian path but sightlines are open and not obscured by fencing. Planting is either low in form and specimen trees can be canopy lifted to ensure safety for pedestrians.

10. Minimise the number of additional vehicle crossings provided for any new development.

✓ As above - only one vehicle crossing is proposed after which the private internal circulation space is designed as a slow speed shared space.



11. Locating off street at grade parking between buildings and the street is discouraged.

There are no car parking spaces located between proposed dwellings and the public street (Mazengarb Road). Whilst the central access loop is essentially treated as an internal private street, all car parking spaces are located around the loop and therefore in front of dwellings. This arrangement requires the least amount of hard surfacing and manoeuvring area for vehicles and instead prioritises land use for residential activity and shared open space. Neither internal garages nor rear lane access is an option in this development given the size and shape of the site and the compact, more affordable dwellings. Some units have allocated car parking spaces in the shared area.

12. At grade parking should be screened landscaped to provide amenity, reduce visual dominance, and be designed to offer safe and comfortable pedestrian routes.

Each car park space is separated from another with landscaping, fencing and private outdoor spaces thereby preventing any negative visual effects of dominance. The surface material for car parking contrasts with both that of the carriageway and the adjacent footpath which promotes legibility and thereby safety.

13. Pedestrian access routes should be designed to be universally accessible to people of all ages and abilities.

Pedestrian paths are 1.5m wide and flush with the carriageway to favour universal accessibility. Car parking and footpaths are at the same level and provide direct access to front doors which will appeal to the elderly target market.

14. Pedestrian access should be differentiated from vehicle access through variation in surface treatment or texture. Preferably, pedestrian and vehicle access should also be separated by a buffer such as vegetation or a raised surface.

Pedestrian paths have a different surface material to carriageways and car parks. Furthermore, the primary pathway contrasts with more private pathways which lead to front doors, indicating the hierarchy of movement and assisting with legibility/wayfinding.

15. Multi-unit developments on large or deep sites should be accessed from new streets and lanes with multiple access points, rather than long driveways with a single access point. The frontage of dwellings along internal streets should be treated in a similar fashion to frontage onto a public street.

The central looped accessway is a private space but essentially functions as a street; with a few exceptions, dwellings front onto it and have front yard landscaping typical of contemporary medium density development.

16. Large developments with multiple street frontages should create pedestrian connections between streets. A fine grained block pattern encourages more intensive pedestrian use and enables the development of comfortable and sheltered public open spaces or walking routes.

This development has only one street frontage and a public roading or pedestrian linkage through to adjacent properties is impossible. However, the layout has been designed around a shared minor street space and accommodates pedestrian and cycling safely.

17. Internal streets or rear lanes should be designed to be safe for active modes of transport (e.g. pedestrians, cyclists) and contribute to the amenity and attractiveness of the site. This can be

achieved by incorporating landscape elements, bollards and variation in paving treatment into the design solution.

The slow speed environment of the shared internal space favours both pedestrians and cyclists and its amenity delivered through a significant number of specimen trees, a shared landscaped open space and contrasting surface materials. This layout also promotes a good sense of address for all units and fosters social interaction.

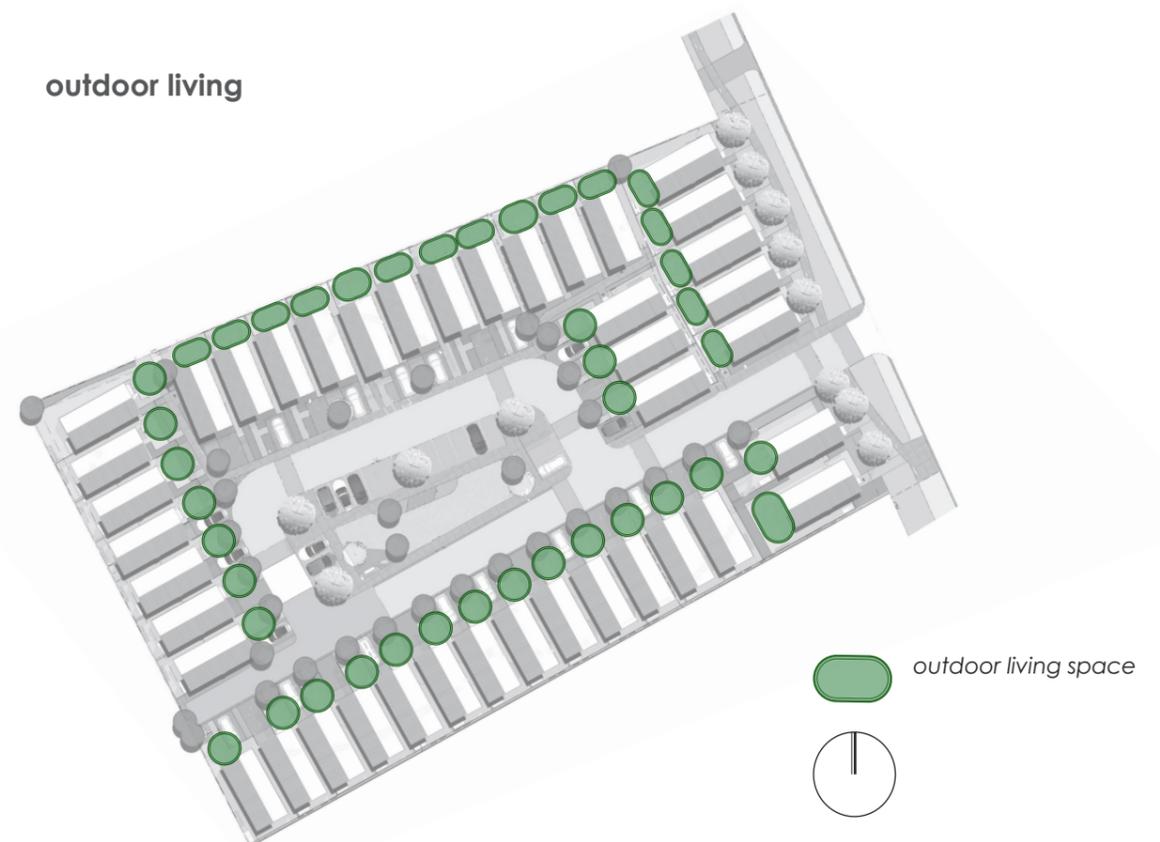
Outdoor Living Space

21. Provide direct access from primary habitable living spaces (such as lounge or dining areas) to private or communal outdoor spaces (or balconies in the case of upper floor apartments).

All units have a direct connection between internal and external living spaces.

24. Outdoor spaces should offer privacy to users, and be orientated to maximise sunlight access.

Where units are north facing, living spaces have been located at the front in order to ensure good solar access. Privacy has been managed through separating outdoor spaces by car parking, the use of 1.5m fences on side boundaries and a combination of fencing and landscaping (specifically specimen trees) on front boundaries.



25. Consider the need to provide for summer shade, through methods that integrate with the design of the space such as tree cover, eaves, verandas or balconies.

- ✓ Specimen trees and canopies will provide shade for north facing outdoor spaces located to the front of sites.

26. Provide for functional outdoor living space by carefully considering the dimensions and location of the space. Wide or square spaces (i.e. ones that allow for the placement of outdoor furniture) are more efficient than long and narrow spaces.

- ✓ All outdoor spaces accommodate a patio area clear of planting or servicing with a minimum dimension of 3m x 3m. This is a functional shape and size for outdoor seating and/or eating.

27. Include screening devices and strategic landscaping to increase privacy, limit outlook into adjacent private properties or prevent the space from being directly overlooked by neighbouring properties.

- ✓ Outdoor spaces located at the rear of adjacent dwellings are screened from each other with 1.8m high privacy fences. Outdoor spaces located to the front of dwellings and adjoining the shared space are screened from each other by parked cars, 1.5m fences and planting. Specimen trees, shrubs and fencing filter views from the shared space into these outdoor areas and the primary pedestrian route is located on the opposite side of the carriageway, thereby separating the majority of pedestrians and private outdoor spaces.

28. The size of any communal space should correspond to the number of residents it is intended to serve and be equally accessible to use by all units. It should also encourage opportunities for social interactions between users by incorporating seating, barbecue, sporting or play equipment into the design.

- ✓ The communal central open space measures approximately.....and is the focus of the development. It is easily accessible by all units and overlooked by all adjacent dwellings, either from living rooms or bedrooms. It encourages social interaction through the provision of seating and BBQ area. Given the size of the units, a significant number of children is not expected in the development. The lawn provides opportunity for picnics etc.

Storage, waste and service areas

31. Consider providing outdoor space for the storage of recreational or maintenance equipment, or other large household items. Outdoor storage space should be proportionate to the size of the dwelling.

- ✓ Whilst there is flexibility with respect to the internal layout and number of bedrooms (either 1 or 2 with the exception of five 3 bed units), the dwellings are predominantly small and generally intended for downsizers, singles or couples. Outdoor spaces are low maintenance and there is no lawn. All units have side and rear yards in which bike lockers or other storage sheds can be located if necessary.

32. Ensure that waste and service areas do not restrict on-site pedestrian or vehicle movement, create potential health and safety hazards, or create nuisances for adjacent dwellings or outdoor living spaces.

- ✓ All bike lockers and washing lines are located in either side or rear yards and away from view. Washing lines are a slim design (600mm wide) to enable pedestrian access through side yards (1200mm wide) when extended/in use.
Except for street facing Units 1 to 5, 40 and 41 which have private bins accommodated in larger rear yards, rubbish bins are shared and located in easily accessible places away from dwellings. Shared waste areas increases the amenity and functionality of private outdoors areas.

33. Integrate waste and storage areas into the building design and ensure that they are of a sufficient size relative to the number of units.

- ✓ All units have integrated wardrobes and laundry spaces and some units have additional storage cupboards. Given the small size of the units, this level of storage is considered adequate.

34. Waste areas should be able to accommodate all waste bins and be directly accessible to the collection area.

- ✓ Two adequate waste areas are proposed in locations which are easily accessible (within 30m of all units they serve) and directly adjacent to the primary pedestrian route. They are also adjacent to the vehicle route which can accommodate necessary waste collection vehicle requirements.

35. Position storage and service areas in locations that are obscured from public view.

- ✓ The bin storage areas are not generally visible from Mazengarb Road but not obscured from internal view. They are however accommodated in screened enclosures and adjacent planting also reduces their potential visual impact.

36. Areas set aside for wheelie bins or rubbish storage and collection should be integrated into the development in a way that is visually discrete and be located away from commonly used areas to prevent the impact of odour or leakage. On sites where access to the side or rear of a dwelling is limited, locating the rubbish storage area to the front of the site may be appropriate where visibility from the street is mitigated by appropriate landscaping or screening.

- ✓ Waste collection areas are located where they can be easily accessed by both residents and rubbish collection vehicles. The site layout does not enable rubbish areas to be located in alternative locations and still be accessible. They are however adequately screened and landscaped.

Building mass and height

38. Building mass and height should be designed to:

- create visual interest;
- minimise physical dominance;
- minimise potential shading or privacy effects on neighbouring sites.

The proposal adopts a simple gabled "barn" form for the dwellings. As stated in the architectural drawing package "The proposed development will take inspiration from the local vernacular architecture of the Kapiti Coast area. This region has a rich history of small and simple individual gable structures and houses, many of which are still present today."

Although the form is repeated, a variation in building height and facade colours provides a consistent and still visually interesting streetscape.

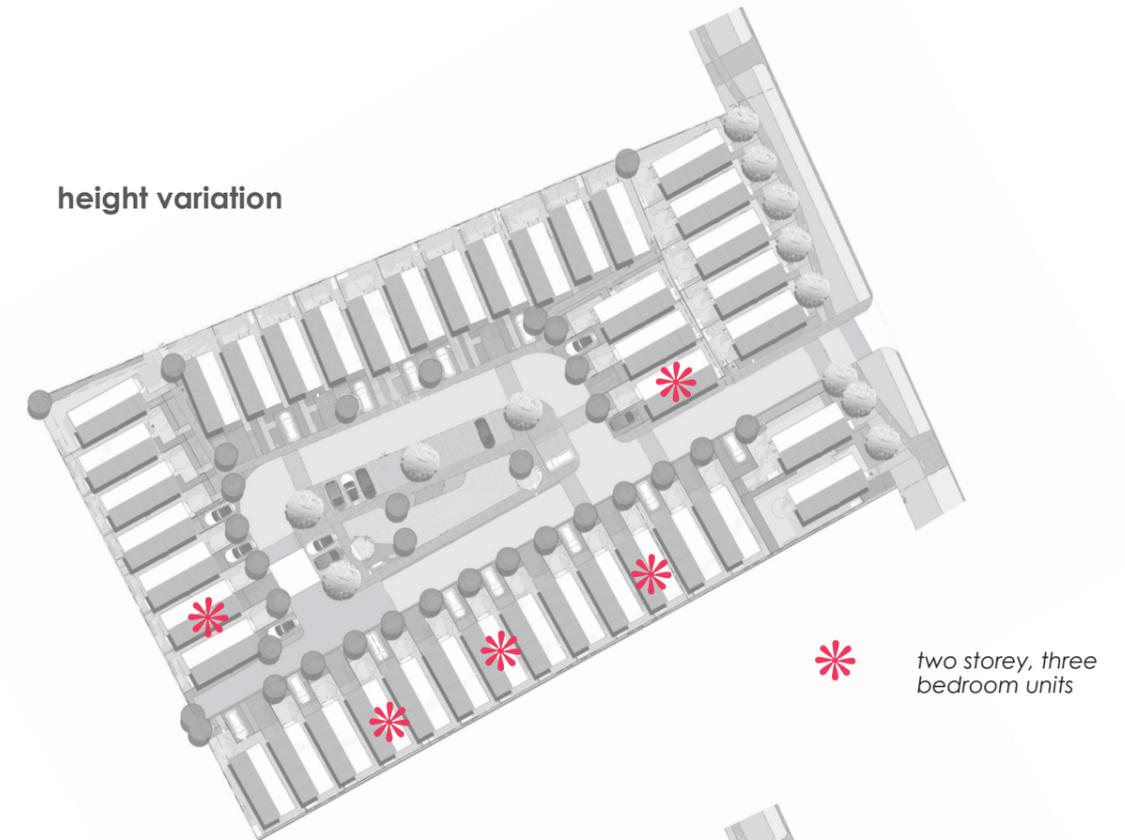
The two level units have been located either on a corner, where they terminate a view on entry or to break up the uniformity of the row on the southern boundary.

The two storey units are not a full two storey height and thereby add variety to the built form but do not cause visual dominance in either the development itself or on the adjoining properties.

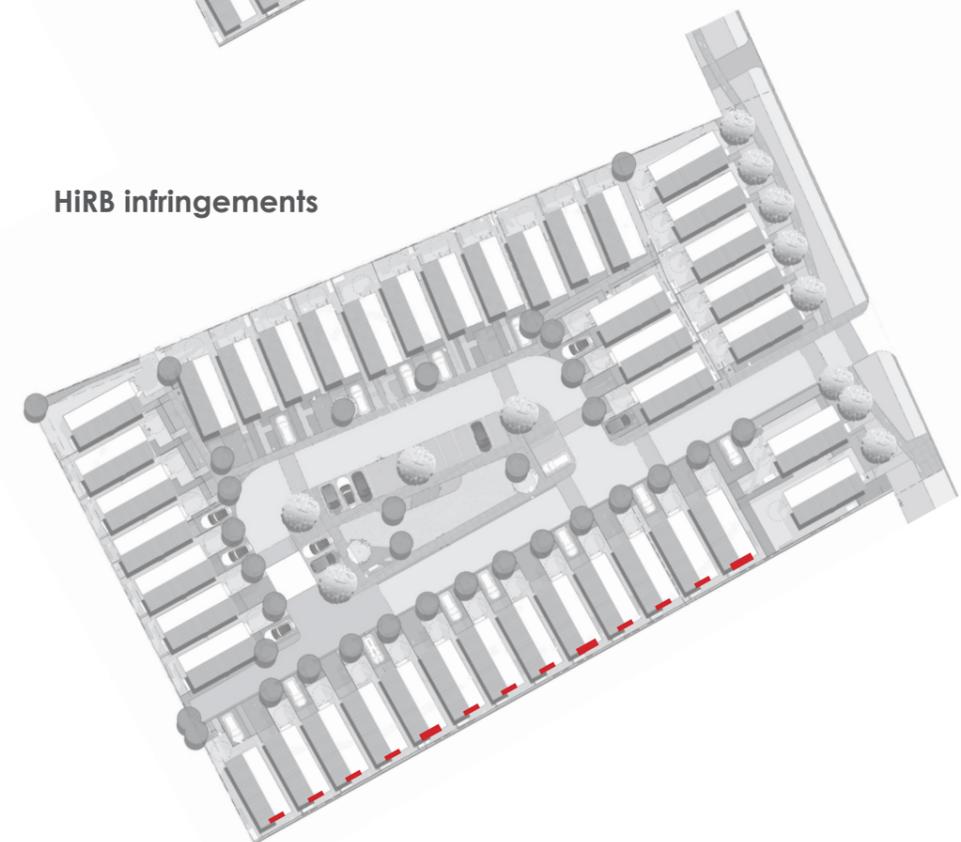
Careful consideration has been given to the potential effects (visual dominance, shading and loss of real and perceived privacy) on neighbours, particularly to the south. In general, the following outcomes make the proposal supportable in this regard:

- On the northern row (units 9 to 19) relevant recession planes are complied with, proposed outdoor spaces are located at ground level and screened by 1.8m fences and no habitable room windows overlook the boundary. As illustrated in the site analysis, dwellings north of the site logically have internal and external habitable rooms located on their northern sides and therefore will have limited views of the development and no shading effects.
- There is a small variation in building line/set back (Units 11 and 15) which adds some change to the overall roof line when perceived from the north.
- On the western boundary, proposed indoor and outdoor spaces are located on the internal side of the lots and away from neighbours. Similar to the northern boundary, existing neighbours generally locate living spaces to the north and west, away from the site boundary and this limits potential negative effects of the development on their privacy, outlook and solar access.
- On the southern boundary, three 2 level units break up the roof line. These units are located such that they minimise visual and shading effects on properties to the south, with consideration of where outdoor spaces may logically locate.
- Colour variations across the units add visual interest. Proposed indoor and outdoor living spaces are located to the north and away from the southern boundary where they could effect the privacy of future neighbours to the south.
- A larger break in built form between Units 40/41 and 39 limits potential dominance and shading on 6 Nui Sila Way.

height variation



HiRB infringements



- Units along the southern boundary minimise shade less useful land located to the south of the dwellings and prioritise sunny outdoor space directly accessible from the internal living rooms.

Units 27 to 39 along the southern boundary infringe the height in relation to boundary development standard to varying degrees. (Please see architectural drawings for detail).

This is due to:

- the gabled end of the building form
- the level change across the boundary and the need to assess compliance from **existing** ground level rather than **finished** ground level.

Due to stormwater constraints, the site levels in the south/south west need to be raised in order to ensure stormwater can be managed within the site. This elevation raises the site above that of the properties to the south (currently the land to the south is elevated above the site by retaining walls).

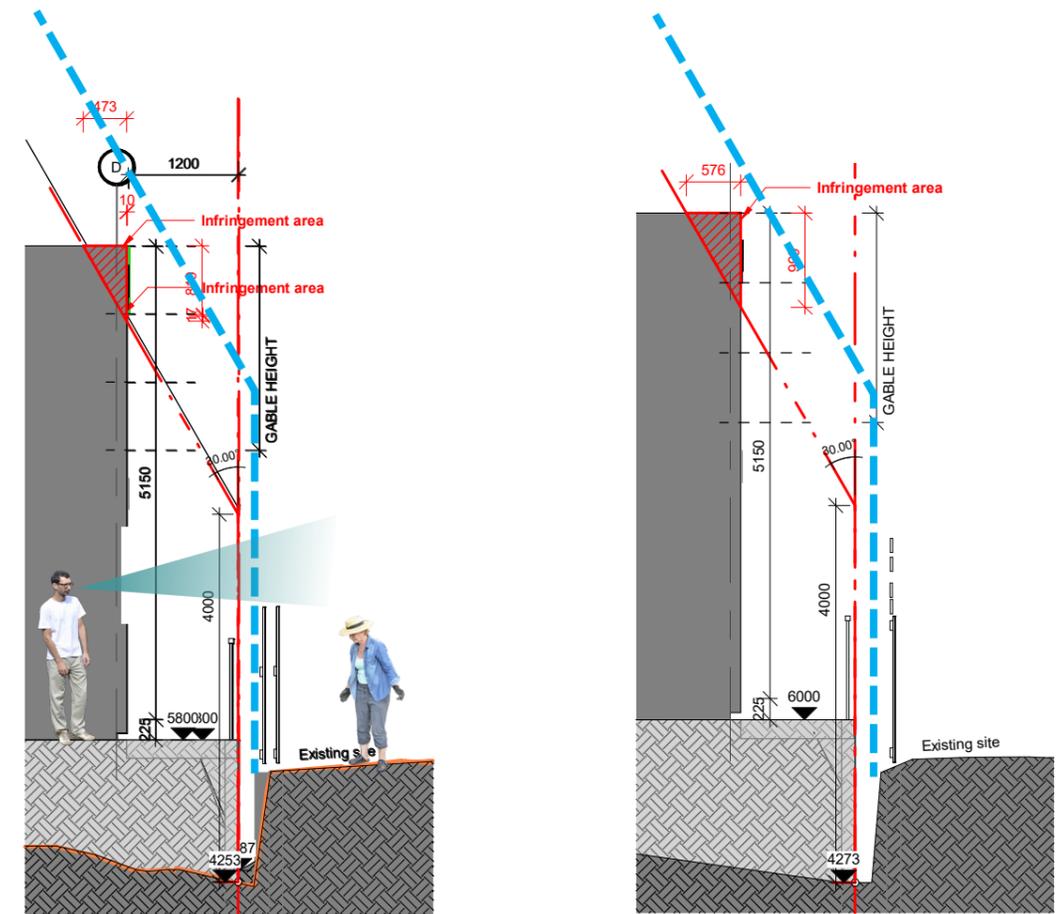
Ways to avoid or reduce the HiRB infringements along the southern boundary that have been explored include:

- Using hips on these dwellings; and/or
- moving the dwellings further north

Adopting a gable roof form is considered to reduce the overall architectural clarity and consistency of the proposal. Moving the dwellings further north will increase areas of relatively unusable shady site area and decrease areas for outdoor living and landscaping on the north side of these dwellings.

Notwithstanding the disadvantages above, these measures could be supported for **some** units should the potential effects of dominance and/or shading be considered too high.

With respect to fencing along this boundary, and considering the potential visual effect of the combined height of retaining walls and fencing, a solid fence height of 1.2m (above the top of the retaining wall) is proposed. The top of the fence will still be below that of the existing fence and therefore generates no increased visual or shading effect in this regard. to reduce real and perceived overlooking (from bedroom windows) whilst minimising visual dominance.



Section A

Section B

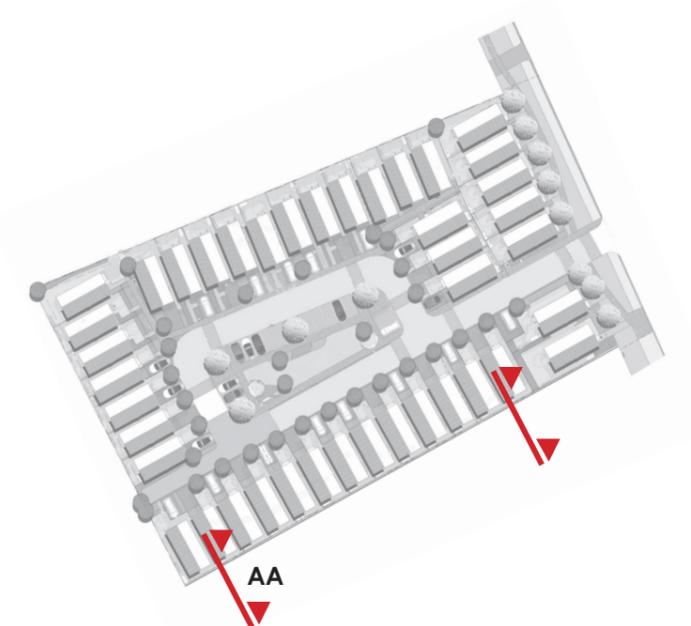
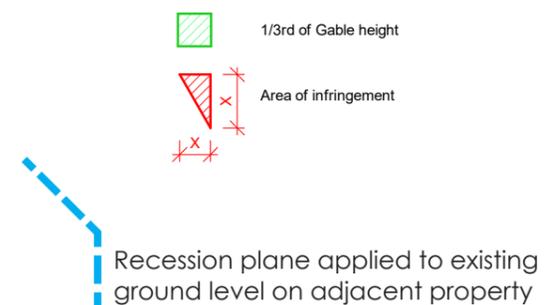


Figure 8. Southern Interface Infringements

41. Reduce the effects of building mass by introducing variation into the roof line.

✓ The variation in building height and use of the gabled roof provides a variation in roof lines.



42. To reduce visual monotony long linear or blank walls without windows, doors or associated design features should be avoided.

✓ There are no long blank walls proposed where they can be seen from shared/public places.

43. Consider increasing building height on corner sites, where this would create a focal point that supports visual interest, legibility and wayfinding.

✓ The two level units have been located either on a corner, where they terminate a view on entry or to vary the roof line on the southern boundary.

Materials and facade articulation

44. The design, type and location of the building on a site, as well as the choice of materials used, should recognise and reflect the level of intensification planned for the surrounding area. In particular, consideration should be given to:

- a. setback from the street;
- b. scale and bulk;
- c. roofline;
- d. complementary materials and colours;
- e. planting; and
- f. presence of distinct character or built heritage in the surrounding environment.

✓ The surrounding area is characterised by typical suburban residential development (with the exception of the college) of either single or double storey. The development has a limited interface with the surrounding public realm, namely only that along Mazengarb Road. All dwellings comply with the minimum front yard setback from Mazengarb Road (1.5m) and other yard requirements for side and rear setbacks. Acknowledging the generally larger setbacks for existing properties on Mazengarb Road, street trees are proposed to assist with integrating development in the street scene.

All dwellings are consistent with (or lower than) the anticipated building height in the area. Building footprints and roof lines provide variety and indicate small dwelling size albeit along with an indication of greater density.

Facade materials and colours are contemporary and contained within a limited and cohesive palette.

45. Building features and elements should be integrated and considered as part of a single, coherent design.

✓ Buildings are simple barn like structures with variations in facade colours. The architectural language is also simple and uncluttered with architectural features (facade contrast or canopies) serving to indicate entry.

46. Consider lighting and signage elements as an integral part of the design.

✓ The preliminary lighting design includes both standard and bollard lights and it is anticipated sensor lighting will be included above dwelling entries. Signage can easily be accommodated in shared spaces to promote wayfinding.

47. Consider views of the rear and side façades of the building, particularly where there is a transition to a lower density environment.

✓ The variation in roofline due to the gabled forms, the changes in facade material and colour and the windows in rear elevations contribute to visually interesting external interfaces.

48. Consider increasing the visual prominence of buildings on corner sites through the use of different materials, colours or roofline.

✓ Unit 6 is a double storey design on a corner.

49. Use robust materials that are easy to maintain and retain their long term appearance.

✓ Proposed materials include brick and painted grooved panels along with aluminium joinery, all of which are durable and low maintenance.

Entrances

50. Consider subtle variation to entrances (e.g. colour, design), or enable occupants to personalise in order to differentiate units and increase legibility.

✓ Adjacent dwellings vary in material palette in a random way. There are opportunities to personalise planted areas to the front of dwellings.

51. Ensure entrances (as well as address and letterbox) are clearly defined and visible from the street to enable them to be easily located and accessed.

✓ All units have a letterbox standard and pathway leading to the front door. A small number of units (Unit 10, 11, 14 and 16) have front doors which are not visible from the central are or a pedestrian pathway. These units have front doors located on their side yards to enable two bedrooms and sunny living space at the back. In these instances, an additional architectural feature (archway) is employed to assist with legibility.

53. Entrances should be designed to provide all weather shelter (e.g. canopies or overhangs) with suitable lighting incorporated into the design.

✓ All entries have canopies over the door to assist with legibility and weather protection and sensor lighting will be provided.

Building diversity

54. Consider providing a variety of dwelling sizes and types to cater for a range of financial, demographic or accommodation needs.

- ✓ There is a limited range of dwelling sizes and all dwellings are detached. Dwellings do however include 1, 2 and 3 bedroom options as well as offer an option which is universally accessible. The proposal is inherently flexible, can meet the market and the final proportion of each dwelling type will depend on demand.

55. Consider developing buildings that are adaptable and that can be flexibly used or reconfigured over time without the need for major change.

- ✓ Proposed dwellings are relatively small and not inherently adaptable. Second and third bedrooms can be used as home working spaces.

Responding to context

56. Identify the range of unique characteristics that contribute to the local context of the development.

- ✓ The development represents a change in the immediate area which is characterised by detached dwellings on lot sizes typically between 600 and 800m². There are however, examples of smaller and/or attached dwellings for example 6B and 8B College Drive immediately north of the site. Its visual change to the wider surrounding context is however limited due to its restricted street frontage along Mazengarb Road. Mazengarb Road itself has a varying context due to the College and the Domain which break the residential frontage. Some lengths of the road are densely vegetated, some are fenced without any planting.

Trees planted in the central area will in time, be visible above the roofs from Mazengarb Road and adjacent dwellings.

57. Any new development should respond to the unique characteristics in its surroundings and contribute to a cohesive streetscape.

- ✓ The development provides new dwellings which activate the street and contribute to defining the street, overlooking the pedestrian and cycle path and providing planting to continue the existing landscape amenity.

58. New buildings should ensure that any visual links to unique and/or prominent features in the surrounding environment will be retained where practical.

- ✓ No visual links to prominent features have been identified.

60. If developing near to a site or area of significance to Māori, consideration should be given to:

- minimising the degree to which the development overlooks the site or area;
- minimising the obstruction of existing views between the site or area of significance and surrounding maunga.

- ✓ No areas or features of significance to mana whenua have been identified.

Amenity and sustainability

61. Where possible, existing mature and healthy vegetation should be retained and integrated into the site development.

- ✗ There are a number of mature trees in the central area of the site, some of which are healthy and of significant scale. However, the need to accommodate stormwater requirements necessitates the raising of ground levels and the use of the central area for stormwater management necessitates their removal.

62. Use planting to improve the outlook from dwellings and the street and to soften hard surface areas such as car parks, service areas or along internal site boundaries and driveways/shared accessways.

- ✓ Specimen trees and planted areas are proposed to assist with overall amenity both in the central shared area and in front yards.

63. Use hedges or climbing plants where space is constrained and larger vegetation where sufficient space and access to rainwater is available.

- ✓ A variety of plant species is proposed, opportunities for specimen trees have been maximised, and every dwelling has a tree associated with its car park and entry. Plant beds adjacent to side boundary fences accommodate climbing plants to assist with privacy and softening their visual impact.

64. Choose plants that are appropriate to the climatic conditions and character of the area; planting species that require low maintenance and attract local bird life is also encouraged.

- ✓ Native species are favoured for planting which contribute to wider biodiversity and are relatively low maintenance.

65. Deciduous trees provide shade in summer and light in winter, but careful consideration should be given to species selection in heavily shaded areas to ensure survivability.

- ✓ Specimen trees are native, namely Bellbird Tree and Kowhai. Kowhai is partly deciduous and are placed where they can allow light penetration for north facing outdoor areas as well as herald seasonal change in the central area.

66. Use of hard landscape elements such as low walls, kerbs or raised beds is encouraged as these can provide protection to plants and, where integrated into the site design, can add to the visual amenity of outdoor spaces.

- ✓ Low walls, raised plant beds and seating are proposed in the communal open space.

67. Minimise the use of impermeable surfaces to manage and dispose of on-site stormwater. The use of permeable paving in locations such as parking spaces/areas is encouraged.

- ✓ Approximately 10% of the total site is proposed to be planted with either grass or plants. Artificial lawn is proposed for front, side and rear yards. If properly installed and maintained, this surface is considered permeable. As such, approximately 25% of the gross site surface area is permeable.

(Artificial lawn is not considered impermeable surface in the Auckland Unitary Plan)

Sunlight and daylight

68. Design dwellings with habitable spaces facing north, west or east to maximise sunlight access.

✓ All dwellings have indoor and outdoor living spaces with good solar aspect.

69. Buildings that are relatively deep and narrow, or that have limited north facing frontage, benefit from larger floor-to-ceiling heights; where this occurs consider the use of taller windows to ensure deeper sunlight penetration.

✓ Raised/raked ceilings are proposed over the open plan living rooms and these rooms have full height double glazed doors to maximise sun access in living rooms. The two level unit has a double volume space with additional glazing.

70. On narrow sites place balconies and windows in habitable spaces to the front or the rear of the building to allow for daylight access, outlook and privacy.

✓ All dwellings have habitable room windows at both the front and rear.

71. Consider the use of skylights, atriums or light wells to provide sunlight access to internal spaces with no external walls.

✓ All habitable rooms have external walls and thereby natural light and ventilation.

72. In order to maintain sunlight access, high level windows or louvres should be considered where privacy is an issue.

✓ Given there are no habitable room windows at first floor level and those at ground level are facing towards solid walls of adjacent units, there is no risk of overlooking or need for high level windows.

Energy efficiency

73. Where possible, site long buildings on an east-west axis, with living areas orientated to the north to optimise solar access.

✓ The buildings have been orientated to relate to the central shared circulation and recreation space as a priority. All dwellings have windows on three elevations and none have south facing indoor or outdoor living spaces.

74. Consider locating opening windows on opposite sides of a dwelling to enable natural cross ventilation.

✓ All dwellings have opening windows on both the front and the rear to allow cross ventilation.

75. The total window surface on south facing façades should also be limited to prevent heat loss in winter.

✓ Glazing to south facing elevations is limited to bedroom and bathroom windows.

76. Use of eaves is encouraged as they can help limit the duration of sunlight penetration in summer, preventing indoor spaces (particularly those with a northern aspect) from becoming too warm.

X No eaves are proposed due to the adoption of the barn style/form.

Privacy and safety

78. Where possible, locate rooms such as kitchen, dining or lounge in multi-unit developments to face the street or an adjoining open space as this will enable passive surveillance of these areas.

✓ Depending on orientation, there is a range of habitable room windows that overlook the central circulation and recreational space. All units provide habitable room windows which contribute to passive surveillance of the shared areas and foster social interaction.

Units which have side elevations to shared circulation spaces (Units 5, 6, 8, 19 and 40) have additional windows which provide sightlines over those spaces.

79. Maintain privacy between dwellings by screening upper level windows or balconies to limit opportunities for residents to directly overlook adjacent properties.

✓ There are no habitable room windows at first floor level that look to the side/towards adjacent units. The first floor of two level units (Type C) look to the rear.

80. Consider staggering window locations in buildings that face each other, to limit direct views into adjacent habitable rooms.

✓ Windows are located on front or rear elevations as a priority. Those on side elevations face toward blank walls of adjacent units so no offset is necessary.

82. Clearly delineate boundaries between private, communal and public spaces as this increases user perceptions of safety and helps to identify intruders.

✓ Private boundaries are delineated with either planting or low fencing and gates. Remaining spaces are clearly understood to be shared.

83. Use lighting, planting and fencing to enhance the safety of residents and visitors and incorporate these elements into the design process.

✓ Front yards which adjoin the shared circulation space are fenced to ensure safety for pets or children. Front yard planting is medium in height (please refer to landscape architectural drawings for detail) to maintain sightlines into the shared central space.

84. Consider low level planting or trees with higher canopies to minimise the risk of light sources becoming obscured by landscape elements, particularly around sensitive areas.

This can be ensured/assessed through a detailed landscaping and lighting plan.

85. Where dwellings are located close to the street, elevate the ground floor of the dwelling slightly above the street level to provide outlook into the street while maintaining privacy for residents.

X Units 1 to 5 and 40/41 are located close to the Mazengarb Road boundary. Raising them above street level is not practical/feasible given stormwater and earthworks constraints.

However, the proposal to plant street trees in the rear berm will assist with filtering sightlines from the street into these habitable rooms.

86. Strategically locate communal open space to encourage passive surveillance within the development and of adjoining sites.

✓ Communal open space is located to be the focal point of the development. Surrounding dwellings provide a variety of habitable rooms to overlook it, along with outdoor living areas with low fencing. As such, the shared recreational area, pathways and waste collection areas will enjoy a high level of passive surveillance.

7.3 Regional Policy Statement/Urban Design Protocol

The region's urban design principles are adapted from the New Zealand Urban Design Protocol and are as follows:

1. Context

Quality urban design sees buildings, places and spaces not as isolated elements but as part of the whole town or city. In this regard quality urban design:

(a) takes a long-term view

(b) recognises and builds on landscape context and character

(c) results in buildings and places that are adapted to local climatic conditions

(d) provides for public transport, roading, cycling and walking networks that are integrated with each other and the land uses they serve

(e) examines each project in relation to its setting and ensures that each development fits in with and enhances its surroundings

(f) understands the social, cultural and economic context as well as physical elements and relationships

(g) considers the impact on the health of the population who live and work there

(h) celebrates cultural identity and recognises the heritage values of a place

(i) ensures incremental development contributes to an agreed and coherent overall result.

The development provides a residential opportunity that is not available in the immediate area and therefore extends the range of residential choice in the long term, particularly attractive for elderly or downsizers.

The proposal is the product of an integrated multi-disciplinary design process which has recognised and balanced the site specific opportunities and constraints. It complies with relevant setbacks and building height along its interfaces to manage potential negative effects associated with its residential density.

Acknowledging it represents a change to its existing suburban context, it responds to current market demands and constraints to extend housing choice in the immediate area. The proposal is considered consistent with district plan policy which encourages a mix of housing, including that at higher density and anticipates that the context and amenity of neighbourhoods will change over time in response.

It responds appropriately to its public interface (Mazengarb Road), providing an active frontage and surveillance over the pedestrian and cycle paths thereon. The layout internalises movement and activity, reducing potential effects associated with noise, privacy and overlooking on adjoining properties. The central shared open space also promotes collective amenity and recreation and fosters social interaction between residents, thereby promoting physical and mental health.

The development supports active mode travel. Future residents can access the bus service which connects to Paraparaumu train station, town centre and the coast. Facilities for bike parking and storage are available.

2. Character

Quality urban design reflects and enhances the distinctive character and culture of our urban environment, and recognises that character is dynamic and evolving, not static. In this regard quality urban design:

- (a) reflects the unique identity of each town, city and neighbourhood and strengthens the positive characteristics that make each place distinctive**
- (b) protects and manages our heritage, including buildings, places and landscapes**
- (c) protects public open space, and improves the quality, quantity and distribution of local open space over the long term**
- (d) protects and enhances distinctive landforms, water bodies and indigenous plants and animals**
- e) creates locally appropriate, and where relevant, inspiring, architecture, spaces and places**
- (f) reflects and celebrates our unique New Zealand culture and identity and celebrates our multicultural society.**

The proposal builds on the residential character of the area, filling a “missing gap” in the Mazengarb Road frontage and spatially defining the street space. Acknowledging it will constitute a change in the established surrounding suburban character, it will establish as a contemporary residential development that illustrates the regional (and indeed national) commitment to increasing housing diversity and affordability.

The landscaping approach aims to adopt native species common in the immediate area and the barn style building forms reference Kapiti's rural history and character in an urban way.

The central shared open space provides a place for all residents to come together and collectively reflect and share their culture(s).

3. Choice

Quality urban design fosters diversity and offers people choice in the urban form of our towns and cities, and choice in densities, building types, transport options, and activities. Flexible and adaptable design provides for unforeseen uses, and creates resilient and robust towns and cities.

In this regard quality urban design:

- (a) ensures urban environments provide opportunities for all, especially the disadvantaged**
- (b) allows people to choose different sustainable lifestyle options, locations, modes of transport, types of buildings and forms of tenure**
- (c) encourages a diversity of activities within mixed use developments and neighbourhoods (d) supports designs which are flexible and adaptable and which will remain useful over the long term**
- (e) ensures public spaces are accessible by everybody, including people with disabilities.**

The proposal extends the range of housing options in the area, enabling smaller, more affordable lifestyle choices and promoting a sense of community which will promote care of disadvantaged or elderly residents. It also recognises the ageing population in the district and offers a product which will attract to downsizers and the elderly.

There is a certain amount of flexibility with respect to house design which increases flexibility, lowers risk and enables the development to better meet market demand/need.

Floor plan options include a universally accessible type which provides for long term occupancy for disabled or elderly residents.

Residents will have a choice of travel modes; each unit has a car pad while the proposed bike parking and optional bike lockers promote the use of the shared path/cycle path. Public transport (Bus route 262) provides connection to Paraparaumu Beach and the train station.

4. Connections

Good connections enhance choice, support social cohesion, make places lively and safe, and facilitate contact among people. Quality urban design recognises how all networks – streets, railways, walking and cycling routes, services, infrastructure, and communication networks – connect and support healthy neighbourhoods, towns and cities. Places with good connections between activities and with careful placement of facilities benefit from reduced travel times and lower environmental impacts. Where physical layouts and activity patterns are easily understood, residents and visitors can navigate around the city easily. In this regard quality urban design:

- (a) creates safe, attractive and secure pathways and links between centres and landmarks and neighbourhoods**
- (b) facilitates green networks that link public and private open space**
- (c) places a high priority on walking, cycling and public transport**
- (d) anticipates travel demands and provides a sustainable choice of integrated transport modes**
- (e) improves accessibility to public services and facilities**
- (f) treats streets and other thoroughfares as positive spaces with multiple functions**
- (g) provides formal and informal opportunities for social and cultural interaction**
- (h) facilitates access to services and efficient movement of goods and people**
- (i) provides environments that encourage people to become more physically active.**

The site is within walking distance of a bus route, Paraparaumu College and Mazengarb Reserve. There is a cycle path along the Mazengarb Road frontage which is part of the shared path network that connects north to Te Atiawa Park and south to the Kapiti Cycle Route - Expressway and thereby, the train station as well as the wider region. It benefits from facilities/connections for active mode travel through public transport and cycling but also anticipates private vehicle use and accommodates car parking at a rate of 1 space per unit. Should residents not choose to own/park a vehicle in front of their units, this space can easily be incorporated with their private open space to extend that facility and

provide greater potential for planting/permeable surface.

The central shared circulation "loop" is legible and connects directly to Mazengarb Road with a clear sight line in and a primary pedestrian link.

The central open space enables informal communal recreation and social connection.

5. Creativity

Quality urban design encourages creative and innovative approaches. Creativity adds richness and diversity, and turns a functional place into a memorable place. Creativity facilitates new ways of thinking, and willingness to think through problems afresh, to experiment and rewrite rules, to harness new technology, and to visualise new futures. Creative urban design supports a dynamic urban cultural life and fosters strong urban identities. In this regard quality urban design:

- (a) emphasises innovative and imaginative solutions**
- (b) combines processes and design responses that enhance the experience we have of urban environments**
- (c) incorporates art and artists in the design process at an early stage to contribute to creative approaches**
- (d) values public art that is integrated into a building, space or place**
- (e) builds a strong and distinctive local identity**
- (f) utilises new technology**
- (g) incorporates different cultural perspectives.**

The proposal has adopted an approach which delivers small and more affordable housing while still enabling a fee simple title system. The shared circulation and recreation space offers a lifestyle choice that is not common in the area, one that fosters a sense of community and identity and reduces the risk of loneliness. The central area also provides the opportunity for residents to personalise their shared space and promotes identity and belonging.

The design of the proposal enables an inherent flexibility with respect to floor plan options without changing the overall urban design outcomes. This enables the development to better satisfy market demand in the long term.

6. Custodianship

Quality urban design reduces the environmental impacts of our towns and cities through environmentally sustainable and responsive design solutions. Custodianship recognises the lifetime costs of buildings and infrastructure, and aims to hand on places to the next generation in as good or better condition. Stewardship of our towns includes the concept of kaitiakitanga. It creates enjoyable, safe public spaces, a quality environment that is cared for, and a sense of ownership and responsibility in all residents and visitors. In this regard quality urban design:

- (a) protects landscapes, ecological systems and cultural heritage values**
- (b) manages the use of resources carefully, through environmentally responsive and sustainable design solutions**
- (c) manages land wisely**
- (d) utilises 'green' technology in the design and construction of buildings and infrastructure**
- (e) incorporates renewable energy sources and passive solar gain**
- (f) creates buildings, spaces, places and transport networks that are safer, with less crime and fear of crime**
- (g) avoids or mitigates the effects of natural and man-made hazards**
- (h) considers the ongoing care and maintenance of buildings, spaces, places and networks**
- (i) uses design to improve the environmental performance of infrastructure**
- (j) considers the impact of design on people's health**
- (k) provides a positive contribution to the environmental health of urban streams, the harbours, beaches and their catchments.**

The proposal represents an efficient use of the land resource in a accessible and convenient location close to education and recreation facilities. It encourages use of the shared path and bus service to access services in the town without relying on a private car. Options for bike storage are provided and car parking spaces (both on individual lots and within the central area) can be re purposed either as short term or long term as outdoor living spaces, gardens or community gardens.

The layout of the development promotes safety by maximising sightlines in from Mazengarb Road and from habitable room windows which surround it. It also promotes a sense of community and social interaction, thereby reducing the potential for loneliness and isolation.

Internal and outdoor living spaces have been located to maximise passive solar gain which reduces the need for heating.

The proposal is the result of a collaborative multi-disciplinary design team which has a history of working together with the aim of maximising the opportunities of the site and balance competing constraints/requirements.

7. Collaboration

Towns and cities are designed incrementally as we make decisions on individual projects. Quality urban design requires good communication and coordinated actions from all decision-makers: central government, local government, professionals, transport operators, developers and users. To improve our urban design capability we need integrated training, adequately funded research and shared examples of best practice.

In this regard quality urban design:

(a) supports a common vision that can be achieved over time

(b) depends on leadership at many levels

(c) uses a collaborative approach to design that acknowledges the contributions of many different disciplines and perspectives

(d) involves communities in meaningful decision-making processes

(e) acknowledges and celebrates examples of good practice

(f) recognises the importance of training in urban design and research at national, regional and local levels.

The proposal has been informed by high level urban design principles and the wider multi-disciplinary project team have collaborated in order to achieve the optimum possible design outcome.

It has also been informed by recent developments from which learnings have been made.

8.0

conclusion

In summary, the proposed development aligns with good practice urban design, and is generally consistent with the Kapiti Coast District Residential Design Guide as well as higher level policy direction.

In summary, it is supported from an urban design perspective due to:

- the good use of the land resource in close proximity to education and recreation facilities and with access to public transport and a shared/cyclepath;
- the good interface it provides on its public frontage;
- its response to the site's context and opportunities and constraints;
- its layout which prioritises a focus on safe and attractive communal space and fosters social interaction and shared identity;
- the provision of compact, efficient and low maintenance dwellings which have acceptable residential amenity, privacy and good sun and outlook; and
- the inherent flexibility to change floor plans (without significantly changing urban design outcomes) in order to promote commercial viability and better satisfy market preferences, particularly for the ageing population.

