S42A OFFICER'S REPORT FOR:	**Hearing Commissioner**
IN THE MATTER OF:	**An application for Resource consent for to undertake a 302-lot fee simple subdivision, 135-lots are for residential dwellings and associated non-compliances with the permitted activity standards and the remainder are to be allocated with the residential lots. Associated earthworks are also proposed totalling 23,940m^3 with a maximum depth of 4.4m. A private road is proposed to serve the dwellings with the main access from Halsey Grove at 240 Kapiti Road, Paraparaumu.**
PREPARED BY:	**Sarah Banks** **Principal Resource Consents Planner** **Kāpiti Coast District Council**
REVIEWED BY:	**Eloise Carstens** **Team Leader Resource Consents** **Kāpiti Coast District Council**
REPORT DATED:	**18 October 2022**
DATES OF HEARING:	**10 - 11 November 2022**

Limited Notified Application

Site Address	240 Kāpiti Road, Paraparaumu
Legal Description	Lot 1 DP 88870 RT WN56D/9
Applicant	Gresham Trust
Proposal	To a 302-lot fee simple subdivision, 135-lots are for residential dwellings and associated non-compliances with the permitted activity standards and the remainder of lots 165 are for car parks to be allocated with the residential lots. Associated earthworks are also proposed totalling 23, 940m^3 with a maximum depth of 4.4m. A private road is proposed to serve the dwellings with the main access from Halsey Grove.

District Plan Notations	Zoned – General Residential Zone The subject site is also within the following overlays: Flood Hazard Ponding, Transportation Noise Effects Route, Airport Plan: Runways Height Surfaces and the Coastal Environment as per the District Planning Maps.
Owner	Gresham Trust
Activity Status	Non-Complying

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Statement of Experience – Sarah Banks

1) My name is Sarah Banks. I hold a Bachelor of Resource and Environmental Planning from the University of Palmerston North.

2) I have twenty-two years' experience in Planning in New Zealand. This includes extensive experience in local authorities as well as private practice as a consultant.

3) My current position is as a Principal Resource Consents Planner at the Kāpiti Coast District Council. I have been working for the Kāpiti Coast District Council for just over two years.

4) I have read and am familiar with the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2014), have complied with it, and will follow the Code when presenting evidence. I also confirm that the matters addressed are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

1. INTRODUCTION

5) In this report I discuss and make recommendation on the proposal and submissions received in relation to an application by Gresham Trustee Limited for resource consent to a 302-lot fee simple subdivision, 135-lots are for residential dwelling units and associated non-compliances with the permitted activity standards at 240 Kāpiti Road, Paraparaumu.

6) Specifically, the purpose of the application is to:

- Undertake earthworks totalling 23,940m^3 to prepare the site for the construction of dwelling units and foundations;
- Construct 135 dwelling units and a central private road. The dwelling units will be two storey and will be constructed in 22 blocks where a selection of two- or three-bedroom dwelling types are proposed;
- For each dwelling unit a car park will be available within the private road. 165 car parks will be established and a fee simple subdivision will be undertaken around these units resulting in the creation of 302 lots including a combination of residential units and car parks; and
- Exceed the maximum permitted vehicle movements per day.

2. RELEVANT BACKGROUND

2.1. Site Description

7) The application site is at 240 Kapiti Road, Paraparaumu. The site contains an existing dwelling (approximately 75m^2) and garage (60m^2) and is otherwise largely vacant of buildings.

8) The topography is that of rolling/undulating dunes and contains some vegetation including some larger pine specimens.

9) The site is legally described as Lot 1 DP 88870, which has an area of 1.8994ha contained within Record of Title WN56D/9. There are no restrictions on this record of title which would impact the application.

10) The site is not identified on the Selected Land Use Register (SLUR) as being potentially contaminated, additionally the site has not contained a Hazardous Activity Industries List (HAIL). On this basis the National Environmental Standard for Assessing and Managing Contaminants in Soil (NESCS) does not apply to the site.

Figure 1: Aerial image of subject site showing contours (0.5m).

11) The following consents have been lodged for the subject site:

Application Number	Proposal	Status Date
RM000015	Two lot fee simple subdivision (creating this site) with areas of 19.6857ha and 1.8994ha, in the Residential Zone. Controlled activity.	Granted 23/3/2000 S224 20/6/2000

Figure 1: Rolling topography of site, view looking towards east boundary

2.2. The Proposal

12) In Summary the applicant seeks resource consent to undertake a 302-lot fee simple subdivision, 135-lots are for residential dwellings and the remainder of lots 165 are for car parks to be allocated with the residential lots. Associated earthworks are also proposed totalling 23,940m3 with a maximum depth of 4.4m. A private road is proposed to serve the dwellings with the main access from Halsey Grove.

13) The proposal includes;

- 117 two-bedroom units, ranging from 72m^2 to 75m^2 in area;
- 22 three-bedroom units, ranging from 106 to 109m^2 in area;
- 165 car parks;
- an internal private two-way road network; and
- communal open space.

14) The ownership of the road is to be via a Residents Society, requiring building owners to be jointly responsible for maintenance of the 'communal' use areas.

15) The proposed medium density development includes the construction of 135 residential units on the residentially zoned land at 240 Kapiti Road, Paraparaumu.

16) The 135 units are proposed to be constructed in 22 blocks which comprise between to 3-10 units each. The units have been designed to orientate internally to the site, with the units primary outdoor living areas located adjoining the external boundaries with the exception of units 79 – 97 which have been designed to face Kapiti Road with the outdoor living areas facing internally to the site.

17) There are six-unit blocks placed centrally on the site internal to the ring road, along with a large communal open space area which functions effectively as a private park for the residences of the development. All vehicular access will be via Halsey Grove with a two-way internal private ring road providing on-site circulation. Adjacent to the ring road are areas for car parking including visitor parking, landscaping and bin storage areas.

18) Landscaping is proposed to be undertaken on the proposed residential lots, surrounding the ring road, separating carparking areas and around the proposed park. The landscaping is designed in three varieties: unit front planting, carparking planting and public walkway/central park planting. All planting will comprise native vegetation, generally low maintenance for future occupiers. A planting palette is included in the architectural plans on sheet RC45 at Appendix 3. Unit front planting will include low-lying ground covers or shrubs such as NZ Iris and Golfball.

19) This planting will provide variety in scale from vehicle, built structures and hard surfacing. Carparking planting and landscaping within the communal open space will include similar planting to unit front planting, but with added shrub species. This planting will be interspersed with native specimen trees that have the ability to grow to up to 5m in height.

20) These finishes include exposed aggregate concrete for the outdoor living areas, asphalt for parking and roading, and brushed concrete for the pathways. Timber fencing is proposed to be erected along each boundary to ensure these areas are private, with some locations requiring a combination of concrete retaining wall and timber fence. All planting is proposed to be undertaken in the first planting season following the completion of the construction of the dwellings and roading.

Earthworks

21) The proposed earthworks are being undertaken to create suitable building and outdoor living platforms, suitable grades for the servicing of the development and where possible to minimise any perceived or additional dominance effects from the development. The development will involve associated earthworks as outlined in the configuration outlined in the table below.

Earthworks	Volume (m^3)	Vertical Ground Level Change (m)
Cut	12,480	4.4
Fill	11,460	3.1
Total	23,940	

22) Due to unsuitable material, it is estimated that approximately 1,000m3 of material will be removed off site. The proposed earthworks will be suitably retained by either timber retaining walls or secant pile walls, or covered by the proposed residential development (i.e. roading, and dwellings). The timber retaining walls will have a maximum height of 2.0m, with the secant pile retaining wall having a maximum height of 3.0m. These retaining walls are located on the external boundaries.

23) Where the works comprise cut, the retaining walls will include 1.8m timber fence on top (above ground level), and where the works comprise fill, the retaining walls will include a 1.0m timber fence on top. With a maximum combined height not exceeding 2.0m above existing ground level, these structures are not considered a building under the District Plan.

Subdivision

24) Subdivision Resource consent is sought to undertake a staged 302-lot subdivision of the site at 240 Kapiti Road, Paraparaumu, associated with the unit development.

25) The proposed fee-simple subdivision incorporates the following features:

- 135 residential allotments ranging in size from 58m^2 to 205m^2 (shown as Lots 1 to 135);
- 165 carpark allotments of 11m2 each (shown as Lots 201 to 370). Each of the carparks will be created as allotments on individual titles;
- One communal allotment of 7,310m2 (shown as Lot 500). This will contain a central vehicular access, pedestrian access, landscaping and a communal open space area; and
- One allotment to be vested as road of 13m^2 (shown as Lot 501).

26) Lot 501 will contain a transformer to supply electricity to the development and will be vested in Kapiti Coast District Council as Road. Each residential allotment will have at least one carpark, with no internal garages. Proposed Lot 500, providing access from Halsey Grove to the north, will be held in common ownership between the owners of Lots 1-135.

27) The applicant has stated that residents' society will require all building owners to be jointly responsible for maintenance of the 'communal' use areas and will require all building owners to maintain insurance through the same insurer. It will also arrange rubbish collection from the communal refuse areas.

Figure 3: Ground Floor – Design Changes

2.3. Application Documentation

28) The Application contained within Appendix B to this report consists of:

- Application and Assessment of Environmental Effects prepared by Cuttriss Consultants and dated 8 March 2022. The AEE concludes that the activity will have no more than minor adverse effects on the environment and is consistent/not contrary with the relevant policy framework of the District Plan;
- Record of Title;
- Design Group Stapleton Elliott Plan set RC01-03, 07-08 and 16-66 Rev.1 and Subdivision Scheme Plan set 22930SCH1 sheets 1 - 27 Rev. A prepared by Cuttriss;

- Architectural Design Statement prepared by Design Group Stapleton Elliott and dated 17 February 2022;
- Engineering Infrastructure Report prepared by Cuttriss dated 22 February 2022;
- Conceptual Stormwater Disposal Design Report dated 21 February 2002;
- Preliminary Construction Environmental Management Plan prepared by Cuttriss dated 11 February 2022;
- Visual and Landscape Effects Assessment prepared by Design Group Stapleton Elliott dated February 2022;
- Urban Design Statement prepared by Urban Acumen dated 21 February 2022;
- Integrated Transport Assessment prepared by Stantec dated 14 February 2022; and
- Site Investigation and Geohazard Assessment prepared by Engeo Ltd and dated 28 February 2022.

Further Information

- Reduction in Water Tanks/Water Demand prepared by Cuttriss Consultants Ltd dated 24 May 2022;
- Carparking Letter prepared by Cuttriss dated 6 May 2022;
- Response to Further Information Request prepared by Cuttriss dated 25 May 2022;
- Mana Whenua Assessment dated 15 March 2022;
- Street Lighting Preliminary Design prepared by Ideal/Stones dated 20 January 2022;
- Design Group Stapleton Elliott Design Response 24 May 2022 and Interface Assessment Design Revisions;
- Stantec Pedestrian and Cycle Site Connections;
- Engeo Geotechnical RFI Replies 24 May 2022;
- Water Re-use RFI Rev.B;

Peer Reviews

- Landscape and Visual Assessment and Urban Design Review by Boffa Miskell;
- Traffic Assessment Peer Review prepared by Tonkin and Taylor; and
- Geotech Peer Review provided by CGW Ltd.
- Jacobs Stormwater Disposal Assessment dated 13 October 2022

3. KĀPITI COAST DISTRICT PLAN

Planning Maps

29) The application site is zoned General Residential Zone under the Kapiti Coast Operative District Plan. The subject site is also within the following overlays: Flood Hazard Ponding, Transportation Noise Effects Route, Airport Plan: Runways Height Surfaces and the Coastal Environment as per the District Planning Maps.

30) The Kapiti Road is identified as a Major Community Connector.

Relevant Plan Changes

31) In response to the national direction within the National Policy Statement on Urban Development 2020 (NPSUD) and the Enabling Housing Supply Act 2021. Plan Changes 1A and 1C included the removal of all parking minimums from the Plan and introduced cycle parking. These are relevant to this assessment.

32) Additionally Council has notified a Proposed Plan Change 2 on 18 August 2022. The application was lodged 8 March 2022 prior to this having effect.

33) On this basis the proposed plan change 2 will be considered in the substantive assessment under s104 of this report.

Activity Status

Kāpiti Coast Operative District Plan 2021

Proposed Activity	Rule reference/ description	Activity Status
Subdivision	Rule SUB-RES-R32. The parent lot area exceeding 3000m^2, additionally the minimum and average lot size, shape factor and block length standards will not be met under SUB-RES-R26.	Non-complying Activity
Dwelling units	Rule GRZ-R18. For a Permitted Activity that does not comply with the requirements of Rule GR-3 and GR-R6 for site coverage, outdoor living areas, height in relation to boundary, side yard, setback from and access and fencing.	Discretionary Activity
Medium Density Housing Development	Rule GRZ-R22. For a Medium Density Housing Development outside of a Medium Density Housing Precinct.	Non-complying Activity
Development and Earthworks	Rule NH-FLOOD-R11. The site is within the Flood Hazard Ponding overlay and as floor levels above the 1%AEP are proposed.	Restricted Discretionary Activity
Subdivision of land in residential and working zones.	Rule SUB-DW-R5. For a development that is proposed to achieve hydraulic neutrality.	Restricted Discretionary Activity
Subdivision in a Flood Hazard Ponding	Rule SUB-DW-R7. The site is located in a Flood Hazard Ponding Area.	Restricted Discretionary Activity
Subdivision containing Peat/Sand	Rule SUB-DW-R9. The site contains Sandy soils.	Restricted Discretionary Activity
Earthworks	Rule EW-R5. The cut and fill balance will involve approximately 12,480m^3 of excavated material (4.4m maximum height/depth); and 11,460m^3 of fill material (3.1m maximum height/depth) to be placed within the site.	Restricted Discretionary Activity
Transport	Rule TR-R10. The integrated transport assessment has been provided in this regard. This states that 140vph would result during peak times, which could be up to 1680vpd.	Restricted Discretionary Activity

34) I consider it is appropriate to bundle these activities for the purposes of assessment, mainly because they are intrinsically linked and it will enable a holistic consideration of the effects.

35) On that basis, resource consent is required from Kāpiti Coast District Council as a non-complying activity under the Kāpiti Coast District Plan.

4. NOTIFICATION AND SUBMISSIONS

Notification

36) Limited notification was requested by the applicant. Additionally, Council determined that all 17 adjoining properties were considered to be affected parties and this occurred via mail and email on 29 July 2022 in accordance with s95-95F of the RMA and the submission period closed on 26 August 2022.

Submissions:

37) A total of seven submissions were received by the close of the submission period.

38) Submissions were received from the following parties:

Name	Address	Position/Summary	Wants to be Heard
1. M & B Arcus	2D Cedar Drive, Paraparaumu	Oppose in Full – Traffic Increases, Incompatibility with existing housing in area.	No
2. G & M Thompson	2C Cedar Drive, Paraparaumu	Oppose in Full – Traffic Increases, Incompatibility with existing housing in area.	Yes
3. P & D Jackson	4C Cedar Drive, Paraparaumu	Oppose in Full - Incompatibility with existing housing in area.	No
4. B. Bloemgarten	2 Regent Drive, Paraparaumu	Oppose in Full – Access through Halsey Grove, Earthworks, Water storage, Proximity of Houses.	Yes
5. P & M Ward	2 Halsey Grove, Paraparaumu	Oppose in Full – In-compatible scale of development.	Yes
6. D & A Gilden	12 Regent Drive, Paraparaumu	Oppose in Full -Lack of contribution to zone and Increased Traffic	Yes
7. L & P Grout	14 Regent Drive, Paraparaumu	Oppose in Full – Mass Dominance of unbroken structures, shading, off-street parking.	Yes

39) A full copy of the submissions is provided in **Appendix C** of this report.

40) The applicant worked with the Iwi to prepare a Mana Whenua Assessment which is part of the application documents. The site is not of particular significance to Ātiawa ki Whakarongotai, and they have confirmed that apart from conditions requiring a construction management plan and use of native vegetation that they consider the proposal is acceptable and effects can be mitigated.

5. STATUTORY CRITERIA

41) Under s9(3) of the RMA:

No person may use land in a manner that contravenes a district rule unless the use-

(a) is expressly allowed by a resource consent; or

(b) is allowed by s10; or

(c) is an activity allowed by s10A.

42) Taking the bundling approach overall the application is for a Non-Complying Activity under the District Plan. The Council may grant or refuse consent under s104B and s104D of the Act and, if granted, may impose conditions under s108 of the Act only if it is satisfied that it meets the gateway test that - either the adverse effects will be minor, or the activity will not be contrary to the objectives and policies of the District Plan, pursuant to s104D.

43) Section 104(1) of the Act sets out matters a consent authority shall have regard to in considering an application for resource consent and any submissions received.

44) Subject to Part 2 of the RMA (Purposes and Principles), the matters relevant to this proposal are:

a) *any actual and potential effects on the environment of allowing the activity (Section 104 (1) (a))*

b) *any relevant provisions of-*

(i) a national environmental standard:

(ii) other regulations:

(iii) a national policy statement:

(iv) a New Zealand coastal policy statement:

(v) a regional policy statement or proposed regional policy statement:

(vi) a plan or proposed plan (Section 104 (1)(b) "

c) *any other matter the consent authority considers relevant and reasonably necessary to determine the application (Section 104 (1)(c))*

5.1. Section 104 Assessment

45) The first part of this assessment is to anticipate the effects that the proposal may have on the surrounding environment. This includes positive effects but also particularly the extent or degree to which the proposal would adversely affect the neighbouring properties and wider surrounding environment (Section 6 below).

46) The second part of the assessment is to consider whether the proposal is consistent with the outcome sought by any relevant Higher Order Planning documents and is consistent with relevant objectives and policies as set out in the District Plan (Section 7 below).

47) The third part of the assessment is to consider whether any other matters are applicable to the proposal (also Section 7 below).

6. EFFECTS (S104(1)(A))

48) I have also assessed the types of effects that may arise from the proposed fee simple subdivision and associated residential units and earthworks. These are:

- Design and Layout Effects;
- Vehicle Access and Transport Effects;
- Construction Effects;
- Visual, character and Amenity Effects;

- Natural Hazard Effects;
- Effects relating to the provision of services; and
- Positive Effects

6.1. Design and Layout Effects

49) The proposal includes lots arranged around the private right of way has been largely designed to comply with Council's roading standards and an integrated transport assessment by Stantec Traffic Engineers concludes that the roads have been adequately designed.

50) The applicant has proposed a two main types of Lot sizes;

- 117 two-bedroom units, ranging from 72m^2 to 75 m^2 in area; and
- 22 three-bedroom units, ranging from 106m^2 to 109m^2 in area.

51) The submitters have raised some concerns about the intensity of the development overall. In my view the proposal represents a change in the context of the surrounding area, but it achieves the appropriate visual balance between density and height, because only two storeys are proposed, I consider that these will be suitably setback from the adjoining neighbours on the external boundaries.

52) There is a recognised housing shortage across New Zealand and because of this shortage I consider it appropriate that housing affordability is considered by supporting competitive land and development markets. Kapiti is a tier one Council, this site as an unanticipated or out of sequence site as discussed by the NPS-UD. I am of the opinion that continuing the status quo of the site, would be an inefficient use of this land which is infrastructure-ready. Especially given its close proximity to bus routes and local amenities/facilities such as shops.

53) I consider the fact that all of the blocks of units will be able to comply with the 3m rear yard setback adjoining the external boundaries of the site, a positive outcome of the design. Noting that where the units adjoin Kapiti Road this rear yard would face the internal right of way.

54) In my view, the communal open space area provides visual relief from the bulk of the units and good pedestrian connection is provided to this space.

55) Overall, I consider that the design and layout effects of the proposal will be less than minor.

6.2. Vehicle Access and Transport Effects

56) For this 135 residential unit proposal a private right of way access is proposed, that will be maintained by future residents. This includes an 8m wide private access to Halsey Grove (public

road) and pedestrian only access to Kapiti Road. Some minor upgrading works will be needed to the Halsey Grove intersection. There will be no internal roads to vest as part of this development.

57) 165 car parks are proposed in association with the units. These parks will be accessed via the private right of way. The proposal is a major transport activity as it exceeds 100 vehicles per day by up to 1098 for all of the units on the site. An increase in traffic was one of the most concerning effects for the submitters.

58) The applicant has provided an integrated transport assessment by a suitably qualified and experienced traffic engineer (Stantec Traffic Engineers) as part of their resource consent application. Based on the outcome of their modelling, the report concluded the following:

- *A detailed assessment of the transport related effects of a proposed residential development off Kapiti Road, Paraparaumu, has been undertaken with due regard to the to the provisions and requirements set out in the District Plan and relevant best practice;*
- *A suitable access strategy has been developed that provides for an appropriate Site Connection to Halsey Grove that can accommodate the associated vehicle demands generate by the proposed activity. The proposed pedestrian and cycle facilities provide for an attractive and convenient environment for both circulation within the site as well as connection to the wider footpath and cycleway network.*
- *All servicing demands generated by the residential activity (i.e. rubbish trucks) can be accommodated on site, with all associated vehicles able to enter and exit in a forward direction.*
- *This site will include a total of 165 on-site car parks to serve 135 dwellings, which is assessed as being sufficient to accommodate the majority of parking demand generated at the site. Should additional demand occur, it can be accommodated within the adjacent residential kerbside parking resource without materially impacting the existing on-street parking amenity in the local streets.*
- *Overall, and with the adoption of the recommendations for Council to formalise priorities at the Halsey Grove/Regent Drive intersection and to remark/extend the green coloured surfacing of the cycle lane at the t-intersection of Kapiti Road and Cedar Drive across the full intersection, this assessment finds that the resultant traffic generated by the proposed activity will not materially alter the existing traffic characteristics of the local network, trigger safety concerns or create new capacity issues.*
- *Overall, and with the adoption of the recommendations for Council to formalise priorities at the Halsey Grove/Regent Drive intersection and to remark/extend the green coloured surfacing of the cycle lane at the t-intersection of Kapiti Road and Cedar Drive across the full intersection, this assessment finds that the resultant traffic generated by the proposed activity will not materially alter the existing traffic characteristics of the local network, trigger safety concerns or create new capacity issues.*

59) Given the importance of testing these conclusions, Council sought an independent peer review of this report from Tonkin and Taylor Traffic Engineers, who have also addressed the traffic concerns raised by the submitters.

60) The evidence of Colin Fields, Council's consultant Senior Principal Transport Planner included as **Appendix D** has considered the submissions and the mitigation measures proposed by the Applicant.

61) The peer reviewer concluded that Tonkin and Taylor's Traffic Engineers agree that the application can be supported from a traffic and transport planning and safety perspective on the proviso that the following recommendations be implemented:

- *Detailed design drawings of the site layout, in particular traffic and transport related details and landscape planting/maintenance for driveway access visibility and wayfinding signage, are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA). To also include design of speed reduction measures and pedestrian crossing measures supported through a safe system assessment to*

establish and agree the format that these should take and detailed design and post construction road safety audits (carried out in accordance with Waka Kotahi standards).

- *On site car parks to be designed in accordance with ASNZS2890.1 Parking Facilities and AS/NZS 2890.6:2009 'Off-street parking for people with disabilities' standards. Any departures shall require approval through the EPA approvals process above.*
- *Provide on-site accessible car parking as envisaged by the proposed Plan Change 1A.*
- *The applicant to provide a communal locker/shed for residents to securely store their cycles. The location, specification and size of this to be agreed with KCDC during the detailed design stage.*
- *Provide links to external pedestrian,/cycling routes and bus stops in accordance with Drawing numbers SK002-1 A, SK002-2 A and SK002-3 A.*
- *The consent holder shall meet the costs of the creation of the No Stopping At All Time (NSAAT) lines (broken yellow lines) are proposed at the Regent Drive/Halsey Grove intersection to maintain safe sightlines for turning traffic and to prevent the risk of vehicles blocking residential driveways.*
- *A Construction Traffic Management Plan to be submitted for approval to Kāpiti Coast District Council prior to the commencement of works.*
- *Within the proposed condition for the Resident Society, include reference to the need for a car park management plan including how on-site car parks paces are to be managed and their use monitored and enforced for spaces allocated to individual units, visitor spaces, delivery/maintenance spaces and any car share/rideshare initiatives.*
- *The applicant to install ducts that provide the ability for the purchaser to install EV chargers – location of ducts to be agreed with KCDC during detailed design.*

62) All of the abovementioned details can be included within the conditions on a granted consent.

63) On the basis of the abovementioned expert assessments, I consider that the traffic effects of the proposal can sufficiently be mitigated through the provision of conditions on a granted consent. These conditions would address the abovementioned information and will not adversely affect the adjoining properties or have an effect on the efficient and safe functioning of the local roading network that is more than minor.

6.3. Construction Effects

64) Given the scale of the earthworks and number of residential units, I consider it appropriate to consider the construction effects of the proposal. These effects are inter-related with the traffic effects and have been assessed above.

65) The concrete pile retaining wall will be constructed using a secant method, which involves drilling piles and installing a capping beam. Once the earthworks have been completed the concrete is poured into the piles. This method avoids sheet piling, and the associated vibrations on installation and removal. The various heights of this wall are identified within section 8.5 of this assessment.

66) The applicant has provided a preliminary environmental construction management plan this includes the following recommendations;

- *Minimise Disturbance - Keep the total earthworks area to a minimum as necessary to achieve the design outcome;*

- *Stage Construction - Completing the earthworks in stages as appropriate for each stage of the construction methodology;*
- *Protect Slopes - Protect existing slopes wherever possible and intercept clean water runoff and divert away from exposed slopes;*
- *Protect Receiving Environment - Identify receiving environments, especially water courses, and limit disturbance in the vicinity;*
- *Stabilisation - Progressively stabilise after each earthworks stage;*
- *Buffer Zones - Utilise silt fences to delineate buffer zones around wetlands;*
- *Install Perimeter Controls & Diversions – Control "clean water" to minimise the flow of water across the earthworks site;*
- *Minimise External Effects – Metalling of construction access tracks;*
- *Inspections - Regular inspections, audits, and monitoring of CEMP measures;*
- *Coordination - Working with the Contractor & Engineer to ensure best practice approach is applied throughout duration of works, ensuring regular meetings to discuss effectiveness of CEMP measures; and*

- *Modify the CEMP if Required – in response to experience gained on site.*

67) In addition to this, the applicant has confirmed that the construction timeframe is approximately two years.

68) In terms of the construction traffic the applicant has stated;

- *All earthworks will be undertaken on site. There will not be trucks arriving to transport fill or removing material from site. Only machinery and operators will be transported to the site during the earthworks phase. This includes civils contractors associated with services and road construction;*

- *Dwelling platform construction will involve approximately 250-300 trucks (in total over the construction period) which is the most intensive construction element of medium density development: and this includes the delivery of materials.*

69) I consider that these methods are appropriate for the scale of activity on the site. On that basis, conditions on a granted consent will require compliance with the preliminary environmental construction management plan.

Dust

70) The applicant has stated that the following methods will be used during construction to minimise dust as follows;

- *Water Sprinkling – utilising a water cart or sprinkler system to ensure the ground remains moist;*
- *Soil Binders – Form a protective crust to reduce windblown dust generation (not suitable in trafficable areas);*
- *Progressive stabilisation;*
- *Consolidate loose surface material;*
- *Avoid loading material into trucks in windy conditions;*
- *Limit Traffic Movements – Establish haul routes and minimise traffic movements when planning works methodology;*
- *Control Vehicle Speeds – Keep to a minimum to minimise dust generation.*
- *Maintain Road Surfaces and Entrances – Reduce material tracked onto roads; and*
- *Geotextiles – Only if the above measures are deemed impractical or inadequate.*

71) I consider that these methods are appropriate for the scale of activity on the site. On that basis, conditions on a granted consent will require compliance with the preliminary environmental construction management plan. This will be monitored by Council's monitoring and compliance officers. The effects beyond the immediate boundary of the site from construction is considered to be no more than minor.

6.4. Visual, Character and Amenity Effects

72) The submitters have raised some concerns about the intensity of the development overall.

73) The proposal includes a 135-unit medium density housing development occurring outside of the medium density housing precinct including associated earthworks. The applicant provided a Landscape and Visual assessment (LVA) prepared by Design Group Stapleton Elliott and an Urban Design Assessment prepared by Urban Acumen.

74) These assessments address the characteristics of the receiving landscape, the visual change and the visual absorbency of the site and surrounding area. It describes a significant increase in the density of the existing site, yet despite this, it anticipates that the effect of the proposal on the amenity values will remain of low significance.

75) This assessment states: "*The development aims to achieve a high level of onsite amenity for residents and neighbours whilst still providing usable and accessible private outdoor living spaces that are designed to maximise sunlight, access, privacy and amenity*". This assessment concludes that the visual effects will be Neutral, Low or Moderate (but temporary) from selected viewpoints.

76) Given the importance of the design of the development and its potential visual effects, Council sought a peer review of the LVA and Urban Design Assessment. This was undertaken by Council's independent experts at Boffa Miskell Limited.

77) The peer reviewer concluded that the visual effects assessed in the LVA submitted with the proposal were under-represented and that these would not be temporary in their view. The evidence of Emma McRae, Council's consultant Landscape Architect included as **Appendix E.**

78) The peer review did comment on some of the positive aspects of the application and recommended changes to the proposal to address the following:

- *The car park layout creates a strongly car-dominated environment, which could be improved if few car parks were provided and replaced with a more robust landscape treatment;*
- *The pathway opening into the park would benefit from being wider, providing clear views into the onsite pocket park;*
- *Staggering the blocks would further help create legible breaks in the building and reduce the bulk as perceived from the neighbouring properties;*
- *It is considered that the privacy of the neighbours could be improved if the screening treatment used on some of the internal-to-site windows was used on windows looking over adjacent properties;*
- *It is considered the number of breaks in the block perimeter could be increased to provide a clearer separation and resolve the bulk when viewed from neighbouring properties;*
- *A layout that better integrates the natural topography would help to alleviate other issues such as building bulk and dominance, by creating a more staggered roofline and reducing the requirement for excessive retaining; and*
- *While a development of this typology can be supported, reducing the number of units will resolve the negative urban design outcomes resulting from the development of the site.*

79) The applicant has confirmed that design changes may be possible to elements of the development, but that they wish to proceed to notify the application using the current design. Amended plans were received from the Applicant on 6 October 2022. These now bring the proposal in-line with the comments received from Council's consultant Landscape Architect/Urban Designe**r.**

80) On the basis of this updated assessment, I am able to conclude that the proposal will have minor effects, but as revised will be acceptable overall.

6.5. Natural Hazards Effects

81) The site is subject to the ponding flood hazard overlay as per the ODP latest flood hazard maps and it is not within any of the fault avoidance areas.

82) In addition to this the 135 proposed dwellings will have a maximum height of two storeys which is generally around 6.2m in height.

83) The cut and fill balance will involve approximately 12,480m^3 of excavated material (4.4m maximum height/depth); and 11,460m^3 of fill material (3.1m maximum height/depth) to be placed within the site, mainly within the developable/residential area.

84) Additionally, some retaining walls are proposed adjoining the boundary of the site and these vary in height as follows;

Retaining height/depth	Adjoining address
0.3 – 2m	1 Langdale Avenue
2 – 3m	5 Langdale Avenue
0.5m – 1m	11C Langdale Avenue
1.5m - 2m	14 Regent Drive
1 - 1.5m	12 Regent Drive
1 - 1.5m	3 Halsey Grove
0.2m – 1m	2 Halsey Grove
0.2m – 1m	10 Cedar Drive
0.8 - 1m	4A-4G Cedar Drive
0.8 - 1m	2C Cedar Drive
0.8 - 1m	2D Cedar Drive
0.2 - 0.8m	2E Cedar Drive

85) I consider that these walls have been suitably designed by Engeo geotechnical engineers and are intended to provide long term stability to the abovementioned batters. Conditions on a granted consent will ensure that the applicant is required to follow the intent and recommendations of the Geotechnical Assessment.

86) Engeo have commented that for this site; *liquefaction induced settlement, lateral spreading, and consolidation of organic soils are geohazards that could potentially affect future development of the site.*

87) We provide the following considerations for the earthworks on this project:

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

88) Given the importance of the engineering design proposed a Geotechnical Assessment was sought from CGW to review the methodologies and recommendations. This review is attached within appendix F. This concludes that the Engeo Report is of a professional standard and has been undertaken with respect to current standards and guidelines. CGW consider the Engeo Recommendations are pragmatic and sensible.

89) The applicant has offered to comply with these measures and anticipates that they would be included within the conditions on a granted resource consent.

Ponding flood hazard

90) The conceptual stormwater disposal design prepared by Cuttriss states that the two ponding locations being filled in and raised to meet the required ground levels for construction will not increase the flood hazard beyond or within the site because all of the post-development runoff will be contained within the site boundaries and directed to the proposed soakage device (located in the communal open space area).

91) The applicant has also stated that "*the Q100 flood level for the property is RL4.4 and 5.2. Effects that are considered to be associated with flood hazards include the risk to human life and the displacement of properties. Each of the proposed dwelling will have a finished floor level above R6.16 and therefore, will allow for all habitable rooms to be located above the 1% flood event. As such the risk to human life on the subject site considered to be less than minor.*"

92) Councils Stormwater and Coastal Engineer sought comment from Jacobs who are Hydraulic Engineering specialists. They have made the following comments;

Soakage Rates

93) *The proposed stormwater disposal method relies entirely on soakage and sub-surface storage for disposal of stormwater in rainfall events up to the 1% AEP, including climate change effects. The method is based on a single soakage test on existing ground conditions rather than formed ground.*

94) *The percolation test was carried out using auger hole having depth of 1.22m to determine site soakage rates. For the current site soil conditions, a raw test rate of 313 mm/hr and a factor of safety of 4 have been adopted for storage design. Due to variations in ground conditions at the site and possible construction compaction, soakage rates for the location where the stormwater soakage device(s) are to be installed may however be less than the corresponding rates measured for the current site conditions. Given the total reliance of the performance of the proposed disposal method on effective soakage, further testing is recommended to confirm viability. We recommend repeating the percolation testing for more than one location under the current site conditions and at soakage device location after proposed earthworks for determining the soakage rates to finalise the soak pit size.*

Soak pit storage – Rainfall Data

95) *Cuttriss have calculated the required storage volume of the proposed soakage pit using a nested rainfall event based on the 24-hour rainfall depth value of 160mm (only the 100-year ARI with 2090 climate has been used in the storage calculations). While reviewing the KCDC Isohyet Maps*

1 for 2090 climate, it was identified that the project area is located between the isohyets of 160mm and 170mm, and the design rainfall depth for the 100-year ARI event with 2090 climate is approximately 162mm, instead of 160mm.

96) *This slight increase in design rainfall depth enhances the site runoff from 154.6 litre/sec to 156.5 litre/sec based on our high-level assessment. In view of this, it would be helpful if soak pit device size could be recalculated considering a value of 162mm as design 24-hour rainfall depth for the 100 year ARI evet with 2090 climate.*

Soak pit storage – Runoff Calculations

97) *The report presents the details of runoff calculations of each post-development land use feature (Conceptual Stormwater Disposal Design Report, Table 3) for the 60 minutes duration storm.*

98) *The report does not present the results of the 10 minutes duration storm which is proposed to be adopted to check the individual pipe capacities during details design. As per Section 9 of the report, it is described that the estimated peak flow of the 60 minutes storm is less than that of the 10 minutes storm while the runoff volume generated by the 60 minutes storm is higher as compared to the 10 minutes storm. In view of this, the results of the 60 minutes storm are adopted for conceptual design of proposed soak pit. It would be helpful if the runoff calculation details of the 10 minutes storm could also be provided for review. Besides this, Cuttriss has conveyed the revisions made to the plans through a letter to KCDC on 6th October 2022 and shared new plans.*

99) *As per new plans, they introduced changes in the post-development land use features which may change the peak flow and runoff volume calculated for the developed area. We recommend recalculating the runoff for the site considering new plans.*

Soak Pit Base Level and Water Table

100) *Trial pits at the site indicate a current groundwater level of around 3.9mRL. The minimum proposed road surface level appears to be 5.49mRL. Sub-surface storage devices are to be located with inverts a minimum of 1.46m below finished ground levels – i.e., around 4mRL or potentially lower. This is close to the water table as measured on site under current climatic conditions (3.9mRL).*

101) *High groundwater levels will reduce the volume of sub-surface storage provided to less than the design value and reduce the soakage rate. This may consequently result in secondary overland flow out of the site (ref. Item 6 below). Climate change is expected to increase groundwater levels in the future due to mean sea level rise and changes in rainfall and evapotranspiration rate. Further consideration of the effects of the water table on the proposed solution – in the present and in the future – and allowance for this in the design of the solution are recommended.*

Flood Hazard Assessment – Proposed Stormwater Network

102) *The stormwater collection network proposed to discharge the floodwater from the site to soak pit device is planned to be designed for the 10% AEP event and all runoff in the 1% AEP event is to be conveyed to the soak pits without secondary flow leaving the site. It is recommended to test the performance of the collection network (pipes and overland flow paths) for the 1% AEP event through hydraulic modelling during detailed design.*

Flood Hazard Assessment – Offsite Effects

103) *The offsite effects The KCDC flood hazard GIS maps shows that Halsey Grove is a flood hazard (ponding) zone in the 1% AEP storm with 2090 climate and the estimated water level at this location is 5.5m RL (including freeboard allowance). Any runoff which exceeds the capacity of the proposed soakage and subsurface storage system will be directed to the existing flood hazard area in Halsey Grove via a secondary flow path. At present, excess rainfall on the site is either drained via an existing SW pipe in the western corner of the site or stored in low lying*

depressions. Overland flow from the site to Halsey Grove is currently generally prevented by higher ground in the site adjacent to Halsey Grove.

104) *Therefore, the proposed arrangement introduces a potential additional source of flooding to the Halsey Grove area if the stormwater disposal system does not operate as intended (ref. previous Items above) and increased flood hazard in that area. Further justification of the performance of the system or alternative solutions such as surface storage within the site to avoid increasing hazard outside the site is recommended.*

Finished Floor Levels

105) *Drawing 22930 SCH1 Sheet 16 Rev A shows proposed Finished Floor Levels (FFLs) ranging from 5.7mRL adjacent to Halsey Grove to 6.6mRL adjacent to Kāpiti Road. Kerb level on Kāpiti Road is stated to be around 6mRL however KCDC LiDAR survey indicates crown levels up to 6.5mRL on Kāpiti Road – i.e., less than 150mm below the proposed FFL. Recommend that further information is provided to confirm that proposed FFLs are above the 1% AEP water levels along overland flow paths within the site (including climate change allowance) and will also meet Building Code requirements in relation to crown of road outside the site.*

106) *Based on the above assessment conditions have been included within the recommendation to address all of these matters.* Based on the expert reports provided with the application, I consider the adverse natural hazard effects to be less than minor.

6.6. Effects relating to the provision of services

107) The applicant has stated that the proposal will be undertaken in general accordance with Council's Subdivision and Development Principles and Requirements 2012.

108) The applicant has provided an Engineering Infrastructure Report and a Conceptual Stormwater Disposal Design Report which will include a crate/modular soakage system with secondary overflow within the proposed carriageway. Through the further information process the applicant has provided additional detail, regarding the Reduction in Water Tanks/Water Demand. The applicant is not proposing any greywater re-use, all units will have a water meter and there will be a focus on water efficient plumbing. Additionally, there will be no rainwater storage of 10,000l per dwelling unit.

109) The applicant has requested that Council is consistent in its approach with other earlier proposals (agreeing not to require stormwater disposal in accordance with Council's standards (including RM220008m RM210121, RM200247 and RM210165), however we must consider the proposal on its own merits taking into account the conditions specific to the site and the scale of the number of units proposed. In this case we consider there is not enough information to support what the applicant has proposed in this instance. Instead, we are proposing that based on the scale of the development and the zoning, Council's development engineers have requested that further consideration of the is provided in respect of the following;

- *Collection of rainwater from roofs of the wholly-developed site, and;*
- *Storage of collected rainwater, and;*
- *Reticulation of stored rainwater to form a non-potable supply to all (OR a majority of) dwellings across the entire site. For the avoidance of doubt, this is to provide a supply to water closets and outdoor taps at each dwelling, and;*
- *Means of maintenance and longevity of the collection, storage and reticulation.*

110) The applicant has also stated that the Q100 flood level for the property is RL4.4 and 5.2. Effects that are considered to be associated with flood hazards include the risk to human life and the displacement of properties. Each of the proposed dwelling will have a finished floor level above R6.16 and therefore, will allow for all habitable rooms to be located above the 1% flood event.

As such the risk to human life on the subject site considered to be less than minor. Council undertook a peer review of the information submitted, this was undertaken by Jacobs and confirms that the applicant's approach is acceptable. Conditions within the recommendation have been included to address this.

111) Based on the expert reports considered within this assessment, I consider the adverse natural hazard effects are considered to be less than minor.

112) Conditions have been included from Council's Development Engineers to require that these works are completed prior to the final certification of the proposal under section 224(c) (aside from where they will be part of a consent notice). Overall, I consider that the effects relating to the provision of services will be less than minor.

6.7. Positive Effects

113) The proposal will make a significant positive contribution of 135 additional dwellings to address the housing shortage across the region. It is considered that the proposal meets the intent of the National Policy Statement for Urban Development (NPS-UD) and the Resource Management Enabling Housing Supply and Other Matters Act.

6.8. Conclusions as to Effects

114) The above assessment outlines that the design and layout, vehicle and transport effects, natural hazard effects and effects relating to the provision of services will be less than minor overall once suitable conditions are imposed.

115) The visual, character and amenity effects of the proposal are considered to be more than minor. This was the primary reason why the adjoining neighbours were provided the ability to make a submission under limited notification.

116) The applicant has provided updated plans which address the comments from Council's Peer Review of the Urban Design and Landscape Visual Assessments by Boffa Miskell. Amended plans were received from the Applicant on 6 October 2022. These now bring the proposal in-line with the comments received from Council's consultant Landscape Architect/Urban Designer included as Appendix E.

117) On the basis of this updated assessment, I am able to conclude that the proposal will have minor effects, but as revised will be acceptable overall.

118) These comments sought to make changes to further reduce the effects of the block perimeter, taking these amendments into account Council's Peer Reviewer has stated that they now consider the proposal will have an acceptable visual outcome.

119) Taking this expert assessment into account, while the visual, character and amenity effects will be more than minor, I consider that there has been sufficient detail to address and manage these effects.

7. STATUTORY ASSESSMENT S104(1)(B)

120) The application correctly identifies the majority of relevant Objectives and Policies within that are applicable. This is within Appendix 15 of the application rather than within the assessment itself.

7.1. Higher Order Documents

121) s104(1)(b) of the Act requires that a decision maker must have regard to any relevant provisions of:

(i) A national environmental standard;

(ii) Other Regulations;

(iii) A national policy statement;

(iv) A New Zealand coastal policy statement;

(v) A regional policy statement or a proposed regional policy statement;

(vi) A plan or proposed plan; and

(vii) Any other matter the consent authority considers relevant and reasonably necessary to determine to the application.

7.2. National Environmental Standard s104(1)(b)(i)

122) There are currently six operative National Environmental Standards, these relate to the air quality, sources of drinking water, telecommunication facilities, electricity transmission activities, contaminants in soil and plantation forestry.

123) The site is not identified on the Selected Land-use Register (SLUR) and has not contained a previous Hazardous Industries and Industries List activity (HAIL).

124) I do not consider any of these to be relevant to the proposal.

7.3. Other Regulation s104(1)(b)(ii)

125) Aside from the Housing Resource Management Enabling Housing Supply and Other Matters Act gained royal ascent on 20 December 2021 (which will be discussed further below with the NPS-UD). I can confirm that there are no other regulations applicable to the consideration of this application.

7.4. National policy statement s104(1)(b)(iii)

126) There are currently five National Policy Statements, these relate to the Coastal Environment, Highly Productive Land, Freshwater Management, Renewable Electricity Generation and Electricity Generation.

127) The only relevant National Policy Statement to this application is the National Policy Statement on Urban Development 2020 (NPS-UD).

128) Urban environment is defined in the NPSUD as:

> *any area of land (regardless of size, and irrespective of local authority or statistical boundaries) that:*
>
> *a) is, or is intended to be, predominantly urban in character; and*
>
> *b) is, or is intended to be, part of a housing and labour market of at least 10,000 people.*

129) Following on from this National Policy Statement the Resource Management Enabling Housing Supply and Other Matters Act gained royal ascent 20 December 2021.

130) The Council released a Plan Change in respect of the requirements of this Policy Statement, that was notified on 18 August 2022. This alters the District Plan in a way that it will create the ability to undertake development at a density not previously anticipated by the District Plan.

131) The application was lodged on 8 March 2022, this means that the new rules will not apply to this application and only the objective and policies can be taken into account in the substantive 104 assessment.

132) There is a recognised housing shortage across New Zealand, because of this shortage it is appropriate that we consider housing affordability by supporting competitive land and development markets.

133) Kapiti is a tier one Council, I consider that this site as an unanticipated or out of sequence site as discussed by the NPS-UD, continuing to achieve the same levels of density would be inefficient use of this land which is infrastructure-ready. Especially given its location in close proximity to bus routes and local amenities/facilities such as shops.

7.5. New Zealand coastal policy statement 2010 (NZCPS) s104(1)(b)(iv)

134) This site is located within the Coastal Environment Overlay, so for this reason I consider that the NZCPS is a relevant consideration.

135) The purpose of the NZCPS is to state policies in order to achieve the purpose of the RMA in relation to the coastal environment of New Zealand.

136) The Objectives of the New Zealand Coastal Policy Statement 2010 are:

- To safeguard the integrity, form, functioning and resilience of the coastal environment and sustain its ecosystems, including marine and intertidal areas, estuaries, dunes and land;
- To preserve the natural character of the coastal environment and protect natural features and landscape values through.
- To take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment;
- To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment;
- To ensure that coastal hazard risks taking account of climate change;
- To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development; and
- To ensure that management of the coastal environment recognises and provides for New Zealand's international obligations regarding the coastal environment, including the coastal marine area.

137) I note there are no protected features/ecological sites as a result of the coastal overlay, including the dunes and sandy soil type. The Ātiawa ki Whakarongotai have commented that they are accepting of the proposal following receiving clarification from the applicant on the matters detailed in the Mana Whenua Assessment.

7.6. Regional Policy Statement (RPS) s104(1)(b)(v)

138) The RPS outlines the resource management issues of significance to the region and provides a framework for managing the natural and physical resources of the region in a sustainable manner. Further to this, the RPS identifies objectives, policies and methods which are designed to achieve integrated management of the natural and physical resources of the whole region.

139) Chapter 3 of the RPS outlines the regionally significant resource management issues and the objectives of the RPS and Chapter 4 outlines the policies and methods to achieve these. Section 4-2 outlines the regulatory policies to be considered when assessing and deciding on resource consent applications.

140) Objectives and Policies relevant to this application are discussed under the following headings:

- Natural hazards;
- Regional form, design, and function; and
- Resource management with Tāngata Whenua.

Natural hazards

Policy 51 seeks to minimise the risks and consequences of natural hazards.

141) The proposed earthworks will minimise the risk from flooding creating floor levels designed to be above the 1% AEP while not increasing flooding on adjoining properties by providing some capacity being provided for onsite.

142) The risk from earthquake induced liquefaction will be mitigated through foundation design for the proposed 135 residential units. This was peer reviewed by CGW Consultants and they have concluded that the solutions and methodologies proposed by the applicants Geotechnical Engineer Engeo are sound and professional. I agree with the outcome of their assessment.

Regional form, design, and function

Objective 22 relates to the provision of compact, well designed, and sustainable regional form that has an integrated, safe and responsive transport network.

Policy 54 seeks the achievement of the region's urban design principles.

Policy 57 seeks for the integration of land use and transportation.

Policy 58 seeks for the co-ordination or land use with development and the operation of infrastructure.

143) The proposed 135 residential unit development is located on an existing, underutilised site that is serviced by local bus routes. The blocks of units are compact form and prevent urban sprawl into other areas. This does not conflict with the overarching principles of the RPS.

7.7 Kāpiti Coast District Plan s104(1)(b)(iv)

144) There is a recent proposed plan change 2, and the proposal will also be considered against the new objectives and policies.

145) The Kāpiti Coast District Plan was made operative on 30 June 2021. There are applicable objectives and policies relating to:

- District-Wide Matters relating to Strategic Direction;
- District-Wide Matters relating to Energy Infrastructure and Transport;
- District-Wide Matters relating to Hazards and Risks;
- District-Wide Matters relating to Subdivision;
- General District-Wide Matters; and
- Area Specific Matters relating to the General Residential Zone.

Strategic Direction

146) **Objective DO-O1** Tāngata Whenua - To work in partnership with the tāngata whenua of the District in order to maintain kaitiakitanga of the District's resources and ensure that decisions affecting the natural environment in the District are made in accordance with the principles of Te Tiriti o Waitangi (Treaty of Waitan**gi).**

147) **Response:** Ātiawa ki Whakarongotai have commented that they are accepting of the proposal following receiving clarification from the applicant on the matters detailed in the Mana Whenua Assessment. I agree with the outcome of the discussion and move to include conditions and notes to address these matters.

148) **Objective DO-O3** Development Management **-** To maintain a consolidated urban form within existing urban areas and a limited number of identified growth areas which can be efficiently serviced and integrated with existing townships that provides a variety of areas for business/employment.

149) **Response**: In my opinion, the proposal meets this objective because it includes a compact urban form and within the cluster a significant number of homes will be created. This site is within an existing urban area and is infrastructure ready.

150) **Objective DO-O4** Coastal Environment -To have a coastal environment where:

- areas of outstanding natural character and high natural character, outstanding natural features and landscapes, areas of significant indigenous vegetation, and significant habitats of indigenous fauna are identified and protected;
- areas of outstanding natural character and high natural character are restored where degraded;
- the effects of inappropriate subdivision, use and development are avoided, remedied, or mitigated;
- public access to and along the coast to facilitate active and passive recreational use is maintained and enhanced while managing inappropriate vehicle access; and
- Inappropriate development does not result in further loss of coastal dunes in the area mapped as the coastal environment.

151) **Response**: I note there are no protected features/ecological sites as a result of the coastal overlay, including the dunes and sandy soil type. Additionally, the Ātiawa ki Whakarongotai have commented that they are accepting of the proposal following clarification received from the applicant on the matters detailed in the Mana Whenua Assessment.

152) **Objective DO-O5** Natural Hazards **-** To ensure the safety and resilience of people and communities by avoiding exposure to increased levels of risk from natural hazards, while recognising the importance of natural processes and systems.

153) **Response**: The proposal increases the intensity of use on this site, which is subject to some Ponding Hazard Areas. The conceptual stormwater disposal design prepared by Cuttriss states that the two ponding locations being filled in and raised to meet the required ground levels for construction will not increase the flood hazard beyond or within the site because all of the post-development runoff will be contained within the site boundaries and directed to the proposed soakage device (located in the communal open space area). Conditions included within the recommendation will ensure that the remaining as outlined by Jacobs will address this.

154) Based on the expert reports provided with the application, I consider the adverse natural hazard effects to be acceptable.

155) **Objective DO-O8** Strong Communities - To support a cohesive and inclusive community.

156) Response: I consider the applicant to meet this objective as the proposed units will create the ability for 135 families to occupy the site, with a range of dwelling types available including two and three bedrooms. This will be ideal for parts of the community looking for a low maintenance solution, especially given the proximity to public transport and local facilities.

157) **Objective DO-O11** Character and Amenity Values - To maintain and enhance the unique character and amenity values of the district's distinct communities.

158) Response: The application site is located within the General Residential Zone. The proposal does represent a change in dwelling form and type when compared to the surrounding area. For this reason, we sought advise from a team of independent urban designer and landscape visual experts from Boffa Miskell. These experts recommended some changes to the proposal to further improve the visual outcomes and the applicant has made these changes to address the concerns to the degree where I conclude that the visual, character and amenity values are acceptable.

159) **Objective DO-O12** Housing Choice and Affordability - To meet diverse community needs by increasing the amount of housing that:

- is of densities, locations, types, attributes, size and tenure that meets the social and economic wellbeing needs of households in suitable urban and rural locations;
- is affordable and adequate for lower income households; and
- can respond to the changing needs of residents, regardless of age, mobility, health or lifestyle preference;

160) while enhancing the amenity of living environments and contributing to the sustainability of communities and compatibility with the goals of environmental sustainability, in particular resource, water and energy efficiency.

161) Response: I consider the proposal to meet this objective as the proposed units will create the ability for 135 families to occupy the site, with a range of dwelling types available including two and three bedrooms. This will be well suited to parts of the community looking for a low maintenance solution, especially given the proximity to public transport and local facilities.

162) **Objective DO-O13** Infrastructure **–** To recognise the importance and national, regional and local benefits of infrastructure and ensure the efficient development, maintenance and operation of an adequate level of social and physical infrastructure and services throughout the District that:

- meets the needs of the community and the region; and
- builds stronger community resilience, while avoiding, remedying or mitigating adverse effects on the environment.

163) Response: The applicant has provided an Engineering Infrastructure Report and a Conceptual Stormwater Disposal Design Report which will include a create/modular soakage system with secondary overflow within the proposed carriageway. Through the further information process the applicant has provided additional detail, regarding the Reduction in Water Tanks/Water Demand. I consider the proposal to have addressed these needs. Conditions included within the recommendation will ensure that the remaining as outlined by Jacobs will address this.

164) **Objective DO-O14** Access and Transport - To ensure that the transport system in the District:

- integrates with land use and urban form and maximises accessibility;
- improves the efficiency of travel and maximises mode choice to enable people to act sustainably as well as improving the resilience and health of communities;
- contributes to a strong economy;
- avoids, remedies or mitigates adverse effects on land uses;

- does not have its function and operation unreasonably compromised by other activities;
- is safe, fit for purpose, cost effective and provides good connectivity for all communities; and
- provides for the integrated movement of people, goods and services.

165) Response: The proposal has good access available through Halsey Grove for vehicles and pedestrians directly to Kapiti Road. The proposal includes a private road which will be maintained by the Residents Society. This design has been peer reviewed by Tonkin and Taylor, who agree that the traffic effects will be acceptable. I agree with the findings of the expert's assessment.

166) **Objective DO-O18** Renewable Energy, Energy Efficiency and Conservation - Increase the development and use of energy from renewable sources, including on-site systems, and efficiency and conservation of energy use while avoiding, remedying or mitigating adverse *effect*s on the *environment*.

167) The proposal is considered to be consistent with this objective as it represents efficient use of this land resource with adverse effects being avoided, remedied or mitigated through the use of conditions.

168) **Objective DO-O19** Housing Bottom Lines - To achieve sufficient development capacity as required by the National Policy Statement on Urban Development 2020 by meeting housing bottom lines of:

- 6,123 additional residential units over the short-medium term (2021 – 2031); and
- 10,063 additional residential units over the long term (2031-2051).

Relevant underlying policies

169) **Policy** SUB-RES-P1 General Residential Subdivision - *Subdivision*, including for small-scale infill, will be provided for in general residential areas where it does not compromise local character and amenity.

170) Response: The proposal does include subdivision which has been designed in a way that does not compromise local character and amenity.

171) **Policy TR-P1** Integrated Transport and Urban Form - Development and subdivision will be integrated with and consistent with the transport network hierarchy in TR-Table 7, and undertaken in a manner and at a rate to ensure**:**

- the transport network is capable of serving the projected demand safely and efficiently;
- the location of development is appropriate, including providing for the co-location of compatible developments and land use and transport networks to reduce unnecessary travel;
- travel time and distance to services are minimised for all modes of travel;
- development is consistent with Council's Subdivision and Development Principles and Requirements 2012; and
- enhanced community connectivity is achieved, resulting in more efficient travel patterns from the community.

172) Response: The proposal has good access available through Halsey Grove for vehicles and pedestrians directly to Kapiti Road. The proposal includes a private road which will be maintained by the Residents Society. This design has been peer reviewed by Tonkin and Taylor, who agree

that the traffic effects will be acceptable. Additionally, the site is well located near a bus route which will increase some traffic demand from the development from the residents on completion.

173) **Policy NH-P2** Risk Based Approach **–** A risk based, all hazards approach will be taken to subdivision, land use, and development within areas subject to the following natural hazards:

- flood hazards;
- earthquake hazards; and
- fire hazards.

Hazard categories will be developed for flood and seismic hazards to guide decision making and help minimise potential harm to people and damage to property due to these hazards, while allowing appropriate use.

174) Response: The proposal significantly increases the intensity of use on this site, which is subject to some Ponding Hazard Areas. The conceptual stormwater disposal design prepared by Cuttriss states that the two ponding locations being filled in and raised to meet the required ground levels for construction. They state that filling the two ponding areas will not increase the flood hazard beyond or within the site because all of the post-development runoff will be contained within the site boundaries and directed to the proposed soakage device (located in the communal open space area). Conditions included within the recommendation will ensure that the remaining as outlined by Jacobs will address this.

175) Based on the expert reports provided with the application, I consider the adverse natural hazard effects to be acceptable.

176) **Policy EW-P1 –** Earthworks - To ensure that earthworks are designed to be sympathetic to the natural topography.

177) Response: The proposal does include some earthworks to create a level site and appropriate floor levels across the site. This does include some retaining walls adjoining the boundary.

178) These walls have been suitably designed by Engeo geotechnical engineers and are intended to provide long term stability to the batters. Conditions on a granted consent will ensure that the applicant is required to follow the intent and recommendations of the Geotechnical Assessment.

179) **Policy GRZ-P1** Medium Density Housing - Medium density housing will be provided for in precinct areas identified on the District Plan Maps, which are in close proximity (i.e. approximately five minutes' walk or 400m) to centres, open spaces, public transport networks and where existing infrastructure has sufficient capacity.

180) Response: This site is outside of the Medium Density Precinct, but there is a recognised housing shortage across New Zealand. Therefore, I consider it appropriate to consider housing affordability by supporting competitive land and development markets.

181) Kapiti is a tier one Council, this site as an unanticipated or out of sequence site as discussed by the NPS-UD, continuing to achieve the same levels of density would be inefficient use of this land which is infrastructure-ready. Especially given its location in close proximity to bus routes and local amenities/facilities such as shops.

182) **Policy 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:

- the visual impact, bulk and scale of buildings and structures on identified landscape values, ecological sites, geological features or areas of high natural character;
- the extent of cut and fill;

- the need for and the height of retaining walls; and
- 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.

183) Response: Given the degree of change in character we have sought expert advise on this proposal from a Landscape Architect and Urban Designer who has considered the effects on the surrounding area to be moderate. With the changes proposed to the development including fewer units overall, staggering of blocks of units and a reduction of block size I consider the proposal to now meet this policy.

184) **Policy GRZ-P9** Residential Activities - 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:

- adverse effects on natural systems will be avoided, remedied or mitigated;
- new built development will relate to local built identity, character values and the density of the surrounding residential environment;
- transport choice and efficiency will be maximised;
- housing types which meet the need of households will be provided for;
- the number of residential units per allotment will be limited; and
- a limited number of accessory buildings and buildings which are ancillary to residential activities will be provided for.

185) **Policy GRZ-P10** Residential Amenity **-** Subdivision, use and development in the Residential Zones will be required to achieve a high level of on-site amenity for residents and neighbours in accordance with the following principles:

- building size and footprint will be proportional to the size of the allotment;
- usable and easily accessible private outdoor living spaces will be provided;
- buildings and structures will be designed and located to maximise sunlight access, privacy and amenity for the site and adjoining allotments;
- buildings and structures will be designed and located to minimise visual impact and to ensure they are of a scale which is consistent with the area's urban form;
- appropriate separation distances will be maintained between buildings;
- yards will be provided to achieve appropriate building setbacks from neighbouring areas, the street and the coast;
- hard and impermeable surfaces will be offset by permeable areas on individual allotments;
- unreasonable and excessive noise, odour, smoke, dust, light, glare and vibration will be avoided;
- non-residential buildings will be of a form and scale which is compatible with the surrounding residential environment; and
- service areas for non-residential activities will be screened, and planting and landscaping will be provided.

186) **Policy 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:

- direct pedestrian access will be provided from the street to the front entrance of the primary residential building, where practicable;
- where practicable, at least one habitable room will be orientated towards the street;
- the safety of road users, including pedestrians and cyclists, will not be adversely affected; and

- on-site vehicle manoeuvring will be provided for rear allotments, allotments with significant sloping driveways and on strategic arterial routes.

187) **Policy GRZ-P12 Landscaping -** Landscaping will be required for non-residential activities and intensive 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:

- the visual impact of large buildings will be reduced by appropriate screening and planting;
- service areas, loading areas and outdoor storage areas will be screened;
- on-site outdoor living spaces will be defined and enhanced by landscaping;
- sunlight access and passive surveillance to adjoining areas will not be unreasonably restricted;
- public infrastructure and services will not be damaged or blocked;
- planting of locally indigenous vegetation will be encouraged; and
- permeable surfaces will be provided for the natural infiltration of surface waters.

188) Response: The proposal is considered to meet these policies. Given the degree of change in character we have sought expert advise on this proposal from a Landscape Architect and Urban Designer who has considered the effects on the surrounding area to be moderate. With the changes proposed to the development including fewer units overall, staggering of blocks of units and a reduction of block size I consider the proposal to now meet these policies.

Proposed Plan Change 2

189) **DO-Ox1** Well-functioning Urban Environment - A well-functioning urban environment that enables all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

190) **DO-Ox2** Housing in Relevant Residential Zones - Relevant residential zones provide for a variety of housing types and sizes that respond to:

- Housing needs and demand; and
- The neighbourhood's planned urban built character, including 3-storey buildings.

191) Response: The proposal is considered to meet the above objectives, noting that only 2-storeys are proposed. Each unit has its own separate area including some room for an outdoor living area. Some parking is provided for within the proposed private road, a communal park space is also provided within the development. The site is in close proximity to a bus route and local facilities such as shops. I consider these to be the key aspects of a well-functioning environment.

192) UFD-Px Urban Built Form - Provide for heights and densities of urban built form that enable more people to live in, and more businesses and community services to be located in, the District's urban environments, by:

- enabling the greatest *building* heights and densities in the *Metropolitan Centre Zone*, including *buildings* up to 12-storeys;
- enabling greater *building* heights and densities within a walkable catchment of the *Metropolitan Centre Zone* and the train stations at Paekākāriki, Paraparaumu and Waikanae, including *buildings* up to 6-storeys;
- enabling greater *building* heights and densities in the *Town Centre Zone*, including *buildings* up to 6-storeys;
- enabling increased *building* heights and densities in the *Local Centre Zone*, including *buildings* up to 4-storeys*;*

- enabling increased *building* heights and densities adjacent to the *Town Centre Zone* and *Local Centre Zone*, including *buildings* up to 4-storeys*;* and
- enabling a variety of *building* heights and densities in the General Residential Zone, including *buildings* up to 3-storeys*;*

while avoiding inappropriate *buildings*, activities, heights and densities within *qualifying matter areas.*

193) Response: This site does contain a qualifying matter area, Ponding Flood Hazard, which needs to be properly managed to ensure there is no additional risk of flooding occurring on adjoining properties. On this basis the 3-storey height and density is not applicable at this time.

7.8 Any other matter s104(1)(b)(iv)

194) This section requires that Council considers any other matter the consent authority considers relevant and reasonably necessary to determine to the application.

195) The submitters have requested that a Social Impact Assessment is undertaken to determine the effects on the surrounding area. This is not a typical assessment that we would use to determine the effects. The proposal includes a residential unit development in a general residential zone, which is an anticipated use of the land.

196) The proposal was limited notified to all adjoining properties; I consider that these parties are better placed to provide comment on the proposal as to the effects on them.

Conclusions as to Statutory Framework s104(1)(b)

197) Taking into account the above assessment in respect of s104(1)(b)(i) – (vi) I consider that the proposal is consistent with (where relevant);

- The provisions of any national environmental standard;
- Other regulations;
- A National Policy Statement;
- A New Zealand Coastal Policy Statement;
- A Regional Policy Statement or Proposed Regional Policy Statement;
- A Plan or Proposed Plan; and
- Any other matters relevant.

198) Additionally, I confirm that the proposal is consistent with the above listed the objectives and the underlying policies (including those from Plan Change 2 where relevant).

7.9 Section 104D Assessment

199) Section 104D of the Act is a threshold test, and both limbs of the test must be considered when assessing applications for non-complying activities even if they are being processed on a limited or non-notified basis.

200) Consent may only be granted if at least one of the following tests is passed:

> *(a) the adverse effects of the activity on the environment (other than any effect to which section 104(3)(a)(ii) applies) will be minor; or*
>
> *(b) the application is for an activity that will not be contrary to the objectives and policies of—*

(i) the relevant plan, if there is a plan but no proposed plan in respect of the activity; or

(ii) the relevant proposed plan, if there is a proposed plan but no relevant plan in respect of the activity; or

(iii) both the relevant plan and the relevant proposed plan, if there is both a plan and a proposed plan in respect of the activity.

201) I consider that the adverse effects of the activity on the environment (other than any effect to which Section 104(3)(a)(ii) applies) will be minor.

202) I consider that the application is for an activity that will not be contrary to the Objectives and Policies of the Kapiti Coast Operative District Plan. In providing for some additional density not contemplated within the current rules I have also balanced the intention of the NPS-UD and the Housing Enabling Act.

203) The application passes the 104D tests and on this basis, consent may be granted pursuant to Section 104B.

8.0 Section 106 of the Resource Management Act

204) Section 106 provides for the consent authority to refuse consent in certain circumstances or to impose conditions to mitigate the effects which may arise from a series of natural hazards. Section 106 also deals with matters related to the provision of satisfactory access to allotments. Section 106 is set out below:

106 Consent authority may refuse subdivision consent in certain circumstances

(1) A consent authority may refuse to grant a subdivision consent, or may grant a subdivision consent subject to conditions, if it considers that—

(a) there is a significant risk from natural hazards; or

(b) [Repealed]

(c) sufficient provision has not been made for legal and physical access to each allotment to be created by the subdivision.

(1A) For the purpose of subsection (1)(a), an assessment of the risk from natural hazards requires a combined assessment of—

205) *(a) the likelihood of natural hazards*

206) *(b) the material damage to land in respect of which the consent is sought, other than land, or structures that would result from natural hazards; and*

207) *(c) any likely subsequent use of the land in respect of which the consent is sought that would accelerate, worsen, or result in material damage of the kind referred to in paragraph (b)*

208) *(2) Conditions under subsection (1) must be—*

209) *(a) for the purposes of avoiding, remedying, or mitigating the effects referred to in subsection (1); and*

210) *(b) of a type that could be imposed under section 108.*

Legal and Physical Access

211) The existing site has direct road frontage onto Kapiti Road, as part of the proposed development a new private road access will be constructed, this will provide legal and physical access to each of the units.

s106 Hazards

212) There are no fault avoidance areas identified in respect of this property.

213) The applicant has provided a Geotechnical Report for the site that was prepared by Engeo Engineers. Engeo have commented that for this site; *liquefaction induced settlement, lateral spreading, and consolidation of organic soils are geohazards that could potentially affect future development of the site.*

214) I provide the following considerations for the earthworks on this project as recommended by the geotechnical experts:

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

215) The applicant has offered to comply with these measures and anticipates that they would be included within the conditions on a granted resource consent. Given the importance of the engineering design proposed a Geotechnical Assessment was sought from CGW to review the methodologies and recommendations. This review is attached within appendix F. This concludes that the Engeo Report is of a professional standard and has been undertaken with respect to current standards and guidelines. CGW consider the Engeo Recommendations are pragmatic and sensible.

216)

217) The conceptual stormwater disposal design prepared by Cuttriss states that the two ponding locations being filled in and raised to meet the required ground levels for construction will not increase the flood hazard beyond or within the site because all of the post-development runoff will be contained within the site boundaries and directed to the proposed soakage device (located in the communal open space area).

218) The applicant has also stated that; *the Q100 flood level for the property is RL4.4 and 5.2. Effects that are considered to be associated with flood hazards include the risk to human life and the displacement of properties. Each of the proposed dwelling will have a finished floor level above R6.16 and therefore, will allow for all habitable rooms to be located above the 1% flood event. As such the risk to human life on the subject site considered to be less than minor.*

219) As outlined above Council sought comments from a Hydraulic Engineer and conditions have been included within the recommendation will ensure that the remaining as outlined by Jacobs will address this.

220) Based on the expert reports provided with the application, I consider the adverse natural hazard effects to be less than minor.

221) On that basis there is no basis/need to refuse the application under s106.

9.0 ASSESSMENT UNDER PART 2 OF THE RMA 1991

222) Any consideration under Section 104(1) is subject to Part 2 of the Act. Part 2 sets out the purpose and principles of the Act. In addition, Part 2 requires the Council to recognise and provide for matters of national importance (Section 6); have particular regard to other matters (Section 7); and to take into account the principles of the Treaty of Waitangi (Section 8).

Conclusion on Part 2 matters

223) Overall, I consider the proposed 135 lot residential unit development including a fee simple subdivision and associated earthworks to be consistent with Part 2 matters because this proposal allows for the creation of a new residential lots and dwellings which will have minor effects and these are in short supply across the District.

10. RECOMMENDATION

Recommendation 1 - Subdivision

224) That the Commissioner acting under delegated authority from Kāpiti Coast District Council and pursuant to Sections 104, 104B and 104D of the Resource Management Act 1991, grant consent to undertake a 302-lot fee simple subdivision whereby:

- 135-lots are for residential dwellings;
- one allotment contains the private road and park area (Lot 500);
- one small lot to vest as road (Lot 501) and associated non-compliances with the permitted activity standards; and
- the remainder of Lots 165 are for car parks to be allocated with the residential lots.

225) Associated earthworks are also proposed totalling 23,940m3 with a maximum depth of 4.4m. subject to the following conditions which were imposed under Sections 108 and 220 of the Resource Management Act 1991 at 240 Kāpiti Road, Paraparaumu (being Lot 1 DP 88870, WN56D/9).

Recommendation 2 – Land Use

226) That the Commissioner acting under delegated authority from Kāpiti Coast District Council and pursuant to Sections 104, 104B and 104D of the Resource Management Act 1991, grant consent for the proposed activity for land use consent in association with the proposed subdivision, that includes 135 dwellings which will be constructed prior to the completion of the subdivision and undertaking a major traffic activity. And for associated earthworks are also proposed totalling 23,940m3 with a maximum depth of 4.4m. The proposed dwellings do not meet the permitted activity standards (GRZ-R6);

- Site coverage exceeding 40% by up to 17% (most units are 57%);
- Proposed outdoor living areas for all lots 40m^2 is required by the standard and between 13 - 31m^2 is proposed per residential unit;
- Height in Relation to boundary standards of 2.1m and 45 degrees is required however for proposed end of block will have 1 height control non-compliance and middle of block units will have two for all units 1 - 135;
- All attached units have a 1.5m side yard non-compliance for all units 1 - 135;
- All attached units will have a 3m side yard non-compliance for all units 1 – 135;
- 1m setback from an access leg/right of way Lot 500 for units 1-23, 23-34, 37-49, 106-118, 128-135; and
- Fences and walls with a combined height of greater than 2m (GRZ-R3).

227) This shall be subject to the following conditions which were imposed under Sections 108 and 220 of the Resource Management Act 1991 at 240 Kāpiti Road, Paraparaumu (being Lot 1 DP 88870, WN56D/9).

228) I have included a draft set of recommended conditions, included in **Appendix A** of this report, should the Commissioner be of a mind to grant consent.

Appendix A

Recommended Subdivision/Landuse Conditions

General

1. The proposed activity shall be undertaken in general accordance with the plans, information and specifications lodged with the application and the information and further information supplied by the consent holder and held on the file RM220070 except where modified by conditions of consent with reference to the following plans stamped as “Final Approved Plans” at the date of the decision being made by the commissioner;
    - Prepared by Design Group Stapleton Elliott dated 5/10/2022:
        - Locality Plan RC01 Rev.6;
        - Context Plan RC02 Rev 6;
        - Reference Plan RC03 Rev.6;
        - Reference Plan -Ground Floor Design Changes RC04 Rev.6;
        - Reference Plan - First Floor Design Changes RC05 Rev.6;
        - Reference Plan – Block Plan Ground Floor RC06 Rev.6;
        - Block Plan First Floor RC07 Rev.6;
        - Type Plan Ground Floor RC08 Rev.6;
        - Type Plan First Floor RC09 Rev.6;
        - Unit Plan – Ground Floor RC10 Rev.6;
        - Unit Plan – First Floor RC11 Rev.6;
        - Context Plan Ground Floor RC12 Rev.6;
        - Context Plan – Level 1 RC13 Rev.6;
        - Site Plan – Ground Floor Rev.6;
        - Site Plan – First Floor RC15 Rev.6;
        - Elevations RC16 Rev.6;
        - Elevations RC17 Rev.6;
        - Elevations RC18 Rev.6;
        - Elevations RC19 Rev.6;
        - Elevations RC20 Rev.6;
        - Elevations RC21 Rev.6;
        - Elevations RC22 Rev.6;
        - 2 Bedroom Unit – Type A RC23 Rev.6;
        - 2 Bedroom Unit – Type B RC24 Rev.6;
        - 2 Bedroom Unit – Type C RC25 Rev.6;
        - 2 Bedroom Unit – Type D RC26 Rev.6;
        - 3 Bedroom Unit – Type E RC27 Rev.6;
        - 3 Bedroom Unit – Type E Bath Option RC28 Rev.6;
        - 3 Bedroom Unit – Type F RC29 Rev.6;
        - 3 Bedroom Unit – Type G RC30 Rev.6;

- 2 Bedroom Unit – Type A RC31 Rev.6;
- 2 Bedroom Unit – Type A RC32 Rev.6;
- 2 Bedroom Unit – Type A RC33 Rev.6;
- 2 Bedroom Unit – Type A RC34 Rev.6;
- 2 Bedroom Unit – Type B RC35 Rev.6;
- 2 Bedroom Unit – Type B RC36 Rev.6;
- 2 Bedroom Unit – Type B R37 Rev.6;
- 2 Bedroom Unit – Type B RC38 Rev.6;
- 2 Bedroom Unit – Type C RC39 Rev.6;
- 2 Bedroom Unit – Type C RC40 Rev.6;
- 2 Bedroom Unit – Type C RC41 Rev.6;
- 2 Bedroom Unit – Type C RC42 Rev.6;
- 2 Bedroom Unit – Type D RC43 Rev.6;
- 2 Bedroom Unit – Type D RC44 Rev.6;
- 2 Bedroom Unit – Type D RC45 Rev.6;
- 2 Bedroom Unit – Type D RC46 Rev.6;
- 3 Bedroom Unit – Type E RC47 Rev.6;
- 3 Bedroom Unit – Type E RC48 Rev.6;
- 3 Bedroom Unit – Type E RC49 Rev.6;
- 3 Bedroom Unit – Type F RC50 Rev.6;
- 3 Bedroom Unit – Type F RC51 Rev.6;
- 3 Bedroom Unit – Type F RC52 Rev.6;
- 3 Bedroom Unit – Type G RC53 Rev.6;
- Landscape Masterplan RC54 Rev.6;
- Landscape Plans Units 1-17 RC55 Rev.6;
- Landscape Plans Units 18-29 RC56 Rev.6;
- Landscape Plans Units 30-39 RC57 Rev.6;
- Landscape Plans Units 40-49 RC58 Rev.6;
- Landscape Plans Units 50-61 RC59 Rev.6;
- Landscape Plans Units 62-73 RC60 Rev.6;
- Landscape Plans Units 74-82 RC61 Rev.6;
- Landscape Plans Units 83-92 RC62 Rev.6;
- Landscape Plans Units 93-98 RC63 Rev.6;
- Landscape Plans Units 99-105 RC64 Rev.6;
- Landscape Plans Units 106-112 RC65 Rev.6;
- Landscape Plans Units 113-118 RC66 Rev.6;

- Landscape Plans Units 119-127 RC67 Rev.6;
- Landscape Plans Units 128-135 RC68 Rev.6;
- Landscape Plans Central Park RC69 Rev.6;
- Planting Palette RC70 Rev.6;
- Material Palette RC71 Rev.6;
- Typical Planting Details RC72 Rev.6;
- Typical Refuse Plan RC73 Rev.6;
- Transformer RC74 Rev.6;
- Sections Height in Relation to Boundary RC 75 Rev.6;
- Sections Height in Relation to Boundary RC 76 Rev.6;
- Sections Height in Relation to Boundary RC 77 Rev.6;
- Sections Height in Relation to Boundary RC 78 Rev.6;
- Sections Height in Relation to Boundary RC 79 Rev.6;
- Sections Height in Relation to Boundary RC 80 Rev.6;
- Sections Typical Unit Retaining Wall RC81 Rev.6;
- Sections Typical Unit Retaining Wall RC81 Rev.6;
- Sections Typical Unit Retaining Wall RC82 Rev.6;
- Sections Neighbouring Property Assess RC83 Rev.6;
- Sections Neighbouring Property Assess RC84 Rev.6;
- Sections Neighbouring Property Assess RC85 Rev.6;
- Sun Studies RC86 Rev.6;
- Sun Studies RC87 Rev.6;
- Sun Studies RC88 Rev.6;
- Aerial Overview RC89 Rev.6;
- Aerial Overview RC90 Rev.6;
- Street View Halsey Grove RC91 Rev.6;
- Street View Kapiti Road RC92 Rev.6;
- Street View Kapiti Road RC93 Rev.6;
- Street View Kapiti Road RC94 Rev.6;
- Exterior View Kapiti Road – Entrance RC95 Rev.6;
- Exterior View Kapiti Road – Entrance RC96 Rev.6;
- Exterior View Kapiti Road – Entrance RC97 Rev.6;
- Exterior View Halsey Grove – Entrance RC98 Rev.6;
- Exterior View Central Spine South RC99 Rev.6;
- Exterior View Central Spine South RC100 Rev.6;
- Exterior View Central Spine NorthRC101 Rev.6;

- Exterior View Central Spine North RC102 Rev.6;
- Exterior View Blocks G2 and H1 RC103 Rev.6;
- Exterior View– Blocks F1 and F2 RC104 Rev.6;
- Exterior View– Loop Road RC105 Rev.6;
- Exterior View – Block F2 and Central RC106 Rev.6;
- Exterior View – Central RC107 Rev.6;
- Exterior View – Central RC108 Rev.6;
- Exterior View – Central RC109 Rev.6;
- Exterior View – Central RC110 Rev.6;
- Exterior View – Central RC111 Rev.6;
- Exterior View – Central RC112 Rev.6;
- Exterior View – Blocks A1 & A2 RC113 Rev.6;
- Exterior View – Blocks A1 & A2 RC114 Rev.6;
- Exterior View - Blocks C2, C3 and D1 RC115 Rev.6;

- Prepared by Cuttriss dated 10/2022;
  - Scheme Plan set 22930SCH1 sheet 1 Rev. B;
  - Scheme Plan Development Layout 22930SCH1 sheet 2 Rev. B;
  - Scheme Plan Legal Overall 22930SCH1 sheet 3 Rev. B;
  - Scheme Plan Proposed Development (Easements) 22930SCH1 sheet 4 Rev. B;
  - Scheme Plan Legal 22930SCH1 sheet 5 Rev. B;
  - Scheme Plan Legal 22930SCH1 sheet 6 Rev. B;
  - Scheme Plan Legal 22930SCH1 sheet 7 Rev. B;
  - Scheme Plan Legal 22930SCH1 sheet 8 Rev. B;
  - Scheme Plan Legal 22930SCH1 sheet 9 Rev. B;
  - Scheme Plan Legal 22930SCH1 sheet 10 Rev. B;
  - Scheme Plan Legal 22930SCH1 sheets 11 Rev. B;
  - Scheme Plan Legal 22930SCH1 sheets 12 Rev. B;
  - Scheme Plan Legal 22930SCH1 sheet 13 Rev. B;
  - Scheme Plan Legal 22930SCH1 sheets 14 Rev. B;
  - Scheme Plan Existing site 22930SCH1 sheet 15 Rev. B;
  - Scheme Plan Earthworks set 22930SCH1 sheet 16 Rev. B;
  - Scheme Plan Services Overall 22930SCH1 sheet 17 Rev. B;
  - Scheme Plan Services Water 22930SCH1 sheet 18 Rev. B;
  - Scheme Plan Services Sewer 22930SCH1 sheets 19 - 27 Rev. B;
  - Scheme Plan Services Stormwater 22930SCH1 sheet 20 - 27 Rev. B;
  - Scheme Plan Services Stormwater 22930SCH1 sheet 21 Rev. B;

- Scheme Plan Services Water 22930SCH1 sheet 22 Rev. B;
- Scheme Plan Services Water 22930SCH1 sheet 23 Rev. B;
- Scheme Plan Roading 22930SCH1 sheet 24 Rev. B;
- Scheme Plan Roading 22930SCH1 sheet 25 Rev. B;
- Scheme Plan Long Section 22930SCH1 sheet 26 Rev. B;
- Scheme Plan Roading 22930SCH1 sheet 27 Rev. B;

2. The e-survey dataset shall be in general conformity with the Scheme Plan set 22930SCH1 sheets 1-27 Rev. B prepared by Cuttriss Consultants and dated October 2022 with the application RM220070, except where modified by these conditions of consent.

   Note: Individual certifications pursuant to sections 223 and 224(c) of the Resource Management Act 1991 will be issued for stages and sub-stages of the subdivision, provided that the following criteria are met:

   - Each individual allotment must be consistent with the proposal as approved and must have frontage or legal access to a legal road by way of the private way/road.
   - Each allotment shown on any survey plan, including any balance allotment, must be adequately serviced as required by and in terms of the relevant conditions of this consent;
   - All conditions pertaining to the allotments shown on the survey plan must be satisfied prior to the execution of a section 224(c) certificate.

Fees, Levies and Contributions

3. A Reserve Contribution for the 134 additional residential lots is payable and has been assessed at $15,223.67 including GST per lot (total to pay $2,039,971.78).

   The contribution must be paid prior to the issue of any certificate pursuant to section 224(c) of the Resource Management Act 1991.

4. Prior to the issue of a Section 224(c) certificate under the Resource Management Act 1991, the consent holder shall pay Council Engineering Fees of $628 plus $314 per lot (totalling $42,704.00) for work that may be required for plan approvals, site inspections and consent compliance monitoring, plus any further monitoring charge or changes to recover the actual and reasonable costs that have been incurred to ensure compliance with the conditions attached to this consent.

Transport

5. The consent holder shall provide detailed design drawings of the site layout, in particular traffic and transport related details and landscape planting/maintenance for driveway access visibility, are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA). To also include design of speed reduction measures and pedestrian crossing measures supported through a safe system assessment to establish and agree the format that these should take and detailed design and post construction road safety audits (carried out in accordance with Waka Kotahi standards).

6. The consent holder shall ensure that car parks are designed in accordance with ASNZS2890.1 Parking Facilities standard. Any departures shall require consideration through the EPA approvals process above.

7. The consent holder shall provide accessible carparking and cycle parking within the site, as envisaged by the proposed Plan Changes 1A and 1C.

8. The consent holder shall provide links to external pedestrian/cycling routes and bus stops in accordance with Drawing numbers SK002-1 A, SK002-2 A and SK002-3 A.

9. The consent holder shall meet the costs of the creation of the No Stopping At All Time (NSAAT) lines (broken yellow lines) are proposed at the Regent Drive/Halsey Grove intersection to maintain safe sightlines for turning traffic and to prevent the risk of vehicles blocking residential driveways.

10. The consent holder shall include wayfinding signage is provided for in the development.

11. The consent holder shall ensure that the Construction Traffic Management Plan is approved by Kāpiti Coast District Council prior to the commencement of works.

12. The consent holder shall provide a Car Park Management Plan to identify role and responsibilities of the Residents Society and also include Ride Share initiative.

13. The consent holder shall provide a communal space for cycle parking that is secure/enclosed, with good passive surveillance, that is not obscured by vegetation and is well lit.

Prior to Works Commencing

14. The consent holder shall comply with the requirements of the Kapiti Coast District Council's (KCDC's) Subdivision and Development Principles and Requirements 2012 (SDPR: 2012) unless alternatives are proposed by the consent holder and accepted by the Council's Development Engineer.

15. Prior to works commencing, the consent holder shall submit copies of the plans and specifications for the engineering development for approval to the satisfaction of the Council's Development Engineer. The engineering development must be in accordance with Paragraphs 1 to 5 of Schedule 1 contained in Part 4 of the Kapiti Coast District Council's Subdivision and Development Principles and Requirements, 2012. No works shall commence until the plans are approved by KCDC's Development Engineer.

    Note: *Engineering drawings shall contain sufficient detail to clearly illustrate the proposal to enable assessment of compliance with the Kapiti Coast District Council's Subdivision and Development Principles and Requirements, 2012 and to enable accurate construction*.

16. Prior to commencement of any works on the site, amended engineers plans are required. These are to demonstrate, at a minimum, the following:-
    - Collection of rainwater from roofs of the wholly-developed site, and;
    - Storage of collected rainwater, and;
    - Reticulation of stored rainwater to form a non-potable supply to all (OR a majority of) dwellings across the entire site. For the avoidance of doubt, this is to provide a supply to water closets and outdoor taps at each dwelling, and;
    - Means of maintenance and longevity of the collection, storage and reticulation.

17. Prior to works commencing, the consent holder shall provide the Council's Development Engineer with the names of the Developer's or Owner's Representative(s) appointed in terms of Clause B(ii) of Part 3 of the Kapiti Coast District Council's Subdivision and Development Principles and Requirements, 2012.

18. The consent holder shall advise the names and professional qualifications of any Suitably Qualified Persons required in terms of Clause B(iii) of Part 3 of the Kapiti Coast District Council's Subdivision and Development Principles and Requirements 2012. Suitably Qualified Persons are required for, but not necessarily limited to, the following areas:
    - Civil Engineering;
    - Stormwater Design and construction;
    - Street Lighting Design;
    - Earthworks design & construction;
    - Road design & construction;
    - Geotechnical Engineering;
    - Water and wastewater design & construction;
    - Landscape design and construction; and
    - Road Safety Audits.

    Note: *If the Council considers any of the nominated persons are not acceptable then the consent holder shall nominate alternative persons, or the Council may require the consent holder to employ a specified Suitably Qualified Person or Persons at the consent holders cost.*

19. Prior to works commencing, the consent holder or their authorised representative, shall submit a Quality Assurance Plan (QA plan) for approval to the satisfaction of the Council's Development Engineer.

20. The consent holder shall notify Council's Development Engineer prior to commencement of the following stages of work, so that the Council's Development Engineer, or their authorised representative, are present on site to inspect certain stages of the works. These stages are as follows:
    - Commencement of works or recommencement after a substantial lapse;
    - Water reticulation connections and services prior to back fill;
    - Wastewater services and construction of new manholes prior to back fill;
    - Completed earthworks and prepared subgrade (roading and footpaths);
    - Finished base course before the commencement of road sealing;
    - Roads during Benkelman Beam testing (and NDM if required):
    - Road sealing – waterproof and final seal coat;
    - Final inspection.

21. The consent holder shall prepare and submit to the Council's Development Engineer for approval, a final Construction Environmental Management Plan (CEMP) which shall include how the construction effects will be managed throughout the construction period.

22. All earthworks and construction activities shall be undertaken in accordance with the approved construction environmental management plan (CEMP) under Condition 10 above. Any proposed amendments to the CEMP shall be submitted to the Council's Development Engineer for consideration and approval. No work shall commence until amendments to the CEMP has been approved by the Council's Development Engineer.

Earthworks, Retaining structures & Foundation Design

23. The consent holder shall undertake earthworks in accordance with Part 3C & Part 4 Schedule 2 of the SDPR:2012 and the requirements & intents of report titled "Site investigation and Geohazard Assessment" by ENGEO dated 28/012022 Upon completion of the earthworks the consent holder shall provide geotechnical completion report and a certificate in the form of Schedule 2A of NZS4404:2010 by the geo-professional and a certificate in the form of Appendix A of NZS4431:1989 by the inspecting engineer to the Council's Development Engineer.

Note: *If the report identifies development limitations that need to be raised with future property owners, the Manager Resource Consents may require a consent notice to be registered on the Computer Freehold Register of the lot giving notice of the limitations or specific development requirements relating thereto. The limitations and ability to identify the limitations on consent notices will be considered by Council prior to the of issuing of a Section 224(c) certificate under the Resource Management Act 1991 and the Manager Resource Consents shall retain discretion of whether consent notices are applicable in this regard.*

24. Construction of retaining wall(s) and earthworks (cut/fill) along the boundary line shall be in general accordance with the Geotechnical response provided by ENGEO as part of Further information response dated 24 May 2022.

25. Foundation design and construction for any new building or additions and alterations to a building on each lot shall take into account the findings and recommendations within the Geo-Technical Engineering Report Re: ""Site investigation and Geohazard Assessment" by ENGEO dated 28/012022.

Note: *A Consent Notice under Section 221 of the Resource Management Act will be issued to facilitate the recording of this condition which is to be complied with on an on-going basis.*

Water Supply

26. The water mains shall have a meter and an RPZ at the boundary as shown on approved Scheme Plan set 22930SCH1 sheets 1-27 Rev. B and each lot/unit shall have a metered water supply which complies with the requirements of OIML R49 (International Organization of Legal Metrology R49:2006 Water Meters Intended for the Metering of Cold Potable Water and Hot Water - Parts 1 to 3).

Note 1*: The Consent Holder's attention is drawn to the 'Approved Water Supply Products & Materials List, WS-10: Water Meters (http://www.kapiticoast.govt.nz/Planning/Resource-Consents/Standard-Drawing/Water-Standard-Drawings). Installing an approved water meter is a means of compliance with this condition.*

Note 2*: One primary meter for the apartments (PU3 – PU18) is to be provided at the boundary. Council will read this primary meter and it will be the responsibility of the Residents Society to distribute the respective charges to units.*

27. Firefighting requirements shall comply with the New Zealand Fire Service Firefighting Water Supplies Code of Practice SNZ PAS 4509:2008.

28. The construction of water reticulation systems shall only be undertaken by an approved contractor as defined in Part 3, section F(ix) of the Subdivision and Development Principles and Requirements, 2012.

29. The consent holder shall ensure that existing water service connections to the lots that are being abandoned shall be capped on the main.

Wastewater

30. Prior to the issue of a Section 224(c) certificate under the Resource Management Act 1991, the consent holder shall provide each residential lot with a new wastewater lateral which complies with the Council wastewater standard drawings and Part 3, section F & Part 4 Schedule 5 of SDPR: 2012.

31. The construction of wastewater reticulation systems shall only be undertaken by an approved contractor as defined in Part 3, section F(ix) of the Subdivision and Development Principles and Requirements, 2012.

Stormwater

32. The stormwater water from for the communal bin storage area shall be treated and disposed separately and no discharge from the communal bin storage area shall enter the overall stormwater system.

Note:

- *Following cleaning of the bin area, the discharge shall be free of debris and rubbish prior to discharging into the wastewater system;*
- *If a tap is provided for the communal bin storage area then it must have fitted with backflow preventers; and*
- *The wastewater design for the bin's washdown shall exclude stormwater from beyond the communal bin area entering the wastewater system.*

Power and Telecommunications

33. Prior to the issue of a Section 224(c) certificate under the Resource Management Act 1991, the subdivision shall be serviced with electric power & telecommunication to the boundary of each individual allotment complying with the Part 3 Section I & Part 4 Schedule 8 of SDPR: 2012.

Note: *For the avoidance of doubt, 'serviced to lot boundary' shall mean that the supply of electric power is available from an underground system, and for telecommunications, shall mean that the reticulation of telecommunications facilities is available, which can be satisfied by a direct installation, or a fibre ready network facility being available.*

Nuisance effects

34. The consent holder must ensure that no nuisance effect, including dust, may be caused by discharge of material beyond the boundary of the subject site. For the avoidance of doubt material includes but is not limited to silt, sediment, vegetation, and aggregate.

35. The consent holder shall ensure that the hours of work for the construction will be between the hours of 7am and 7pm and must comply with the Acoustics – Construction Noise Standard NZ3803:1999.

36. The consent holder shall ensure that should there be potential for wind-blown sand, soil or other material to be transported onto other properties the consent holder shall erect suitable fabric fencing (sarlon cloth or similar) or take other acceptable mitigation measures, to the satisfaction of Council's Enforcement Officer.

Easements

37. Prior to approval under Section 223 of the Resource Management Act 1991, any rights-of-way and utility services serving an allotment within the subdivision, where contained within another allotment of this subdivision, must have appropriate easements duly granted or reserved. The easements, as necessary and subject to other conditions of this consent, are to ensure that the lots can be serviced for water supply, drainage, domestic energy supply, and telecommunications (including broadband) and that access is provided to lots. Any easement must be subject to Section 243 of the Resource Management Act 1991.

Completion Requirements

38. Completion documentation, including operation and maintenance manuals, shall be submitted in support of an application for Section 224(c) certification in accordance with Part 1 of NZS 4404:2010 and Part 4, Schedule 1 of KCDC's SDPR: 2012.The consent holder shall provide Council with an itemised schedule of quantities and costs, and the CCTV inspection reports for the services.

Note: *As-built of new road/ access way to be included in RAMM as part of Roading as-built data transfer.*

39. The consent holder shall supply a copy of the title sheets of the e-survey dataset and shall list and indicate how each condition has been met to the satisfaction of the Council.

40. The consent holder shall form a resident's society that will detail the ownership and use of communal facilities, scheduled maintenance as detailed/submitted in the resource consent application (including the ride share intiative).

Note: *This condition shall be complied with on an ongoing basis and shall be included on a consent notice for all the proposed lots.*

Stormwater Coastal conditions

41. The consent holder shall arrange and conduct a pre-construction on site meeting prior to any work authorized by this consent commencing and must invite, with a minimum of 10 working days' notice, the Development Control Engineer (or its representative) and a representative from each key contractor undertaking the works.

42. The consent holder shall provide a flood mitigation and stormwater disposal design shall be submitted with the engineering drawings for certification. The stormwater disposal design shall be in accordance with the principles contained in Part 3 Section E of the Council's Subdivision and Development Principles and Requirements 2012; and conform to the 'Resource Consent Application (RCA) RM220070 for 240 Kāpiti Road, Paraparaumu' Memo by Jacobs dated October 2022.
    a) The following design criteria apply:
        - all roads and vehicle carriageways will have a primary system designed to convey the Q10 rainfall event with a secondary overflow system designed to convey the Q100 rainfall event;
        - elimination of the increase in flood depth within Halsey Grove, and the properties at the North-western boundary of the site.
    b) The flood mitigation and stormwater disposal design shall include, but not be limited to, the following:
        - device selection and design approach;
        - detailed design of all components (with supporting calculations);
        - provision for effective operation and maintenance;
        - an indicative design (with supporting calculations) as a means of compliance for individual properties [if required];
        - appropriate control structures, strategies and/or performance standards to ensure the stormwater discharging from individual lots meet the parameters specified in the design criteria (i.e. means of compliance for individual property owners); and
        - protect and maintain existing and proposed flow paths, and natural drainage paths (including vehicular access for maintenance and operational activities), unless otherwise certified by Council's Development Engineer.

Note 1: *Prior to the issue of the approval of consent drawings, the finalised stormwater design and report shall be re-submitted that includes:*

- *The finalised stormwater design; and*
- *Hydraulic modelling of the pipe network and overland flow paths for the 1% AEP event.*

Hydraulic modelling undertaken by persons other than a suitably qualified hydrologist or hydraulic modelling specialist will only be accepted if accompanied by a peer review from a suitably qualified hydrologist or hydraulic modelling specialist.

Note 2*: In the event that the certified stormwater disposal design denoted in Note 1 above is not installed prior to the issue of the 224(c) certificate, a Consent Notice under Section 221 of the Resource Management Act will be issued to facilitate the recording of this condition, which is to be complied with on an on-going basis. The Consent Notice shall include reference to the following:*

- *the certified stormwater disposal design as an option for compliance;*
- *the owners' responsibility to construct a system to meet the above performance standard; and*
- *the owners' responsibility to maintain the system on an on-going basis to meet the above performance standard as it applied at the time of approval.*

43. Each lot shall have a suitable building site located above the Q100 flood event. All residential buildings/units shall be established so that the underside of the floor joists and/or floor slab is above the minimum build level as defined in condition 42.

Note*: A Consent Notice under Section 221 of the Resource Management Act will be issued to facilitate the recording of the minimum building level to the underside of the floor joist or under side of the slab for lot the respective denoted lots, which is to be complied with on an on-going basis.*

44. Detailed 'as-built' plans shall be provided of all earthworks and overflow paths on application for the 224(c) certificate to confirm they are constructed as designed.

Note*: Fences crossing the overflow path shall be either farm type post and wire fences or pool type metal bar fences with a minimum gap of 100mm between the vertical bars.*

45. Overflow paths identified under condition 42 shall be maintained free from obstructions or impediments that prevent the overland flow path from conveying water in the manner which is was designed.

Note : *A Consent Notice under Section 221 of the Resource Management Act will be issued to facilitate the compliance with this condition.*

46. The stormwater system shall be independent of the communal bin storage water (tap and hose) cleaning system.

Note:

- *Suitable drainage treatment from the washdown area shall discharge to the wastewater system.*
- *Taps with backflow preventers shall be available for use by residents/cleaners to wash out domestic bins and transport containers.*
- *The wastewater design for the bin's washdown shall exclude stormwater from entering the wastewater system.*

Advice Notes:

- Evidence of archaeological sites may include kōiwi (human skeletal remains), taonga Māori (Māori artefacts), oven stones, charcoal, shell middens, ditches, banks, pits and old building foundations. If any archaeological site(s) are uncovered during physical works, Ātiawa ki Whakarongotai Charitable Trust will require the contractor to adopt the following protocols:

    a. Work shall cease immediately within 100 metres of the site of discovery.

    b. The contractor and subcontractor(s) must shut down all machinery, isolate and secure the site, and advise the project manager.

    c. No materials relating to the artefacts or site shall be removed.

    d. The project manager shall promptly advise Ātiawa ki Whakarongotai Charitable Trust.

    e. If skeletal remains are uncovered, the project manager will also advise New Zealand Police.

    f. An archaeologist approved by Ātiawa ki Whakarongotai Charitable Trust shall be employed at the expense of the contractor to examine and record the site.

    g. Ātiawa ki Whakarongotai Charitable Trust will at their discretion contact other iwi groups and organise a site inspection by appropriate tangata whenua advisors and the archaeologist.

    h. If as a result of the site inspection and investigation there is a need for an appropriate ceremony, Ātiawa ki Whakarongotai Charitable Trust will arrange such at the contractor's expense.

    i. Materials discovered will be handled and removed by the Ātiawa ki Whakarongotai Charitable Trust representatives responsible for the tikanga appropriate to their removal and preservation, or re-interment.

    j. Works affecting the archaeological site shall not resume until Ātiawa ki Whakarongotai Charitable Trust, and the New Zealand Police in the case of skeletal remains, have given the appropriate consent, approval or authority for work to continue. The contractor and subcontractor(s) will allow representatives of Ātiawa ki Whakarongotai Charitable Trust and the archaeologist all reasonable access to the site to carry out their respective responsibilities or activities under this protocol.

    Contact details for iwi representatives are as follows:

    Ātiawa ki Whakarongotai Charitable Trust

    PO Box 509

    Waikanae 5250

- The consent holder shall notify the Council's RMA Compliance Officer of the start and completion dates of the works in writing 48 hours before the works are carried out. The consent holder shall fill out and return (by email to the duty compliance officer at compliance.dutyofficer@kapiticoast.govt.nz, or by fax to (04) 2964 830 or by post to Private Bag 60601, Paraparaumu) the form that is attached to the decision letter.

- The consent holder shall pay to the Kapiti Coast District Council the actual and reasonable costs associated with the monitoring of conditions (or review of consent conditions), or supervision of the resource consent as set in accordance with Section 36 of the Resource Management Act 1991. These costs* may include site visits, correspondence and the actual costs of materials or services which may have to be obtained.

    *Please refer to Kapiti Coast District Council's current schedule of Resource Management fees for guidance on the current hourly rate chargeable for Council's staff.

- Under Section 125 of the Resource Management Act 1991, this resource consent will lapse in five years, unless it is given effect to within that time.

- It is the consent holder's responsibility to comply with any conditions imposed on this resource consent prior to and during (as applicable) exercising this resource consent.

- Please note that a resource consent is not a consent to build. A building consent must be issued prior to any building work being undertaken.
- If you disagree with any of the above conditions or disagree with the additional charges relating to the processing of the application, you have a right of objection pursuant to sections 357A or 357B of the Resource Management Act 1991. Any objection must be made in writing to the council within 15 working days of notification of the decision.
- The consent holder is responsible for obtaining all other necessary consents, permits, and licences, including those under the Building Act 2004, and the Heritage New Zealand Pouhere Taonga Act 2014. This consent does not remove the need to comply with all other applicable Acts (including the Property Law Act 2007 and the Health and Safety in Employment Act 1992), regulations, relevant Bylaws, and rules of law. This consent does not constitute building consent approval. Please check whether a building consent is required under the Building Act 2004.
- Development Contributions will be required pursuant to Section 198 of the Local Government Act 2002 and the Council's Development Contributions Policy when creating additional allotments. The contributions will be calculated and levied for each additional allotment created by this resource consent in accordance with the fees that apply at the time the consent was lodged. The fees are listed below:

Items	**Fees including GST(NZD)**
Roading & Transport - Districtwide	**$2,075.00**
Water Treatment - Paraparaumu	**$6,266.00**
Water Reticulation - Paraparaumu	**$1,616.00**
Wastewater Treatment - Paraparaumu	**$527.00**
Wastewater Reticulation - Paraparaumu	**$250.00**
Stormwater - Districtwide	**$185.00**
Stormwater Collection & Management - Paraparaumu	**$470.00**
Community Infrastructure - Districtwide	**$1,789.00**
Subtotal	**$13,178.00**
Total based on 134 residential units	**$1,765,852.00**

There are 134 additional allotments and associated dwellings created by this Resource Consent.

The contributions must be paid prior to the issue of any certificate pursuant to Section 224(c) of the Resource Management Act 1991 (please refer also to Section 208 of the Local Government Act 2002).

- Works within the legal road will only be approved where they comply with Council procedures and processes which are set out below:

  Before undertaking work in the legal road you must make a Corridor Access Request (CAR) and receive a Works Access Permit (WAP) from us. Some examples of activities requiring a permit are:

  - trenching works;
  - footpaths and entranceways;

- work within the berm or shoulder of the road; and
- tree work scaffolding and crane work.

- Before any excavations are undertaken a "Before U Dig" inquiry must be made to check for locations of any underground services. This is a web based service that you or your contractor use to get plans and information emailed out to you. This also provides the mechanism for you to make a Corridor Access Request and provide us with a Traffic Management Plan to protect your site, contractors, and the public during operations. Corridor Access Requests require 5 working days' notice before work can commence and Traffic Management Plans for road closures and events must be received 42 working days in advance of the closure or event. Please note: The "Before U Dig" service has no information on council's buried water, wastewater or stormwater assets. Our mapping tools show the location of the buried council assets.
- Work must be undertaken in accordance with Councils guides and standard drawings. Examples of forms, guides and standards drawings an information sheet, application form and standard drawings (engineering plans) are available for download or print from the Council website and examples include:
  - Vehicle Installation Information;
  - Vehicle Crossing Application Form;
  - Roading Standard Drawings; and
  - Vehicle Crossing Guidelines.

Appendix B

Application, Further Information and Updated Details

These are available at; Gresham Trust – 240 Kapiti Road, Paraparaumu - Kāpiti Coast District Council (kapiticoast.govt.nz)

Appendix C

Submissions

These are available at; Gresham Trust – 240 Kapiti Road, Paraparaumu - Kāpiti Coast District Council (kapiticoast.govt.nz)

Appendix D

Statement of Evidence
Tonkin & Taylor – Colin Shields

14 October 2022
Job No: 1089721.0000

Kāpiti Coast District Council
175 Rimu Road
Paraparaumu 5032

Attention: Sarah Banks

Dear Sarah

240 Kapiti Road
Review of Transport Matters in Resource Consent Application
Updated October 2022

1 Introduction

Tonkin + Taylor (T+T) carried out a technical review of a proposed residential development at 240 Kāpiti Road in Paraparaumu. The development included for the construction of 139 townhouses supported by 170 on-site parking spaces. The findings of this review were reported in the form of letter report dated 16 June 2002 and is attached as **Appendix A** of this letter.

Kāpiti Coast District Council (KCDC) have requested that T+T provide an update to the June 2022 review to:

- Provide responses to the Limited Notification traffic related submissions (which closed on 26 August 2022).
- Review the Applicants responses to the Request for Further Information (RFI) received on 30 September 2022.
- Review, and where appropriate, update the proposed recommendations outlined in the letter report dated 16 June 2022.

This review has been completed in accordance with our proposal dated 30 September 2022.

2 Expert Evidence Background

- My name is Colin Robert Shields.
- I am a Senior Principal Transport Planner with Tonkin + Taylor (T+T), a national environmental and engineering consultancy.
- Kāpiti Coast District Council (KCDC) have appointed me as the transport expert witness, on behalf of the Council, for the proposed residential development at 240 Kapiti Road.
- I hold the qualification of Master of Science in Transport Engineering from the University of Newcastle Upon Tyne (UK). I am a Chartered Professional Engineer (CPEng) with Engineering NZ.

Tonkin & Taylor Ltd | Harbour Tower, Level 4, 2 Hunter Street, Wellington 6011, N Zealand
PO Box 2083, Wellington 6140 P +64-4-381 8560 F +64-9-307 0265 E wlg@tonkintaylor.co.nz

- I have 34 years transport planning and engineering experience gained within New Zealand and internationally, managing the appraisal, design, and delivery of a wide range of transport projects and providing transport planning inputs to the master planning, consenting, design and delivery of commercial and residential land development projects.
- I have read and am familiar with the Code of Conduct for Expert Witnesses in the current Environment Court Practice Note (2014), have complied with it, and will follow the Code when presenting evidence. I also confirm that the matters addressed are within my area of expertise, except where relying on the opinion or evidence of other witnesses. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

3 Responses to the Limited Notificated traffic related submissions

Responses are provided in Table 1 below:

Submission	Response

Merryl Arcus

Traffic congestion already exists at Kapiti Road/Cedar Drive intersection - lengthy delays turning right from Cedar Drive.	The Integrated Transport Assessment (ITA) demonstrates that there are delays currently for the right turn out of Cedar Drive of up to 40 seconds in the peak hour. The additional traffic from the development results in only a minor (6 second) increase in delay for the right turn out of Cedar Drive. The applicant has subsequently updated their proposal and there is now a reduced number of units, which will slightly reduce the amount of traffic generation and hence impact on the transport network.
Estimates of increased traffic vary from 100 to 1000/day	The ITA indicates trip generation of 100 vehicles in the AM peak hour and 90 vehicles in the PM peak hour. Daily volumes have not been provided in the ITA, although it is understood that KCDC may have indicated daily flows of approximately 1000 vehicles/day. The applicant has subsequently updated their proposal and there is now a reduced number of units, which will reduce the amount of traffic generation.
Irresponsible to add to existing traffic congestion.	As noted above, the additional traffic from the development results in only a minor increase in delay on the adjacent road network. The applicant has updated their proposal and there is now a reduced number of units ,which will reduce the amount of traffic generation.

Malcolm William, Pamela Ward and others

Concern properties will be acquired by property investors as rental units and will have more than 1 couple per unit and 1 to 2 cars per couple i.e. 4 cars per property.	There is no evidence to support this view. The applicant has indicated that the existing car ownership rate in the adjacent area (based on 2018 census data) is 1.5 per dwelling.
Example provided of 1.2 car parks per unit was for a development in Petone which is in walking distance to many community services including frequent public transport, which 240 Kapiti Road is not. A car trip will be required to reach nearly all services.	240 Kapiti Road is within a short walk to the bus stops on Kapiti Road served by route 260 which typically operates at a 20-minute frequency and thus provides a high frequency bus link to/from the development site and Paraparaumu town centre, train station and Paraparaumu Beach. The site is 1.2 km from Paraparaumu Beach and 2.2km from Paraparaumu town centre facilities which is a short (6 minute) cycle ride.
Will be over 500 people with possibly more than 300 cars, resulting in 130 parked on surrounding street frontages.	There is no evidence to support this view. The ITA justifies the on-site parking provision.
No parking provided for trailers, boats and other recreational vehicles.	There is no District Plan requirement to provide for this type of parking.
Car park widths shown as 2.1m which is too narrow, compared to Coastlands Mall which are 2.4m wide. Widening these to 2.4m will reduce the number of parking spaces by 22 spaces to 148.	The applicant has confirmed all (non-accessible) parking spaces comply with standards and are 2.4m wide.
No provision for accessible parking - allowing for 2 accessible parking spaces reduces the number of spaces to 146.	The applicant has confirmed that 10 accessible parking spaces (with a 3.5m width) will be provided. 10 accessible spaces exceeds the proposed District Plan Change 1A requirements.
This will create more pressure on surrounding streets for overflow parking.	The ITA demonstrates that overspill parking is unlikely but, should this occur, parking surveys have confirmed there is sufficient capacity to accommodate any overspill parking.

Kapiti Road is already congested – impact is not minor.	The ITA demonstrates that the additional traffic from the development results in a less than minor impact on Kapiti Road. The applicant has subsequently updated their proposal and there is now a reduced number of units which will slightly reduce the amount of traffic generation.
No provision for EV charging points.	There is no District Plan requirement to provide EV charging points. However, the applicant has offered to install ducts that provide the ability for the purchaser to install EV chargers.
No secure storage for cycles.	The applicant will provide a communal locker/shed for residents to securely store their cycles. Furthermore, the applicant indicates that residents can also store cycles within the living area or the courtyard of the units, with alternative options including bike storage sheds which can be placed by purchasers within the courtyard area without adversely impacting on outdoor living space.

Ms Bloemgarten

Access onto Kapiti Road would result in less disruption to neighbourhood.	Kapiti Road is classed in the District Plan as a Major Community Connector providing a key movement function linking Paraparaumu town centre, SH1 interchange and Paraparaumu Beach. Kapiti Road is a high-volume, strategic movement corridor. As such, and in accordance with Policy TR-P1, Kapiti Road is of strategic importance to the overall transport network and direct access from any private development onto Kapiti Road would impact on the safety, capacity and efficiency of this strategic route. Access from lower volume, less movement function local roads (such as Halsey Grove and Cedar Road) is the preferred approach where possible to avoid direct access onto Major Community Connectors.
In an emergency evacuation, one access would create a disaster.	The site access and internal layout has been designed to comply with Fire and Emergency New Zealand emergency vehicle access design guidance.

	Furthermore, there are 3 pedestrian routes out from the development to Kapiti Road.
Regent Drive and Halsey Grove not safely accommodate additional parking demand.	The ITA demonstrates that overspill parking is unlikely but, should this occur, parking surveys have confirmed there is sufficient capacity to accommodate any overspill parking. The applicant supports the provision of No Stopping At All Time (NSAAT) lines (broken yellow lines) at the Regent Drive/Halsey Grove intersection to maintain safe sightlines for turning traffic and to prevent the risk of vehicles blocking residential driveways.

Paul and Leanne Grout

Off street parking should be enforced to allow charging of EV cars as combustion vehicles are to be phased out under government mandates. Allowing on street parking would not align with this mandate.	There is no District Plan requirement to provide EV charging points. However, the applicant has offered to install ducts that provide the ability for the purchaser to install EV chargers.

Dennis and Pamela Jackson

170 car parks at one end of the development will not work. We have all seen shoppers circling a shopping car park to find the closest park or use of mobility spaces to get close to the entrance. So how does one imagine that will change on arriving home. Cars will park outside their front doors.	As demonstrated on the applicants plans, the proposed parking is distributed throughout the development (as opposed to all at one end of the development). The ITA indicates that the parking spaces will be allocated to a unit and hence residents will know the space they can park in and will not have to circulate the site to find a space. The ITA indicates that this will be managed by the Residents Society.
No storage for cycles.	The applicant will provide a communal locker/shed for residents to securely store their cycles. Furthermore, the applicant indicates that residents can also store cycles within the living area or the courtyard of the units, with alternative options

	including bike storage sheds which can be placed by purchasers within the courtyard area without adversely impacting on outdoor living space.
170+ more vehicles on roads already clogged.	The ITA demonstrates that the additional traffic from the development results in a less than minor impact on the surrounding road network. The applicant has updated their proposal and there is now a reduced number of units which will slightly reduce the amount of traffic generation.
Narrow single ingress/egress road will not be able to reliably handle utility or emergency services. This will spill onto Halsey Grove/Regent Drive and further to Cedar Drive/Kapiti Road/Guildford Drive.	The site access and internal road layout complies with both District Plan requirements and Fire and Emergency New Zealand emergency vehicle access design guidance.

Margaret Thompson

The extra road traffic will create extra noise for Cedar Drive and Regent Drive residents.	This is no different to any other public road (eg the adjacent Regent Drive), where any level of traffic can occur and there is no limitations on the associated noise.
No storage for bikes.	The applicant will provide a communal locker/shed for residents to securely store their cycles. Furthermore, the applicant indicates that residents can also store cycles within the living area or the courtyard of the units, with alternative options including bike storage sheds which can be placed by purchasers within the courtyard area without adversely impacting on outdoor living space.

D & A Gilden

Transport Safety concerns

Single access via Halsey Grove for this volume of residents is unacceptable.	The site access and internal road layout complies with both District Plan requirements and with Fire and Emergency New Zealand emergency vehicle access design guidance. The ITA demonstrates that the additional traffic from

	the development results in a less than minor impact on the surrounding road network. The applicant has updated their proposal and there is now a reduced number of units which will reduce the amount of traffic generation.
At the Cedar Drive entrance from Kapiti Road drivers encounter a right hand, dogleg bend that then crosses over the left hand turn into Cedar Drive, a right hand turn into Halsey Grove and a sweeping left hand bend continuing into Regent Drive.	Using data from the Waka Kotahi Crash Analysis System (CAS), the ITA demonstrates that there have been no reported crashes in the 5-year period (2017 to 2021) on Regent Drive between Kapiti Road and the bend to the east of Halsey Grove.
Due to visibility issues, this stretch of road already becomes dangerous should any cars be parked on the street near the Cedar Drive dogleg or Halsey Grove entrance points due to the road not being straight, and the proximity of the Cedar Drive and Halsey Grove junctions. The volume of cars proposed, plus guests that will add to the volume, is a very real, concern. This is only something that those who live in the area can confidently comment on.	Using data from the Waka Kotahi Crash Analysis System (CAS), the ITA demonstrates that there have no reported crashes in the 5-year period (2017 to 2021) on Regent Drive between Kapiti Road and the bend to the east of Halsey Grove. The applicant supports the provision of No Stopping At All Time (NSAAT) lines (broken yellow lines) at the Regent Drive/Halsey Grove intersection to maintain safe sightlines for turning traffic and to prevent the risk of vehicles blocking residential driveways.
Pages 20 and 40 acknowledge this submission should be classed as a major traffic activity. 'Vehicle movements expected by this development exceed the permitted standard of 100vpd, and therefore results in the proposed development being classed as a major traffic activity'. Page 40 states 'The vehicle movements, parking and the overall design and construction of the road will not meet all the standards required under the Operative District Plan in relation to the number of vehicle movements, sight distances and number of car parks.	District Plan Rule TR-R2 indicates that a development which generates 100 or less vehicle movements in any hour (for all zones not classified as Working Zones) is a permitted activity. District Plan Rule TR-R10 indicates that activities that exceed this threshold are deemed major traffic activities and are considered as a Restricted Discretionary Activity (where all other District Plan standards are met) or otherwise a Discretionary Activity. Standard 2 of Rule TR-R10 indicates that a Transport Assessment is required to support a Resource Consent application, which is the ITA as submitted by the applicant. The submitted ITA demonstrates that the development will not result in any adverse safety or capacity effects on the surrounding transport network.

	Furthermore, the ITA indicates that the trip generation for the site will be in the region of 90-100 vehicles per hour which is actually within the District Plan Rule TR-T2 threshold. Furthermore, the Applicant has subsequently updated their proposal and there is now a reduced number of units which will reduce the amount of traffic generation. In terms of the other District Plan Rules not being met: • TR-R3 9. Minimum sight distance for the access – as demonstrated in the ITA the straight alignment of Halsey Grove and the connecting site access will ensure that vehicles leaving the development have clear sightlines to the Halsey Grove/Cedar Drive intersection. • Minimum number of parking spaces -the District Plan was amended on 17 February 2022 to remove all previous minimum car parking rate requirements for activities and developments across the district.
We challenge the Page 33 traffic assessment as minor. This assessment is too low and contradicts the wording on pages 20 and 40.	The submitted ITA demonstrates that the development will not result in any adverse safety or capacity effects on the surrounding transport network. Furthermore, the ITA indicates that the trip generation for the site will be in the region of 90-100 vehicles per hour which is actually within the District Plan Rule TR-T2 threshold. Furthermore, the Applicant has subsequently updated their proposal and there is now a reduced number of units which will reduce the amount of traffic generation.

Parking expectations are unreasonable

Page 41 states 'Should additional demand occur; it can be accommodated within the adjacent Residential kerbside parking resource without materially impacting the existing on-street permanent parking amenity in the local streets'. Halsey Grove	The ITA demonstrates that overspill parking is unlikely but, should this occur, parking surveys have confirmed there is sufficient capacity to accommodate any overspill parking. The applicant supports the provision of No Stopping At All Time (NSAAT) lines (broken yellow lines) at the Regent Drive/Halsey Grove intersection

has parking for perhaps seven cars; additional demand would need to be absorbed by Regent and Cedar Drives. The surrounding streets are not designed to absorb overflow from an additional 139 homes.	to maintain safe sightlines for turning traffic and to prevent the risk of vehicles blocking residential driveways.
As page 20 states 'Off-street parking is required for all Residential developments at two car parks per Residential unit'. This is the standard existing residents who built their homes in the area were held to. Regardless of the type of development, why should new housing in this same area now not be held to this same standard? For these reasons, and the safety concerns stated above, we refute this assessment of materiality and impact.	The District Plan was amended on 17 February 2022 to remove all previous minimum car parking rate requirements for activities and developments across the district. This change was made in response to the National Policy Statement on Urban Development (NPS-UD). The NPS-UD directed councils to amend their district plans to remove any requirement for minimum car parks to be provided, other than in respect of accessible car parks.

E**nvironmental responsibilities and expectations have been disregarded**

We submit the Government is encouraging the adoption of electric cars but there appears to be no provision in the development for vehicle charging.	There is no District Plan requirement to provide EV charging points. However, the applicant has offered to install ducts that provide the ability for the purchaser to install EV chargers.
Cycling is increasingly being encouraged in communities but with no garaging, there is nowhere to reasonably store bikes	The applicant will provide a communal locker/shed for residents to securely store their cycles. Furthermore, the applicant indicates that residents can also store cycles within the living area or the courtyard of the units, with alternative options including bike storage sheds which can be placed by purchasers within the courtyard area without adversely impacting on outdoor living space.

4 Review of Applicants responses to the RFI

The Applicants responses to the RFI are attached in **Appendix B** and comments on these are summarised below:

- Noted that the development has been reduced in size to 135 units and 166 on site car park spaces and that these changes do not impact on the ITA conclusions.
- Noted that all non-accessible car park spaces are to comply with minimum dimension requirements of 2.4m wide and 4.8m deep (with a 600mm overhang at the kerb), plus 300mm additional clearance width off the end of car parks that abut kerbs/landscaped areas.
- Noted accessible car park spaces to comply with dimension requirements of AS/NZS 2890.6:2009 'Off-street parking for people with disabilities'.
- Noted that 10 accessible car park spaces area proposed, which exceeds that proposed in Plan Change 1A.
- The applicant will provide a communal locker/shed for residents to securely store their cycles. The location, specification and size of this will need to be agreed with KCDC during the detailed design stage. Furthermore, the applicant indicates that residents can also store cycles within the living area or the courtyard of the units, with alternative options including bike storage sheds which can be placed by purchasers within the courtyard area without adversely impacting on outdoor living space.
- It is noted that visitor cycle parking is provided within the courtyard of each unit.
- It is noted that Drawing numbers SK002-1 A, SK002-2 A and SK002-3 A, demonstrate how the internal walking and cycling paths connect with the external footpath network and adjacent bus stop on Kapiti Road, as well as the Kapiti Road cycle path.
- It is noted that the applicant supports the introduction of No Stopping At All Times lines at the Cedar Drive/Halsey Grove Intersection. It is recommended that the applicant installs these lines (plus the introduction of Give Way control at this intersection).
- The applicant has demonstrated that the internal road design has capacity for the expected vehicle movements in mid-block and at intersections internal to site and also that a one-way circulatory road would be difficult to enforce.
- The applicant has suggested that the exact details of speed reduction measures and pedestrian crossing measures can be determined through detailed design. As per the recommendation in the T+T review in **Appendix A**, it is recommended that this is supported through a safe system assessment to establish and agree the format that these should take, and that detailed design and post construction road safety audits are carried out on these.

5 Recommendations

T+T agrees the application can be supported from a traffic and transport planning and safety perspective on the proviso that the following is included in any resource consent approval:

- Detailed design drawings of the site layout, in particular traffic and transport related details and landscape planting/maintenance for driveway access visibility and wayfinding signage, are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA). To also include design of speed reduction measures and pedestrian crossing measures supported through a safe system assessment to establish and agree the format that these should take and detailed design and post construction road safety audits (carried out in accordance with Waka Kotahi standards).

- On site car parks to be designed in accordance with ASNZS2890.1 Parking Facilities and AS/NZS 2890.6:2009 'Off-street parking for people with disabilities' standards. Any departures shall require approval through the EPA approvals process above.
- Provide on-site accessible car parking as envisaged by the proposed Plan Change 1A.
- The applicant to provide a communal space for cycle parking (providing shelter, passive surveillance, lit and providing suitable security for cycles) for residents to securely store their cycles. The location, specification and size of this facility to be agreed with KCDC during the detailed design stage. At a minimum, this should be able to accommodate cycle parking in accordance with the proposed Plan Change 1C requirements. It is recommended that the cycle park is managed and maintained by the Residents Society.
- Provide links to external pedestrian,/cycling routes and bus stops in accordance with Drawing numbers SK002-1 A, SK002-2 A and SK002-3 A.
- The applicant to install No Stopping At All Times lines and give way control at the Halsey Grove/Regent Drive intersection.
- A Construction Traffic Management Plan to be submitted for approval to Kāpiti Coast District Council prior to the commencement of works.
- Within the proposed condition for the Resident Society, include reference to the need for a car park management plan including how on-site car parks paces are to be managed and their use monitored and enforced for spaces allocated to individual units, visitor spaces, delivery/maintenance spaces and any car share/rideshare initiatives.
- Request that the applicant installs ducts that provide the ability for the purchaser to install EV chargers – location of ducts to be agreed with KCDC during detailed design.

6 Applicability

This report has been prepared for the exclusive use of our client Kāpiti Coast District Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand and agree that our client will submit this report as part of an application for resource consent and that Kāpiti Coast District Council as the consenting authority will use this report for the purpose of assessing that application.

Tonkin & Taylor Ltd

Environmental and Engineering Consultants

Report prepared by:	Authorised for Tonkin & Taylor Ltd by:
	
.....	.....
Colin Shields Senior Principal Transport Planner	James Dyer Project Director

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Appendix A - 16 June 2022 T+T Review

16 June 2022
Job No: 1020098.0000

Kāpiti Coast District Council
175 Rimu Road
Paraparaumu 5032

Attention: Sarah Banks

Dear Sarah

240 Kapiti Road Review of transport matters in Resource Consent Application

1 Introduction

This technical review relates to a proposed residential development at 240 Kāpiti Road in Paraparaumu. The development includes for the construction of 139 townhouses supported by 170 on-site parking spaces. This review is of the transport report is prepared to support the application for consent.

This review should be read in conjunction with the Resource Consent Application and Assessment of Environmental Effects (AEE) report ("the application") compiled by Cuttriss Consultants Ltd (Cuttriss), dated 8 March 2022 and Response to Section 92 Further Information Request (S92 Response) dated 4 May 2022. The documents considered as the current application for this review are listed in Section 3 below.

This review has been completed in accordance with our proposal dated 18 March 2022.

2 The application

An Integrated Transport Assessment (ITA) was prepared by Stantec for this application for development of 240 Kāpiti Road in Paraparaumu.

The ITA is appended to the AEE report as Appendix 13. As described in Section 3 of the assessment, the development includes:

- 120 two-bedroom townhouses;
- 19 three-bedroom townhouses;
- 170 on-site car parking spaces;
- 6 centralised refuse collection areas;
- A local community park; and
- Supporting walkways to facilitate pedestrian connectivity to, through and within the Site.

The transportation assessment and associated effects are discussed and reviewed in more detail in the following section.

Tonkin & Taylor Ltd | Harbour Tower, Level 4, 2 Hunter Street, Wellington 6011, New Zealand
PO Box 2083, Wellington 6140 P +64-4-381 8560 F +64-9-307 0265 E wlg@tonkintaylor.co.nz

3 Review scope

The Resource Consent Application and Assessment of Environmental Effects report ("the application") compiled by Cuttriss dated 8 March 2022 was received and reviewed in March 2022. Following this review, a request for further information was submitted[1] to better understand the proposal, including its effect on the environment and the ways any adverse effects might be mitigated.

A Response to the Section 92 Further Information Request (S92 Response) was received on 4 May 2022.

This technical review considered the following documentation:

- 220504 240 Kāpiti Rd_S92 Response Transport - Response to Section 92 Further Information Request, Stantec, received 6 May 2022;
- 22930, NPS Parking Letter - RM220070 – Car Parking 240 Kāpiti Road, Paraparaumu, Cuttriss, received 6 May 2022; and
- Stantec's Integrated Transport Assessment (ITA) which formed part of RM220070 Resource Consent Application and Assessment of Environmental Effects report ("the application") compiled by Cuttriss dated 8 March 2022.

Parking is one of the key concerns raised in discussions with Council. Section 5.2 of the ITA states that the following parking standards were used to assess the proposal:

- A minimum of two car parking spaces per residential unit.

Since the ITA was written, Council has removed these minimum carparking standards from the District Plan (17 February 2022)[2], in accordance with the requirements of the National Policy Statement for Urban Development 2020 (NPS-UD). To understand the effects of removing this requirement, the ITA includes an assessment of any associated parking demand impacts the development may have on the local transport network, by completing a survey on 15 November 2021.

Our technical review is of the ITA and has been completed in accordance with this scope. Further detail is provided below in Section 4

4 Appraisal of transport effects

4.1 Safety

The ITA describes the crash history adjacent the site including Kāpiti Road, Regent Drive and Halsey Grove. For the review period, a total of four crashes were recorded. The report states that there is nothing to suggest that there are patterns of existing safety concerns that would be exacerbated in respect of the current proposal. Tonkin & Taylor Ltd (T+T) agrees with this assessment.

Sight distance at the proposed entrance has been assessed against the Austroads guidelines. T+T agree that these guidelines are appropriately referred to through the District Plan. The access is located at the current end of Halsey Grove and will effectively extend Halsey Grove. The distance from the access to the Halsey Grove / Regent Drive intersection is 35 m, less than the required 50 m. However, vehicles will have required site distance to the Regent Drive intersection as the access will

[1] Submitted by Senior Resource Consents Planner, Kāpiti Coast DC on 27 April 2022.

[2] Removal of minimum car parking standards - Kāpiti Coast District Council (kapiticoast.govt.nz)

form a continuation of Halsey Drive. In order to continue to comply no obstructions should be introduced to obstruct visibility at the crossing point.

Within the site there will be a mix of pedestrians and private vehicles and occasional service vehicles. Safety issues can result from this mix due to differences in speed and ability to perceive and react to other vehicles and people. To mitigate, the applicant is including surface texture and colour changes along the right of way, at intervals at the interface with pedestrian routes where they cross the right of way. This may be an appropriate mitigation, however an assessment using the Safe System approach (through Road Safety Audit) may identify other solutions such as raised crossing points, and one-way traffic circulation.

The applicant notes that there will be a central north-south pedestrian Right of Way (RoW) that will provide 'public' connectivity between Halsey Grove and Kāpiti Road. For this to be a 'RoW' a formal pedestrian crossing would need to be installed across the internal road.

T+T recommend the applicant is required to undertake detailed design and post-construction road safety audits to provide independent assessment of the safety of the design.

T+T also recommend that detailed design drawings of the site layout, in particular traffic and transport related details are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA).

4.2 Accessibility

Access to the site for vehicles is proposed via Halsey Grove.

The applicant recommends that the Halsey Grove / Regent Drive intersection is changed from an uncontrolled t-intersection to give way controlled. T+T support this change as it reinforces current operations through use of markings and signs.

The private internal right of way is 5.8 m wide to allow for two-way vehicle flow throughout the development and ensure adequate aisle widths for vehicles manoeuvring at adjacent 90-degree parks. As an access it meets the District Plan requirements for width. The vehicle tracking supplied by the applicant provides evidence that appropriate access is available.

NZS4404 identifies the site as within the Urban place context and provides a guide to the design environment which includes a 30 km/h target operating speed and a movement lane of between 5.5 and 5.7 m. The applicant indicates a total of approximately 90-100 vph can be expected to be generated on the adjacent network, or the equivalent of 1-2 vehicles per minute on average. T+T consider that the applicant needs to confirm that the design has capacity for the expected vehicle movements in mid-block and at intersections internal to site.

Council's Plan Change 1A[3] proposes changes to the provision of accessible carparks. The Plan Change sets out the following requirement for the number of accessible carparks for multi-unit residential housing (Medium Density Housing): three spaces for the first 25 units, and one additional space for every 25 units or part thereof. For this development, eight spaces would be required. No accessible spaces have been identified in the application. T+T consider that accessible carparking needs to be provided for in the development as envisaged by the plan change.

Council's Plan Change 1C[4] proposes changes to the provision of cycle parking. The Plan Change sets out the following minimum requirement for number of cycle parks for visitors and for residents of multi-unit residential housing (Medium Density Housing):

[3] proposed-plan-change-1a-accessible-car-parking-provisions.pdf (kapiticoast.govt.nz)
[4] proposed-plan-change-1c-cycle-parking-provisions.pdf (kapiticoast.govt.nz)

- One visitor space for the first 20 units, and one additional space for every 20 units or part thereof. For this development, seven spaces would be required; and
- One resident space for the first 10 units, and one additional space for every 20 units or part thereof. For this development, eight spaces would be required.

A total of 15 cycle parking spaces would be required. Physically, cycles could be stored on site, but no specific parking is provided. T+T consider that cycle parking needs to be provided for in the development as envisaged by the plan change.

The development includes paths for pedestrians while cyclists share the vehicle RoW carriageway. The applicant notes that there will be a central north-south pedestrian RoW that will provide 'public' connectivity between Halsey Grove and Kāpiti Road. This will provide a good level of permeability and promote walking. The concept plans do not show the connection between the internal and external footpaths, and T+T recommend that this is shown through detailed design, together with wayfinding signage to further encourage sustainable travel.

4.3 Layout

The parking area layouts, access spacing, and widths have been assessed within the ITA. The parking layout is based on a 85th percentile vehicle allowing for 4.8 m deep stalls. This is appropriate for the development.

T+T recommend that detailed design drawings of the site layout, in particular traffic and transport related details are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA).

4.4 Servicing

Rubbish trucks will visit the site to collect on a regular basis. The applicant has demonstrated (using an 85th percentile vehicle) that when access in one direction is blocked by a rubbish truck, other vehicles will be able to exit the site by completing a U-turn. In demonstrating this the applicant notes that rubbish trucks would circulate anti-clockwise which puts trucks close to the bin areas. T+T recommend that the RoW circulation is formalised through signage.

4.5 Parking

The ITA includes an assessment of parking occupancy of the parking area and surrounding areas. Section 5 in the ITA describes the parking standards against which this proposal is assessed, being a minimum of two car parking spaces per residential unit.

Since the ITA was written, Council has removed these minimum carparking standards from the District Plan (17 February 2022)[5], in accordance with the requirements of the National Policy Statement for Urban Development 2020 (NPS-UD).

The NPS-UD sets out to enable more housing and commercial developments, particularly in higher density areas where people do not necessarily need to own or use a car to access jobs, services, or amenities. It will enable urban space to be used for higher value purposes other than car parking and remove a significant cost for higher density developments. Developers may still choose to provide car parking in many areas, but the number of car parks will be driven by market demand.

The development does include carparks, 170 in total. The ITA assumes that on average each dwelling will have 1.2 vehicles. The development includes 139 units, therefore the number of parks provided

[5] Removal of minimum car parking standards - Kāpiti Coast District Council (kapiticoast.govt.nz)

is greater (by three) than what is required based on the assumptions. Based on this no overflow parking is expected.

The assumption of 1.2 vehicles per dwelling is based on a survey of a similar development in Petone. The Petone development is located a similar distance to the Petone rail station, as this application site is to the Paraparaumu rail station. However, the Petone location is situated slightly closer to shopping areas and therefore residents are more likely to complete short trips by active modes. T+T agree with the assumed vehicles per dwelling.

The ITA includes a survey of on street parking adjacent to the site and found that over 108 spaces are typically available within a 5-minute walk of the site.

T+T consider the parking surveys and assessment undertaken by the applicant demonstrably show that sufficient spare parking capacity is available within the surrounding streets surveyed to accommodate the existing on-street demand and at times intermittent overflow parking from the site, although based on assumptions in the parking assessment and proposed on-site parking supply overflow parking is not typically expected.

The NPS-UD change means it is important to understand what developments are doing to promote travel by public transport, walking and cycling. As previously stated, T+T recommends providing cycle parking, wayfinding, and considering safety for active mode users. Also T+T recommends showing how the internal paths for walking and the internal road for cycling integrate with those in the surrounding network, e.g. the footpath and cycle lane on Kāpiti Road, as well as adjacent bus stops on Kāpiti Road either side of the Cedar Drive intersection.

The carparks included in the development do not account for accessible and visitor carparks. As noted previously T+T consider that accessible carparking needs to be provided for in the development.

The applicant notes that to avoid undesirable parking practices associated with vehicles parking in the vicinity of Halsey Grove and the adjacent intersection with Regent Drive, broken yellow no stopping lines could be introduced through the intersection to maintain safe sightlines for turning traffic, and to prevent the risk of vehicles blocking residential driveways.

T+T notes that the development could affect the road network outside of the site and there is potential for vehicles to park such that they block visibility, and recommends that as a mitigation for this effect broken yellow no stopping lines are introduced as noted.

4.6 Traffic

The applicant's assessment of traffic effects has focussed on the development induced private vehicle demand, rather than demand for other modes. As per the Integrated Transport Assessment guidelines (Waka Kotahi Research Report 422) the focus of ITAs should include emphasis on person-trips by all modes, and consideration of travel demand management techniques.

Trip generation rates have been determined by taking the average of survey data collected at a similar development in the Wellington region (0.52 AM Peak trip rate per unit), along with industry standard rates (0.9 AM Peak rate per unit) from Waka Kotahi Research Report 453 'Trips and parking related to land use' (Report 453) resulting in 0.71 AM Peak rate per unit. T+T consider this rate appropriate for the development.

Industry standard modelling software, recorded traffic volumes and growth estimates were used in the ITA to assess capacity of Kāpiti Road / Cedar Drive intersection. The assessment found only minor increases in delay.

T+T consider the assessment undertaken sufficient to demonstrate that the increased traffic movements should not result in a noticeable increase in congestion or unreasonable delays for road

users. The traffic levels are within the thresholds for these roads in the District Plan hierarchy and are not expected to exceed that which could be reasonably expected around an urban town centre.

Overall, the assessment is possibly conservative, and any assessment of travel demand management techniques would only reduce the vehicle effects. However as stated earlier alternative modes should be promoted, by showing evidence of connections to walking, bus and cycle networks and wayfinding signage.

4.7 Construction

T+T consider a Construction Traffic Management Plan sufficient to identify and manage construction effects for this project and environment. We do however recommend that this condition is amended to explicitly state that approval from the road controlling authority (Kāpiti Coast District Council) is required prior to commencing construction.

5 Conclusion

T+T agrees the application can be supported from a traffic and transport planning and safety perspective on the proviso that the following recommendations be implemented:

- Detailed design drawings of the site layout, in particular traffic and transport related details and landscape planting/maintenance for driveway access visibility, are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA);
- Car park designs are reviewed to ensure compliance with the District Plan standards, in particular the requirements of the ASNZS2890.1 Parking Facilities standard. Any departures shall require approval through the EPA approvals process above;
- Provide accessible carparking and cycle parking within the site, as envisaged by the proposed Plan Changes 1A and 1C;
- Show how the internal paths for walking and the internal road for cycling integrate with those in the surrounding network, eg the footpath and cycle lane, and existing bus stop facilities on Kāpiti Road;
- Consider installing broken yellow no stopping lines on Halsey Grove / Regent Drive and Regent Drive / Cedar Drive intersections;
- Show that the internal road design has capacity for the expected vehicle movements in mid-block and at intersections internal to site.
- Consider a one-way system for the internal circulatory road which will allow vehicles better access, reduce confusion and conflict and give pedestrians a clear direction to look when crossing the road;
- Wayfinding signage is provided for in the development;
- Consider speed reduction measures and pedestrian crossing measures through the site;
- Detailed design and post-construction road safety audits in accordance with Waka Kotahi NZ Transport Agency guidelines are completed for the project; and
- A Construction Traffic Management Plan is approved by Kāpiti Coast District Council prior to the commencement of works.

We welcome any clarification on our transport planning and safety review.

6 Applicability

This report has been prepared for the exclusive use of our client Kāpiti Coast District Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand and agree that our client will submit this report as part of an application for resource consent and that Kāpiti Coast District Council as the consenting authority will use this report for the purpose of assessing that application.

Tonkin & Taylor Ltd

Environmental and Engineering Consultants

Report prepared by:	Authorised for Tonkin & Taylor Ltd by:
	
.....	.....
Sam Wilkie Senior Principal Transport Planner	Ed Breese Project Director

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Appendix B – RFI Response

Colin Shields

From: Sarah Banks <Sarah.Banks@kapiticoast.govt.nz>
Sent: Tuesday, 4 October 2022 2:33 pm
To: Colin Shields; Sam Wilkie
Subject: Further Information 240 Kapiti Road - RM220070
Attachments: 240 Kapiti Road_Ped & Cycle Site Connections.pdf

Hi Chaps,

Please find attached some of the points of clarification needed. I had an opportunity to ask for further information.

Let me know if that covers everything.

Cheers,

Sarah Banks
Principal Resource Consents Planner
Te Kaiwhakamahere Tumuaki Whakaae Rawa

Kāpiti Coast District Council
Tel 04 296 4618

www.kapiticoast.govt.nz

From: Nicola Todd <Nicola@cuttriss.co.nz>
Sent: Friday, 30 September 2022 3:41 pm
To: Sarah Banks <Sarah.Banks@kapiticoast.govt.nz>
Cc: Emma McLean <emma.mclean@cuttriss.co.nz>
Subject: [#CCL22930] Roading Further Information 240 Kapiti Road

Kia ora Sarah

Emma is preparing for her hearing next week so I am assisting with getting this info to you. Apologies for the delay but here are the further comments regarding traffic. See the email below and plans attached.

You will note the comments refer to 135 units which is a reduction from 139. We are going to supply further information with respect to this change ideally by mid next week but could be end of the week at the latest. This additional information will include updated architects plans, renders, scheme plans and also urban design comments. The urban design comments will make reference to the Boffa Miskell report and also the submissions received and confirms our reasoning for the reduction in units.

Thanks again Sarah, have a great weekend.

Ngā mihi nui | Thank you
Nicola Todd | Director | BSurv (Hons) | MS+SNZ |
Cuttriss Consultants Limited
| e. nicola@cuttriss.co.nz | m. +64 21 221 1978
| http://www.cuttriss.co.nz

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From: Whittaker, Jamie <jamie.whittaker@stantec.com>
Sent: Friday, 30 September 2022 10:41 am
To: Nicola Todd <Nicola@cuttriss.co.nz>
Cc: Ben Wade <b.wade@dgse.co.nz>; Emma McLean <emma.mclean@cuttriss.co.nz>; Stephen Sutorius <stephens@thamespacific.com>
Subject: RE: [#CCL22930] Roading queries 240 Kapiti Road

Hi Nicola,
Please find below our responses to the Council's 'Request for Further Information' on various transport matters.

I note that the updated site development scheme now provides for a total of 135 units (4 fewer than the original scheme previously described in the Integrated Transport Assessment ("ITA") report) and 166 on-site car parks (4 less than the prior scheme). Neither of these changes impacts on the conclusions reached within the ITA.

Traffic engineering remaining requests:

- ***Car park designs are reviewed to ensure compliance with the District Plan standards, in particular the requirements of the ASNZS2890.1 Parking Facilities standard. Any departures shall require approval through the EPA approvals process above;***

All on-site car parks satisfy the minimum dimension requirements of 2.4m wide and 4.8m deep (with a 600mm overhang at the kerb), whilst accessible car parks will be marked in accordance with the dimension requirements of AS/NZS 2890.6:2009 'Off-street parking for people with disabilities', at 3.5m wide. Further, appropriate provision of 300mm additional clearance width off the end of car parks that abut kerbs/landscaped areas, can be suitably provided.

On this topic, it is noted that one submitter makes the comment that "*A study of architectural drawings prepared by the developer's consultants shows two carparks in front of each 2-bedroom unit. Those units are 4.2m wide, so that's 2.1m width for a carpark".* However, the car parks do not fully align with the dwelling units, and so two parks are in fact wider than a single unit.

- ***Provide accessible carparking and cycle parking within the site, as envisaged by the proposed Plan Changes 1A and 1C;***

The Council's proposed Plan Change 1A sets out accessible parking requirements at TR-Table-6A for 'Medium Density Housing' at a rate of '2 spaces for the first 25 units' plus '1 space for every 25 units' thereafter. Accordingly, the 135 units proposed on the site trigger a requirement for 7 accessible car parks. The updated plans indicate a total of 10 accessible car parks that have been distributed across the site (being spaces #13, 26, 55, 70, 84, 96, 109, 117, 134, 157), with each of these meeting the industry standard dimension requirements of AS/NZS 2890.6:2009. Accordingly, the amended proposal plans fully satisfy the intent of Council's proposed new accessible parking standards.

Under the Council's proposed Plan Change 1C, on-site cycle parking requirements are identified in TR-Table 6B for 'Medium density housing' at the following rates:

- Visitor cycle parks: up to 20 units = 1 cycle park, plus 1 additional cycle park for every 20 units thereafter; and
- Resident parks: up to 10 units = 1 cycle park, plus 1 additional cycle park for every 20 units thereafter.

With the Site's proposed 135 units, a total of 7 visitor and 8 resident parks are therefore required to satisfy the Council's minimum standard. With respect to resident cycle parking, bicycles can be stored within the living areas, or courtyard of the proposed units, with alternative options including bike storage sheds which can be placed within the courtyard area without adversely impacting on outdoor living space. Accordingly, adequate provision for secure resident cycle parking will be provided. Visitor cycle parking is again expected to be similarly accommodated within the individual dwelling courtyard areas, rather than providing cycle stands in the developments common space

(which would be more typical of apartment buildings). Adequate means of accommodating on-site secure cycle parking to satisfy the Council's proposed standards can therefore be met.

- ***Show how the internal paths for walking and the internal road for cycling integrate with those in the surrounding network, eg the footpath and cycle lane, and existing bus stop facilities on Kāpiti Road;***

The attached plan shows how the internal walking and cycling paths connect with the external footpath network and adjacent bus stop on Kapiti Road, as well as the Kapiti Road cycle path.

- ***Consider installing broken yellow no stopping lines on Halsey Grove / Regent Drive and Regent Drive / Cedar Drive intersections;***

The introduction of no stopping lines along Halsey Grove and at the subsequent intersections with Regent Drive and Cedar Drive is supported by the Applicant. It is noted these changes will need to be made by means of a Traffic Resolution process (in line with the recent Transport Bylaw 2022 update), which is separate to Resource Consent and is typically initiated by the Council.

- ***Show that the internal road design has capacity for the expected vehicle movements in mid-block and at intersections internal to site;***

The proposed minimum 5.8m wide carriageway design adopted for the site's internal Right of Way (**RoW**) meets the national standard NZS4404 'Land Development and Subdivision Infrastructure' for roads serving 20-200 dwellings, allowing for vehicles to pass each other at mid-block locations. In addition, the widening provided around the bends of the RoW will ensure adequate space for opposing resident / visitor vehicles to pass as required, as well as accommodating the swept path of occasional larger vehicles (including rubbish trucks) to safely manoeuvre through the site.

- ***Consider a one-way system for the internal circulatory road which will allow vehicles better access, reduce confusion and conflict and give pedestrians a clear direction to look when crossing the road;***

Whilst a one-way circulation may provide some benefits in terms of simplifying vehicle movements, it would be difficult to enforce – particularly for those residents living along the top RoW and adjacent dwellings who would be required to navigate 'around the block' each time they accessed their allocated car park. This could lead to poor compliance and potentially give rise to a risk of unexpected vehicle movements going 'against the tide' of the demarcated direction of travel. As noted in response to the point above, the internal site RoW has been designed to adequately accommodate two-way traffic flows, and with signage and surface textural delineations to manage internal vehicle speeds it is assessed that a safe outcome can be achieved without restricting the Site's RoW to one-way traffic flow.

- ***Consider speed reduction measures and pedestrian crossing measures through the site.***

Different surface textural treatments will be used where pedestrian walkways cross the RoW carriageway, to visually reinforce these crossing locations and alert drivers to the potential presence of pedestrians. These could include a slight level difference forming a raised crossing, with exact details including materiality etc. determined through detailed design (noting that as described in the Section 92 response the use of speed humps or severe ramps is not desirable in a residential area given the potential noise nuisance from vehicles manoeuvring over them). Further, the RoW has been specifically designed to achieve a low-speed environment by avoiding over-wide carriageways, which will be supplemented by way of a signposted 15kph internal site speed limit.

We trust these responses adequately address the matters of clarification sought by Council.

Kind Regards,
Jamie

Jamie Whittaker
Principal Transportation Planner

Direct: 03 281 7964 (**Please note my new "03" contact number**)
Email: Jamie.whittaker@Stantec.com

Stantec New Zealand
2 Hazeldean Road
Addington, Christchurch

DO NOT SCALE - IF IN DOUBT, ASK

200 mm 150 100 90 80 70 60 50 40 30 20 10 0

ORIGINAL SIZE **A1**

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE
A	ISSUED FOR INFORMATION	AKJ	JW		30.09.22

SURVEYED		
DESIGNED		
DRAWN	A.JAGODZINSKI	30.09.22
CAD REVIEW	J.WHITTAKER	30.09.22
DESIGN CHECK		
DESIGN REVIEW		
APPROVED	**NOT APPROVED**	
PROF REGISTRATION:		

Stantec

Client:

240 KAPITI ROAD

SITE PLAN

Status Stamp: **WORKING PLOT**

Date Stamp: **30.09.2022**

Scales: 1:500@A1 1:1000@A3

Drawing No.: 310205039-01-001-SK002-1

Rev.: A

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DO NOT SCALE - IF IN DOUBT, ASK

200 mm

ORIGINAL SIZE A1

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A	ISSUED FOR INFORMATION	AKJ	JW		30.09.22

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DESIGNED		
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CAD REVIEW	J.WHITTAKER	30.09.22
DESIGN CHECK		
DESIGN REVIEW		
APPROVED	~~NOT APPROVED~~	
PROF REGISTRATION:		

Stantec

Client:

240 KAPITI ROAD

WALK / CYCLE CONNECTION
SITE TO HALSEY GROVE

Status Stamp: **WORKING PLOT**

Date Stamp: **30.09.2022**

Scales 1:100@A1 1:50@A3

Drawing No. 310205039-01-001-SK002-2 Rev. A

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DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1

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A	ISSUED FOR INFORMATION	AKJ	JW		30.09.22

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DESIGNED		
DRAWN	A.JAGODZINSKI	30.09.22
CAD REVIEW	J.WHITTAKER	30.09.22
DESIGN CHECK		
DESIGN REVIEW	NOT APPROVED	
APPROVED		
PROF REGISTRATION:		

Stantec

Client:

240 KAPITI ROAD

WALK / CYCLE CONNECTION
SITE TO KAPITI ROAD

Status Stamp: **WORKING PLOT**

Date Stamp: **30.09.2022**

Scales 1:100@A1 1:50@A3

Drawing No. 310205039-01-001-SK002-3

Rev. A

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DO NOT SCALE - IF IN DOUBT, ASK

ORIGINAL SIZE A1

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE
A	ISSUED FOR INFORMATION	AKJ	JW		30.09.22

SURVEYED		
DESIGNED		
DRAWN	A.JAGODZINSKI	30.09.22
CAD REVIEW	J.WHITTAKER	30.09.22
DESIGN CHECK		
DESIGN REVIEW		
APPROVED	**NOT APPROVED**	
PROF REGISTRATION:		

Stantec

Client:

240 KAPITI ROAD

WALK / CYCLE CONNECTION
SITE TO KAPITI ROAD

Status Stamp: **WORKING PLOT**

Date Stamp: **30.09.2022**

Scales: 1:100@A1 1:50@A3

Drawing No.: 310205039-01-001-SK002-4

Rev.: A

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Appendix A - 16 June 2022 T+T Review

16 June 2022
Job No: 1020098.0000

Kāpiti Coast District Council
175 Rimu Road
Paraparaumu 5032

Attention: Sarah Banks

Dear Sarah

240 Kapiti Road Review of transport matters in Resource Consent Application

1 Introduction

This technical review relates to a proposed residential development at 240 Kāpiti Road in Paraparaumu. The development includes for the construction of 139 townhouses supported by 170 on-site parking spaces. This review is of the transport report is prepared to support the application for consent.

This review should be read in conjunction with the Resource Consent Application and Assessment of Environmental Effects (AEE) report ("the application") compiled by Cuttriss Consultants Ltd (Cuttriss), dated 8 March 2022 and Response to Section 92 Further Information Request (S92 Response) dated 4 May 2022. The documents considered as the current application for this review are listed in Section 3 below.

This review has been completed in accordance with our proposal dated 18 March 2022.

2 The application

An Integrated Transport Assessment (ITA) was prepared by Stantec for this application for development of 240 Kāpiti Road in Paraparaumu.

The ITA is appended to the AEE report as Appendix 13. As described in Section 3 of the assessment, the development includes:

- 120 two-bedroom townhouses;
- 19 three-bedroom townhouses;
- 170 on-site car parking spaces;
- 6 centralised refuse collection areas;
- A local community park; and
- Supporting walkways to facilitate pedestrian connectivity to, through and within the Site.

The transportation assessment and associated effects are discussed and reviewed in more detail in the following section.

Tonkin & Taylor Ltd | Harbour Tower, Level 4, 2 Hunter Street, Wellington 6011, New Zealand
PO Box 2083, Wellington 6140 P +64-4-381 8560 F +64-9-307 0265 E wlg@tonkintaylor.co.nz

3 Review scope

The Resource Consent Application and Assessment of Environmental Effects report ("the application") compiled by Cuttriss dated 8 March 2022 was received and reviewed in March 2022. Following this review, a request for further information was submitted[1] to better understand the proposal, including its effect on the environment and the ways any adverse effects might be mitigated.

A Response to the Section 92 Further Information Request (S92 Response) was received on 4 May 2022.

This technical review considered the following documentation:

- 220504 240 Kāpiti Rd_S92 Response Transport - Response to Section 92 Further Information Request, Stantec, received 6 May 2022;
- 22930, NPS Parking Letter - RM220070 – Car Parking 240 Kāpiti Road, Paraparaumu, Cuttriss, received 6 May 2022; and
- Stantec's Integrated Transport Assessment (ITA) which formed part of RM220070 Resource Consent Application and Assessment of Environmental Effects report ("the application") compiled by Cuttriss dated 8 March 2022.

Parking is one of the key concerns raised in discussions with Council. Section 5.2 of the ITA states that the following parking standards were used to assess the proposal:

- A minimum of two car parking spaces per residential unit.

Since the ITA was written, Council has removed these minimum carparking standards from the District Plan (17 February 2022)[2], in accordance with the requirements of the National Policy Statement for Urban Development 2020 (NPS-UD). To understand the effects of removing this requirement, the ITA includes an assessment of any associated parking demand impacts the development may have on the local transport network, by completing a survey on 15 November 2021.

Our technical review is of the ITA and has been completed in accordance with this scope. Further detail is provided below in Section 4

4 Appraisal of transport effects

4.1 Safety

The ITA describes the crash history adjacent the site including Kāpiti Road, Regent Drive and Halsey Grove. For the review period, a total of four crashes were recorded. The report states that there is nothing to suggest that there are patterns of existing safety concerns that would be exacerbated in respect of the current proposal. Tonkin & Taylor Ltd (T+T) agrees with this assessment.

Sight distance at the proposed entrance has been assessed against the Austroads guidelines. T+T agree that these guidelines are appropriately referred to through the District Plan. The access is located at the current end of Halsey Grove and will effectively extend Halsey Grove. The distance from the access to the Halsey Grove / Regent Drive intersection is 35 m, less than the required 50 m. However, vehicles will have required site distance to the Regent Drive intersection as the access will

[1] Submitted by Senior Resource Consents Planner, Kāpiti Coast DC on 27 April 2022.

[2] Removal of minimum car parking standards - Kāpiti Coast District Council (kapiticoast.govt.nz)

form a continuation of Halsey Drive. In order to continue to comply no obstructions should be introduced to obstruct visibility at the crossing point.

Within the site there will be a mix of pedestrians and private vehicles and occasional service vehicles. Safety issues can result from this mix due to differences in speed and ability to perceive and react to other vehicles and people. To mitigate, the applicant is including surface texture and colour changes along the right of way, at intervals at the interface with pedestrian routes where they cross the right of way. This may be an appropriate mitigation, however an assessment using the Safe System approach (through Road Safety Audit) may identify other solutions such as raised crossing points, and one-way traffic circulation.

The applicant notes that there will be a central north-south pedestrian Right of Way (RoW) that will provide 'public' connectivity between Halsey Grove and Kāpiti Road. For this to be a 'RoW' a formal pedestrian crossing would need to be installed across the internal road.

T+T recommend the applicant is required to undertake detailed design and post-construction road safety audits to provide independent assessment of the safety of the design.

T+T also recommend that detailed design drawings of the site layout, in particular traffic and transport related details are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA).

4.2 Accessibility

Access to the site for vehicles is proposed via Halsey Grove.

The applicant recommends that the Halsey Grove / Regent Drive intersection is changed from an uncontrolled t-intersection to give way controlled. T+T support this change as it reinforces current operations through use of markings and signs.

The private internal right of way is 5.8 m wide to allow for two-way vehicle flow throughout the development and ensure adequate aisle widths for vehicles manoeuvring at adjacent 90-degree parks. As an access it meets the District Plan requirements for width. The vehicle tracking supplied by the applicant provides evidence that appropriate access is available.

NZS4404 identifies the site as within the Urban place context and provides a guide to the design environment which includes a 30 km/h target operating speed and a movement lane of between 5.5 and 5.7 m. The applicant indicates a total of approximately 90-100 vph can be expected to be generated on the adjacent network, or the equivalent of 1-2 vehicles per minute on average. T+T consider that the applicant needs to confirm that the design has capacity for the expected vehicle movements in mid-block and at intersections internal to site.

Council's Plan Change 1A[3] proposes changes to the provision of accessible carparks. The Plan Change sets out the following requirement for the number of accessible carparks for multi-unit residential housing (Medium Density Housing): three spaces for the first 25 units, and one additional space for every 25 units or part thereof. For this development, eight spaces would be required. No accessible spaces have been identified in the application. T+T consider that accessible carparking needs to be provided for in the development as envisaged by the plan change.

Council's Plan Change 1C[4] proposes changes to the provision of cycle parking. The Plan Change sets out the following minimum requirement for number of cycle parks for visitors and for residents of multi-unit residential housing (Medium Density Housing):

[3] proposed-plan-change-1a-accessible-car-parking-provisions.pdf (kapiticoast.govt.nz)
[4] proposed-plan-change-1c-cycle-parking-provisions.pdf (kapiticoast.govt.nz)

- One visitor space for the first 20 units, and one additional space for every 20 units or part thereof. For this development, seven spaces would be required; and
- One resident space for the first 10 units, and one additional space for every 20 units or part thereof. For this development, eight spaces would be required.

A total of 15 cycle parking spaces would be required. Physically, cycles could be stored on site, but no specific parking is provided. T+T consider that cycle parking needs to be provided for in the development as envisaged by the plan change.

The development includes paths for pedestrians while cyclists share the vehicle RoW carriageway. The applicant notes that there will be a central north-south pedestrian RoW that will provide 'public' connectivity between Halsey Grove and Kāpiti Road. This will provide a good level of permeability and promote walking. The concept plans do not show the connection between the internal and external footpaths, and T+T recommend that this is shown through detailed design, together with wayfinding signage to further encourage sustainable travel.

4.3 Layout

The parking area layouts, access spacing, and widths have been assessed within the ITA. The parking layout is based on a 85th percentile vehicle allowing for 4.8 m deep stalls. This is appropriate for the development.

T+T recommend that detailed design drawings of the site layout, in particular traffic and transport related details are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA).

4.4 Servicing

Rubbish trucks will visit the site to collect on a regular basis. The applicant has demonstrated (using an 85th percentile vehicle) that when access in one direction is blocked by a rubbish truck, other vehicles will be able to exit the site by completing a U-turn. In demonstrating this the applicant notes that rubbish trucks would circulate anti-clockwise which puts trucks close to the bin areas. T+T recommend that the RoW circulation is formalised through signage.

4.5 Parking

The ITA includes an assessment of parking occupancy of the parking area and surrounding areas. Section 5 in the ITA describes the parking standards against which this proposal is assessed, being a minimum of two car parking spaces per residential unit.

Since the ITA was written, Council has removed these minimum carparking standards from the District Plan (17 February 2022)[5], in accordance with the requirements of the National Policy Statement for Urban Development 2020 (NPS-UD).

The NPS-UD sets out to enable more housing and commercial developments, particularly in higher density areas where people do not necessarily need to own or use a car to access jobs, services, or amenities. It will enable urban space to be used for higher value purposes other than car parking and remove a significant cost for higher density developments. Developers may still choose to provide car parking in many areas, but the number of car parks will be driven by market demand.

The development does include carparks, 170 in total. The ITA assumes that on average each dwelling will have 1.2 vehicles. The development includes 139 units, therefore the number of parks provided

[5] Removal of minimum car parking standards - Kāpiti Coast District Council (kapiticoast.govt.nz)

is greater (by three) than what is required based on the assumptions. Based on this no overflow parking is expected.

The assumption of 1.2 vehicles per dwelling is based on a survey of a similar development in Petone. The Petone development is located a similar distance to the Petone rail station, as this application site is to the Paraparaumu rail station. However, the Petone location is situated slightly closer to shopping areas and therefore residents are more likely to complete short trips by active modes. T+T agree with the assumed vehicles per dwelling.

The ITA includes a survey of on street parking adjacent to the site and found that over 108 spaces are typically available within a 5-minute walk of the site.

T+T consider the parking surveys and assessment undertaken by the applicant demonstrably show that sufficient spare parking capacity is available within the surrounding streets surveyed to accommodate the existing on-street demand and at times intermittent overflow parking from the site, although based on assumptions in the parking assessment and proposed on-site parking supply overflow parking is not typically expected.

The NPS-UD change means it is important to understand what developments are doing to promote travel by public transport, walking and cycling. As previously stated, T+T recommends providing cycle parking, wayfinding, and considering safety for active mode users. Also T+T recommends showing how the internal paths for walking and the internal road for cycling integrate with those in the surrounding network, e.g. the footpath and cycle lane on Kāpiti Road, as well as adjacent bus stops on Kāpiti Road either side of the Cedar Drive intersection.

The carparks included in the development do not account for accessible and visitor carparks. As noted previously T+T consider that accessible carparking needs to be provided for in the development.

The applicant notes that to avoid undesirable parking practices associated with vehicles parking in the vicinity of Halsey Grove and the adjacent intersection with Regent Drive, broken yellow no stopping lines could be introduced through the intersection to maintain safe sightlines for turning traffic, and to prevent the risk of vehicles blocking residential driveways.

T+T notes that the development could affect the road network outside of the site and there is potential for vehicles to park such that they block visibility, and recommends that as a mitigation for this effect broken yellow no stopping lines are introduced as noted.

4.6 Traffic

The applicant's assessment of traffic effects has focussed on the development induced private vehicle demand, rather than demand for other modes. As per the Integrated Transport Assessment guidelines (Waka Kotahi Research Report 422) the focus of ITAs should include emphasis on person-trips by all modes, and consideration of travel demand management techniques.

Trip generation rates have been determined by taking the average of survey data collected at a similar development in the Wellington region (0.52 AM Peak trip rate per unit), along with industry standard rates (0.9 AM Peak rate per unit) from Waka Kotahi Research Report 453 'Trips and parking related to land use' (Report 453) resulting in 0.71 AM Peak rate per unit. T+T consider this rate appropriate for the development.

Industry standard modelling software, recorded traffic volumes and growth estimates were used in the ITA to assess capacity of Kāpiti Road / Cedar Drive intersection. The assessment found only minor increases in delay.

T+T consider the assessment undertaken sufficient to demonstrate that the increased traffic movements should not result in a noticeable increase in congestion or unreasonable delays for road

users. The traffic levels are within the thresholds for these roads in the District Plan hierarchy and are not expected to exceed that which could be reasonably expected around an urban town centre.

Overall, the assessment is possibly conservative, and any assessment of travel demand management techniques would only reduce the vehicle effects. However as stated earlier alternative modes should be promoted, by showing evidence of connections to walking, bus and cycle networks and wayfinding signage.

4.7 Construction

T+T consider a Construction Traffic Management Plan sufficient to identify and manage construction effects for this project and environment. We do however recommend that this condition is amended to explicitly state that approval from the road controlling authority (Kāpiti Coast District Council) is required prior to commencing construction.

5 Conclusion

T+T agrees the application can be supported from a traffic and transport planning and safety perspective on the proviso that the following recommendations be implemented:

- Detailed design drawings of the site layout, in particular traffic and transport related details and landscape planting/maintenance for driveway access visibility, are submitted to Kāpiti Coast District Council's Access and Transport Team for Engineering Plan Approval (EPA);
- Car park designs are reviewed to ensure compliance with the District Plan standards, in particular the requirements of the ASNZS2890.1 Parking Facilities standard. Any departures shall require approval through the EPA approvals process above;
- Provide accessible carparking and cycle parking within the site, as envisaged by the proposed Plan Changes 1A and 1C;
- Show how the internal paths for walking and the internal road for cycling integrate with those in the surrounding network, eg the footpath and cycle lane, and existing bus stop facilities on Kāpiti Road;
- Consider installing broken yellow no stopping lines on Halsey Grove / Regent Drive and Regent Drive / Cedar Drive intersections;
- Show that the internal road design has capacity for the expected vehicle movements in mid-block and at intersections internal to site.
- Consider a one-way system for the internal circulatory road which will allow vehicles better access, reduce confusion and conflict and give pedestrians a clear direction to look when crossing the road;
- Wayfinding signage is provided for in the development;
- Consider speed reduction measures and pedestrian crossing measures through the site;
- Detailed design and post-construction road safety audits in accordance with Waka Kotahi NZ Transport Agency guidelines are completed for the project; and
- A Construction Traffic Management Plan is approved by Kāpiti Coast District Council prior to the commencement of works.

We welcome any clarification on our transport planning and safety review.

6 Applicability

This report has been prepared for the exclusive use of our client Kāpiti Coast District Council, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand and agree that our client will submit this report as part of an application for resource consent and that Kāpiti Coast District Council as the consenting authority will use this report for the purpose of assessing that application.

Tonkin & Taylor Ltd

Environmental and Engineering Consultants

Report prepared by:	Authorised for Tonkin & Taylor Ltd by:
	
.....	.....
Sam Wilkie Senior Principal Transport Planner	Ed Breese Project Director

SAWI
t:\hamilton\projects\1020098\workingmaterial\1020098 draft letter report for pd review.docx

Appendix B – RFI Response

Colin Shields

From: Sarah Banks <Sarah.Banks@kapiticoast.govt.nz>
Sent: Tuesday, 4 October 2022 2:33 pm
To: Colin Shields; Sam Wilkie
Subject: Further Information 240 Kapiti Road - RM220070
Attachments: 240 Kapiti Road_Ped & Cycle Site Connections.pdf

Hi Chaps,

Please find attached some of the points of clarification needed. I had an opportunity to ask for further information.

Let me know if that covers everything.

Cheers,

Sarah Banks
Principal Resource Consents Planner
Te Kaiwhakamahere Tumuaki Whakaae Rawa

Kāpiti Coast District Council
Tel 04 296 4618

www.kapiticoast.govt.nz

From: Nicola Todd <Nicola@cuttriss.co.nz>
Sent: Friday, 30 September 2022 3:41 pm
To: Sarah Banks <Sarah.Banks@kapiticoast.govt.nz>
Cc: Emma McLean <emma.mclean@cuttriss.co.nz>
Subject: [#CCL22930] Roading Further Information 240 Kapiti Road

Kia ora Sarah

Emma is preparing for her hearing next week so I am assisting with getting this info to you. Apologies for the delay but here are the further comments regarding traffic. See the email below and plans attached.

You will note the comments refer to 135 units which is a reduction from 139. We are going to supply further information with respect to this change ideally by mid next week but could be end of the week at the latest. This additional information will include updated architects plans, renders, scheme plans and also urban design comments. The urban design comments will make reference to the Boffa Miskell report and also the submissions received and confirms our reasoning for the reduction in units.

Thanks again Sarah, have a great weekend.

Ngā mihi nui | Thank you
Nicola Todd | Director | BSurv (Hons) | MS+SNZ |
Cuttriss Consultants Limited
| e. nicola@cuttriss.co.nz | m. +64 21 221 1978
| http://www.cuttriss.co.nz

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From: Whittaker, Jamie <jamie.whittaker@stantec.com>
Sent: Friday, 30 September 2022 10:41 am
To: Nicola Todd <Nicola@cuttriss.co.nz>
Cc: Ben Wade <b.wade@dgse.co.nz>; Emma McLean <emma.mclean@cuttriss.co.nz>; Stephen Sutorius <stephens@thamespacific.com>
Subject: RE: [#CCL22930] Roading queries 240 Kapiti Road

Hi Nicola,
Please find below our responses to the Council's 'Request for Further Information' on various transport matters.

I note that the updated site development scheme now provides for a total of 135 units (4 fewer than the original scheme previously described in the Integrated Transport Assessment ("ITA") report) and 166 on-site car parks (4 less than the prior scheme). Neither of these changes impacts on the conclusions reached within the ITA.

Traffic engineering remaining requests:

- ***Car park designs are reviewed to ensure compliance with the District Plan standards, in particular the requirements of the ASNZS2890.1 Parking Facilities standard. Any departures shall require approval through the EPA approvals process above;***

All on-site car parks satisfy the minimum dimension requirements of 2.4m wide and 4.8m deep (with a 600mm overhang at the kerb), whilst accessible car parks will be marked in accordance with the dimension requirements of AS/NZS 2890.6:2009 'Off-street parking for people with disabilities', at 3.5m wide. Further, appropriate provision of 300mm additional clearance width off the end of car parks that abut kerbs/landscaped areas, can be suitably provided.

On this topic, it is noted that one submitter makes the comment that "*A study of architectural drawings prepared by the developer's consultants shows two carparks in front of each 2-bedroom unit. Those units are 4.2m wide, so that's 2.1m width for a carpark".* However, the car parks do not fully align with the dwelling units, and so two parks are in fact wider than a single unit.

- ***Provide accessible carparking and cycle parking within the site, as envisaged by the proposed Plan Changes 1A and 1C;***

The Council's proposed Plan Change 1A sets out accessible parking requirements at TR-Table-6A for 'Medium Density Housing' at a rate of '2 spaces for the first 25 units' plus '1 space for every 25 units' thereafter. Accordingly, the 135 units proposed on the site trigger a requirement for 7 accessible car parks. The updated plans indicate a total of 10 accessible car parks that have been distributed across the site (being spaces #13, 26, 55, 70, 84, 96, 109, 117, 134, 157), with each of these meeting the industry standard dimension requirements of AS/NZS 2890.6:2009. Accordingly, the amended proposal plans fully satisfy the intent of Council's proposed new accessible parking standards.

Under the Council's proposed Plan Change 1C, on-site cycle parking requirements are identified in TR-Table 6B for 'Medium density housing' at the following rates:

- Visitor cycle parks: up to 20 units = 1 cycle park, plus 1 additional cycle park for every 20 units thereafter; and
- Resident parks: up to 10 units = 1 cycle park, plus 1 additional cycle park for every 20 units thereafter.

With the Site's proposed 135 units, a total of 7 visitor and 8 resident parks are therefore required to satisfy the Council's minimum standard. With respect to resident cycle parking, bicycles can be stored within the living areas, or courtyard of the proposed units, with alternative options including bike storage sheds which can be placed within the courtyard area without adversely impacting on outdoor living space. Accordingly, adequate provision for secure resident cycle parking will be provided. Visitor cycle parking is again expected to be similarly accommodated within the individual dwelling courtyard areas, rather than providing cycle stands in the developments common space

(which would be more typical of apartment buildings). Adequate means of accommodating on-site secure cycle parking to satisfy the Council's proposed standards can therefore be met.

- ***Show how the internal paths for walking and the internal road for cycling integrate with those in the surrounding network, eg the footpath and cycle lane, and existing bus stop facilities on Kāpiti Road;***

The attached plan shows how the internal walking and cycling paths connect with the external footpath network and adjacent bus stop on Kapiti Road, as well as the Kapiti Road cycle path.

- ***Consider installing broken yellow no stopping lines on Halsey Grove / Regent Drive and Regent Drive / Cedar Drive intersections;***

The introduction of no stopping lines along Halsey Grove and at the subsequent intersections with Regent Drive and Cedar Drive is supported by the Applicant. It is noted these changes will need to be made by means of a Traffic Resolution process (in line with the recent Transport Bylaw 2022 update), which is separate to Resource Consent and is typically initiated by the Council.

- ***Show that the internal road design has capacity for the expected vehicle movements in mid-block and at intersections internal to site;***

The proposed minimum 5.8m wide carriageway design adopted for the site's internal Right of Way (**RoW**) meets the national standard NZS4404 'Land Development and Subdivision Infrastructure' for roads serving 20-200 dwellings, allowing for vehicles to pass each other at mid-block locations. In addition, the widening provided around the bends of the RoW will ensure adequate space for opposing resident / visitor vehicles to pass as required, as well as accommodating the swept path of occasional larger vehicles (including rubbish trucks) to safely manoeuvre through the site.

- ***Consider a one-way system for the internal circulatory road which will allow vehicles better access, reduce confusion and conflict and give pedestrians a clear direction to look when crossing the road;***

Whilst a one-way circulation may provide some benefits in terms of simplifying vehicle movements, it would be difficult to enforce – particularly for those residents living along the top RoW and adjacent dwellings who would be required to navigate 'around the block' each time they accessed their allocated car park. This could lead to poor compliance and potentially give rise to a risk of unexpected vehicle movements going 'against the tide' of the demarcated direction of travel. As noted in response to the point above, the internal site RoW has been designed to adequately accommodate two-way traffic flows, and with signage and surface textural delineations to manage internal vehicle speeds it is assessed that a safe outcome can be achieved without restricting the Site's RoW to one-way traffic flow.

- ***Consider speed reduction measures and pedestrian crossing measures through the site.***

Different surface textural treatments will be used where pedestrian walkways cross the RoW carriageway, to visually reinforce these crossing locations and alert drivers to the potential presence of pedestrians. These could include a slight level difference forming a raised crossing, with exact details including materiality etc. determined through detailed design (noting that as described in the Section 92 response the use of speed humps or severe ramps is not desirable in a residential area given the potential noise nuisance from vehicles manoeuvring over them). Further, the RoW has been specifically designed to achieve a low-speed environment by avoiding over-wide carriageways, which will be supplemented by way of a signposted 15kph internal site speed limit.

We trust these responses adequately address the matters of clarification sought by Council.

Kind Regards,
Jamie

Jamie Whittaker
Principal Transportation Planner

Direct: 03 281 7964 (**Please note my new "03" contact number**)
Email: Jamie.whittaker@Stantec.com

Stantec New Zealand
2 Hazeldean Road
Addington, Christchurch

DO NOT SCALE - IF IN DOUBT, ASK

200 mm 150 100 90 80 70 60 50 40 30 20 10 0

ORIGINAL SIZE **A1**

NOT FOR CONSTRUCTION

REV	REVISIONS	DRN	CHK	APP	DATE
A	ISSUED FOR INFORMATION	AKJ	JW		30.09.22

SURVEYED		
DESIGNED		
DRAWN	A.JAGODZINSKI	30.09.22
CAD REVIEW	J.WHITTAKER	30.09.22
DESIGN CHECK		
DESIGN REVIEW		
APPROVED	**NOT APPROVED**	
PROF REGISTRATION:		

Stantec

Client:

240 KAPITI ROAD

SITE PLAN

Status Stamp: **WORKING PLOT**

Date Stamp: **30.09.2022**

Scales: 1:500@A1 1:1000@A3

Drawing No.: 310205039-01-001-SK002-1

Rev.: A

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DO NOT SCALE - IF IN DOUBT, ASK

200 mm

ORIGINAL SIZE A1

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DESIGNED		
DRAWN	A.JAGODZINSKI	30.09.22
CAD REVIEW	J.WHITTAKER	30.09.22
DESIGN CHECK		
DESIGN REVIEW		
APPROVED	~~NOT APPROVED~~	
PROF REGISTRATION:		

Stantec

Client:

240 KAPITI ROAD

WALK / CYCLE CONNECTION
SITE TO HALSEY GROVE

Status Stamp: **WORKING PLOT**

Date Stamp: **30.09.2022**

Scales 1:100@A1 1:50@A3

Drawing No. 310205039-01-001-SK002-2 Rev. A

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DRAWN	A.JAGODZINSKI	30.09.22
CAD REVIEW	J.WHITTAKER	30.09.22
DESIGN CHECK		
DESIGN REVIEW	NOT APPROVED	
APPROVED		
PROF REGISTRATION:		

Stantec

Client:

240 KAPITI ROAD

WALK / CYCLE CONNECTION
SITE TO KAPITI ROAD

Status Stamp: **WORKING PLOT**

Date Stamp: **30.09.2022**

Scales 1:100@A1 1:50@A3

Drawing No. 310205039-01-001-SK002-3

Rev. A

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DO NOT SCALE - IF IN DOUBT, ASK

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DRAWN	A.JAGODZINSKI	30.09.22
CAD REVIEW	J.WHITTAKER	30.09.22
DESIGN CHECK		
DESIGN REVIEW		
APPROVED	**NOT APPROVED**	
PROF REGISTRATION:		

Stantec

Client:

240 KAPITI ROAD

WALK / CYCLE CONNECTION
SITE TO KAPITI ROAD

Status Stamp: **WORKING PLOT**

Date Stamp: **30.09.2022**

Scales: 1:100@A1 1:50@A3

Drawing No.: 310205039-01-001-SK002-4

Rev.: A

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Appendix E

Statement of Evidence
Boffa Miskell – Emma McCrae & Miriam Moore

Boffa Miskell

Memorandum

☐ **Auckland**
Level 3, IBM Centre
82 Wyndham Street
PO Box 91250, 1142
+64 9 358 2526

☐ **Hamilton**
PO Box 1094, 3240
+64 7 960 0006

☐ **Tauranga**
PO Box 13373, 3141
+64 7 571 5511

☑ **Wellington**
PO Box 11340, 6142
+64 4 385 9315

☐ **Christchurch**
PO Box 110, 8140
+64 3 366 8891

☐ **Queenstown**
PO Box 1028, 9348
+64 3 441 1670

☐ **Dunedin**
PO Box 657, 9054
+64 3 470 0460

Attention:	Sarah Banks
Company:	Kāpiti Coast District Council
Date:	9 June 2022
From:	Emma McRae, Associate Principal Landscape Architect; Miriam Moore, Urban Designer
Message Ref:	240 Kāpiti Road, Paraparaumu
Project No:	BM220296

Boffa Miskell (BML) has been engaged by Kāpiti Coast District Council (KCDC) to peer review a Landscape and Visual Effects Assessment (LVEA) prepared for a proposed 139-unit residential development at 240 Kāpiti Road, Paraparaumu. BML were also asked to provide a review of the proposed development from an urban design perspective.

This memorandum is set out as follows:

- Introduction – summarises the Application and the findings of the peer review;
- Peer Review of the Landscape and Visual Effects Assessment which sets out:
    - The key questions used to structure the review;
    - The peer review of the LVEA;
    - Analysis of the LVEA findings;
- A review of the Urban Design considerations of the Proposed Development; and
- Conclusions and Recommendations.

Introduction

The proposal is for the construction and operation of a 139-unit residential development and associated land use consents for earthworks, landscaping etc. The Resource Consent Application documents (hereon referred to as the Application), prepared by Cuttriss Consultants Limited, concludes that overall the proposal is a non-complying activity.

Following submission of the Application, which included an LVEA, a s92 Further Information Request was made by KCDC to provide additional information on the relationship of the proposed development to neighbouring properties, fencing information, proposed planting and proposed lighting as well as information of the appearance of each block of units. This has been prepared by the Applicant and was received by BML on the 25 May 2022.

The above documents have all been reviewed as a part of this peer review. KCDC policies and supporting documents in relation to landscape were also reviewed.

A visit to the site and the surrounding area was also undertaken by Emma McRae on the 4 May 2022. The Peer Review findings are outlined below.

Landscape and Visual Effects Peer Review

This review provides an analysis of the adequacy of the assessment method and its reporting on landscape and visual effects, together with a consideration of the outcomes of the assessment against the provisions of

the Kāpiti Coast District Plan and statutory framework. It responds to the following questions in relation to the LVEA ('the Report'):

1. Whether the **methodology** used represents best practice in assessing the actual or potential landscape and visual effects of the activity,
2. That the **description of the existing environment**, landscape and visual amenity values are adequately covered,
3. That **the proposal** is adequately described and the illustrative material supporting the proposal and accompanying text are clear and sufficient to form part of the consent,
4. That all **relevant statutory matters** and documents have been identified and addressed,
5. That all key viewpoints are covered, and the actual or potential **landscape and visual effects** of the activity have been adequately considered,
6. That appropriate **mitigation measures**, options and recommendations are clear and achievable,
7. That the **conclusions** are robust and reflect the findings of the assessment.

Peer Review

The methodology is described in Section 2 of the Report and briefly describes the process undertaken to carry out the assessment. It refers to the NZILA Best Practice Note[1] for landscape assessment and to the recently published Te Tangi a Te Manu Aotearoa Landscape Assessment Guidelines but does not refer to the NZILA Best Practice Guide for Visual Simulations. The assessment methodology supplies a seven-point scale for level of effects. No criteria description is provided as to what each of the effects ratings means, making it difficult to understand how the assessment conclusions have been reached.

A 139-unit residential development is proposed and is described in some detail in Section 3 of the Report. Further information is provided in Section 2 of the Assessment of Environmental Effects (AEE), submitted with the Application. References to the supplied drawings of the proposal in this section of the Report would further assist the reader with understanding nature of the proposal.

Statutory matters relevant to the LVEA are covered in Section 4 of the Report. Provisions of the Resource Management Act and policies of the KCDC Proposed District Plan are set out and some commentary is given on each.

The baseline description of the subject site and its surrounding landscape context is presented in Section 5 of the Report and illustrated in the appendices. The site is currently comprised of an area of undulating landscape which contains a mix of exotic and indigenous vegetation and grassland. A single dwelling is located on the site boundary at Kāpiti Road. It is assumed this property will be demolished as part of the development, although this isn't explicitly stated in the LVEA. The description of the immediate site character and the wider landscape context provides an understanding of the site and its surroundings, noting that the site is situated within an existing residential setting in proximity to the landing strip at Kāpiti Airport. Some cross referencing to the visual material provided in the Report's appendices would assist the reader with a greater understanding of the site and its landscape context.

The landscape and visual effects of the proposal are discussed in Section 6 of the Report. The overall character of the site is largely influenced by the residential setting which surrounds it, however it is considered that the findings of the assessment under-represent the effect of the Proposed Development on the character of the landscape, given the earthworks required, the proposed density and the existing built setting. Some commentary is provided about the change that would occur to each aspect of the landscape as a result of the proposed development. The text largely considers these changes in reference to their visual impact, rather than the physical impact on the landscape as a resource in its own right, which does not effectively address the direct physical effect of the proposed development on the site i.e what the loss of the

[1] Best Practice Note: Landscape Assessment and Sustainable Management 10.1, NZILA Education Foundation and New Zealand Institute of Landscape Architects.

internal rises in topography, or the loss of site vegetation, would have on the overall character of the Site or surrounding area.

The Report also notes that effects would be "*temporary*" as "*effects will reduce over time as the site planting establishes, the existing street trees being retained, and the development becomes more familiar and a part of the context and character of the space*". It is true that people do adapt to change over time, however it is not supported that the effects on the landscape as a result of the Proposed Development would be temporary. The proposed residential development would form a permanent and irreversible change to the landscape of the site which would in turn affect the perceived character of the landscape within the immediate area.

Section 6 of the Report concludes that "*Overall, the long-term effects on the elements that make up the qualities of the existing landscape (physical, associative, and perceptual) will be low and the effects on the existing character will be neutral*." No reasoning is provided as to which particular aspects of the landscape are being referred to in this statement which makes it difficult for the reader to understand the rationale behind it. It is considered that loss of areas of mature vegetation, and the extensive earthworks required to create a level site, would have more than neutral effects on the Site.

The Visual Analysis Study is presented in Section 7 of the Report. In Section 7.1, the Report describes the studies which were prepared to determine the potential visual catchment for the assessment, and to identify key viewpoints. Following our own site and desk-based studies, it is agreed that the visual catchment area would be limited to Kāpiti Road as it nears and passes the site, and to Halsey Grove/ Regent Drive to the north east. Existing built development surrounding the site would obscure longer distance views to the proposed development from the wider area.

However, the conclusion that the overall long term visual impact would be low underrepresents the visual effect of the Proposed Development. The density and character of the Proposed Development is inconsistent with the scale of development within the immediate and wider built-up area. The fine grain of the site layout and the bulk, materiality and appearance of the buildings does not reflect the vernacular of residential development along Kāpiti Road, or in views from Halsey Grove, and will form a departure from the established visual character of the built up area. As noted previously, while people would become accustomed to this change over time, the overall magnitude of the change should not be underplayed.

In Section 7.2 of the Report, the potential viewing audience is identified as: residents of nearby dwellings; local motorists on Kāpiti Road; General Industrial Zone workers; and passengers arriving/ departing from Kāpiti Airport. Nine (9) viewpoints are identified and discussed providing a range of representative views towards the site from the surrounding area. Appendix 3.0 to the Report provides wide angle photographs from each of the viewpoint locations. No information is provided with regards to the format of the photographs, in terms of type of camera or lens used, camera height (i.e was a tripod used) etc. Simulations are also provided in Appendix 2.0, but these do not reflect the view from each viewpoint and are indicative only (i.e. not to scale).

Section 7.3 Visual Analysis Commentary presents a tabular analysis of the effect level on each of the nine viewpoints. Visual effects range from Low (neutral) to Moderate (temporary) low neutral. There is a single Moderate (temporary) low (neutral-positive) effect for Viewpoint 9: Regent Drive facing down Halsey Grove to the Site.

There is a discussion of the viewpoints and views/changes in the view experienced from each of the assessment viewpoints. The assessment concludes that "*While there will be a temporary 'moderate' effect from various viewpoints, this will be short-lived as site vegetation establishes and the site absorbs the change. Overall, it is considered that the effects on the surrounding environment will be neutral, with visual effects from these key vantage points being low*." Again, this does not provide a rationale behind or justification to how this level of effect has been reached. Further discussion on each of the viewpoints and views/change in view and change in relation to the existing visual character would assist the reader in understanding how these conclusions have been reached. Additionally, no commentary has been included which identifies how each of the individual viewers (as set in Section 7.2 of the report) would be affected. For

instance, the effect on the view for a pedestrian walking along Kāpiti Road would likely be greater than for a road user, as the duration of the effect would be longer (it takes longer to walk past the site than it does to drive past), and views are more likely to be focussed on their surroundings (as opposed to road users where focus is largely on the road corridor).

No assessment of effects of the proposed development has been provided in relation to neighbouring properties, but it is suggested in the paragraph quoted above that the effects are greater than low for these dwellings.

The visual simulations prepared for the development (presented in Appendix 2.0) appear to be accurate. They show only partial views of the development from locations which are likely to be most affected, and do not provide any illustration of the interface between the existing built environment and the proposed development. This underplays the level of built development that will be visible from outside the site boundary, and how the proposed development will fit into the existing, established context.

Section 8 of the Report covers design and mitigation. Mitigation proposed is limited to two recommendations which reference site planting and the inclusions of a management plan to ensure that the Proposed Development increases the streetscape amenity and character. It is suggested that further mitigation measures could be identified to ensure that adverse effects are mitigated sufficiently (see recommendations below).

Section 9 of the Report presents the conclusions of the assessment. The Report concludes that "*DGSE considers that with the proposal's intent to address and activate the interface with Kāpiti Road whilst adapting and continuing the character of Halsey Grove, the overall design of the proposal, will have low adverse visual and landscape effects on the character of the proposed site and surrounding environment, and to this effect, effects in relation to visual amenity and visual outlook can be considered neutral."*

Analysis

To assist with a greater understanding of the proposal and its effects, a visit to the site and the surrounding area was undertaken on 4 May 2022. Following this and having reviewed the application documents, and additional information supplied, the assessors do not agree with the overall findings of the assessment that the proposed development would only result in low adverse landscape and visual effects on the character of the proposed site and surrounding environment. The conclusion that effects in relation to visual amenity and visual outlook would be neutral is also disputed.

While it is agreed that the overall landscape value of the site is low, and that the visual catchment is contained, the magnitude of the proposed change is such that I believe the development would have higher adverse landscape and visual effects than those that have been reported. Effects would be greatest in views from the properties immediately adjoining the site and on views from a section of Kāpiti Road as it approaches and passes the proposed site, as well as from Halsey Grove.

My reasoning is as follows:

- Effects arising from the proposed development on the character of the landscape and in views would not be temporary. The proposed development would form a permanent and non-reversible change within an area of open space (clearance of land, removal of established vegetation, physical changes to topography, introduction of new buildings, pedestrian walkways, road ways and parking etc). While over time people would become accustomed to the change, the difference in building density and type would remain notable;
- While there is an expectation for residential development within the site (due to current zoning) the proposed development would be of a much greater density than the residential areas which surround it, and that which would currently be considered permitted development. This, combined with the proposed buildings size and scale, would not assimilate with the vernacular of the surrounding residential area. The proposed development would form a notable deviation to the established baseline, and the permitted baseline, context;

- The report does not provide an assessment of effects on residential properties located directly adjacent to the site boundary, including those which lie along Halsey Grove. The current view from these properties would substantially change following development of the Site. Additionally, the increase in traffic on Halsey Grove to facilitate journeys undertaken by residents in the proposed new properties would substantially impact upon the amenity of the residents that currently live on this street;
- Existing mature Pohutukawa trees would provide some level of filtering in views from Kāpiti Road. However, this would be highly intermittent and dependant on the location of the viewer. For users of the existing footpath which passes the site, clear and unobstructed views towards the proposed development would be available across a large portion of the south western edge of the site;
- The report does not explore the impact of lighting at the Site. The proposed development would introduce a high degree of new lighting within what is currently a dark site during hours of darkness which would have impacts on both the landscape character and on visual amenity from the surrounding area.

The site is zoned for residential development, and therefore there is an expectation that the site will be developed for residential purposes. The Permitted Development baseline is for four (4) two storey dwellings, with associated accessory buildings and 1 minor flat (see Section 2.8 of the Assessment of Environmental Effects). This section notes that each of these dwellings could then subdivide to establish a minor dwelling on each allotment as a controlled activity. Should this scenario be enacted, this would result in eight (8) dwellings and one (1) minor flat located within the site boundary. These is therefore a substantial difference between what could be developed as a permitted (or controlled) activity, and the 139-unit development proposed an as such. It is considered that this difference in character is inconsistent with what can currently be expected in a residentially zoned suburban area.

Landscape Effects

Impacts on landscape character would occur at two scales. At the Site scale, the proposed development would notably alter the current landscape character. The development would permanently change the landform, the established vegetation and land cover, and would alter the relationship of the site with Kapiti Road and the properties which lie adjacent to the site boundary. It would also introduce new lighting sources across the Site, which is currently unlit during hours of darkness. The proposed development would alter the established pattern of built development by introducing a higher density area of residential townhouses within a neighbourhood which is characterised by traditional single properties with associated gardens. The long façade of the double storey building blocks which align Kāpiti Road would be incongruous with the current streetscape. Existing residential properties in this area are generally set back from the road, behind fencing which limits connection to the road. The St Pauls Anglican Church, which lies adjacent to the southern site boundary, is one of the only buildings along this part of Kapiti Road which has a more open relationship with the road network. The effect on the landscape character of the Site and its immediate environs is considered to be high (adverse).

However, as noted in the Report, effects on landscape character would reduce quickly with distance from the Site. At a neighbourhood scale the proposed development would form a single area of medium density housing within a large area of single dwelling housing. The influence of the Site would be contained within the immediate setting and the effect on the overall landscape character would be low (adverse).

Visual Effects

Given the density, size and scale of the proposed development within an area of suburban residential development which is of a much looser grain, the removal of existing vegetation and changes to Site topography, the proximity of the proposed buildings to the property boundaries, the introduction of new lighting and the overall change in outlook, it is considered that there would be moderate to moderate-high adverse visual effects on people living in properties adjacent to the site boundary. Each residential property located adjacent to the Site boundary would have direct views into the living areas of between three to six new townhouses, located in close proximity to the boundary line. Therefore, the Proposed Development would result in a notable modification or loss of key elements/ features and characteristics which would

create a substantial change in the view from these properties. Visual effects would be contained to the area immediately surrounding the site, as existing built development would assist in screening views from the wider residential area and therefore effects would reduce to low/ none quickly with distance from the site.

The height, bulk and appearance of the proposed development in views from Kāpiti Road for road users and pedestrians would result in moderate-low visual effects. The proposed development would notably modify the street edge through the removal of on-site vegetation and levelling of topography, as well as introduction of new buildings, lighting and movement along the street frontage. This would form a key change in views for people passing by the site, either on foot or by road. However, while the proposed development would not reflect the established streetscape character by facing onto the road, it is considered beneficial that an active street frontage would be created.

Urban Design Review

The following Urban Design review considers how the application has considered key urban design principles. The assessment responds to the following documents provided by the applicants:

- AEE Application provided by Cuttriss;
- Appendix 3: Architectural and Landscape Plans prepared by Designgroup Stapleton Elliott (21 February 2022, updated 24 May 2022); and
- Appendix 12: Urban Design Statement prepared by Urban Acumen (February 2022).

Site Layout and Amenity

- In general, the development has utilised the large site well by creating a perimeter block, locating a cluster of units in the middle and providing open space with a pocket park. The pocket park provides relief across the intensity of the development. The circulation of the site layout is legible with clear site entrance and exit.
- The pocket park is bordered by units to the northwest and northeast, providing positive overlooking and passive surveillance.
- The car park layout creates a strongly car-dominated environment, which could be improved upon if fewer car parks were provided and replaced with a more robust landscape treatment.
- The direct path between Hasley Grove, between the units, to Kāpiti Road is a positive circulation spine which will activate the communal areas and benefit connectivity for both residents and neighbours.
- There is concern regarding the cut retaining along the south-eastern boundary. The units backing this boundary have rear-yard retaining of up to 2700mm. This retaining will be topped with a 1800mm fence, resulting in a wall and fence combination of up to 4500mm. This wall sits approximately 2500mm in distance from the primary living room window along this boundary. It is considered this will create a poor onsite amenity outcome for the outlook of these primary living areas. The south-eastern orientation indicates there will be little to no sunlight in these primary living areas.

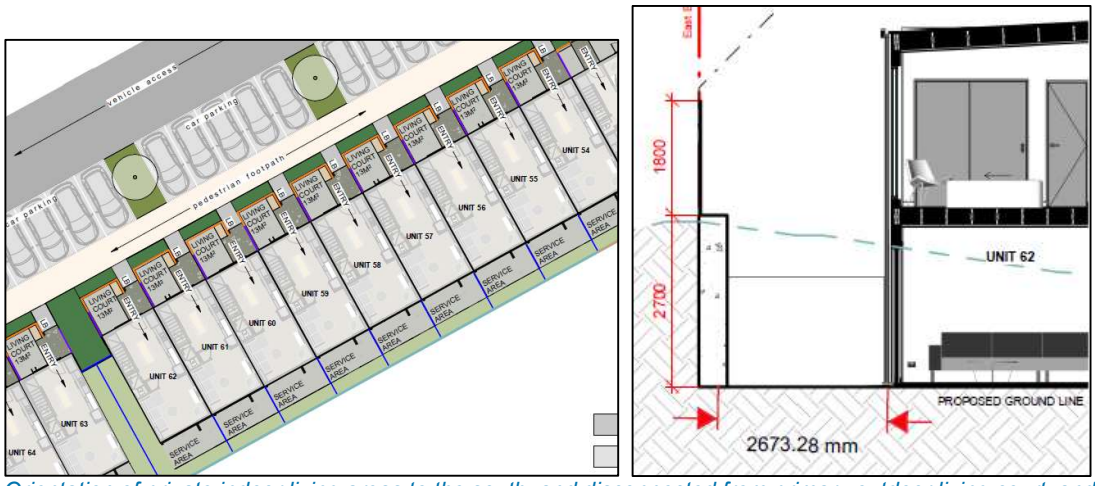


Figure 1: Orientation of private indoor living areas to the south, and disconnected from primary outdoor living court; and extensive retaining at the southeast boundary.

Street Interface

- There will be limited street interface with Halsey Grove, as the street will naturally lead into the development, reading as continuation of the public street. The drive will open well into the development with some views down the central spine path. It is considered this driveway entrance has been well integrated into the existing environment.
- It is considered the pathway opening into the park (which can be viewed from Halsey Street) would benefit from being wider, providing clearer views into the onsite pocket park.
- Units 78-96 have been designed with dual frontages, creating street activation along Kāpiti Road. This is a positive change to the existing street environment, which is predominantly inactive with most residential activity currently turning its back to the street.

Bulk, Massing and Height

- While medium density housing is an expected outcome of this zone, a 139 multi-unit development of this scale is a considerable change to the surrounding character. It is considered the breaks in the block perimeter could be increased to provide a clearer break and relief in bulk as viewed from the neighbouring properties.
- Staggering the blocks would further help create legible breaks in the building and reduce the bulk as perceived from neighbouring properties.
- The cantilevered upper levels and protruding window screens create modulation on multiple unit frontages to activate the internal circulation spaces and mitigate the repetitive block patterns. The proposal alternates unit type which creates variation among the development.
- The colour palette is consolidated across the development but varied, providing legibility and some sense of address to the individual units. However, it is considered they are quite subtle.

Overlooking and Privacy

- Through the RFI process, the applicant has provided full elevations across the site, showing the cumulative effect of window locations at the boundaries. The upper storey windows at the boundary are all full-length (*Figure 2*). This is considered to create potential privacy issues across all side boundaries. It is considered that the privacy of neighbours could be improved if the screening treatment used on some of the internal-to-site windows (*Figure 3*) was used on windows looking over adjacent properties.

Figure 2: An example of a northern boundary with full-length upper storey windows

Figure 3: An example of window screening which provides both privacy to both residents inside and passers-by on the driveway, by reducing overlooking opportunities. This design would be more appropriate on a boundary.

- The above elevation at *Figure 2* reveals the extent of overlooking at the boundaries, which could be improved through window treatment such as screens, louvres or obscure glass.
- It is not considered that the urban design statement provided by the applicant comprehensively assesses the effect on neighbouring properties as a result of the extent and location of this glazing.
- There are some internal privacy issues for the ground floor living areas for units where the end unit fronts the communal paths and driveways. It is recommended the applicant use treatment such as screens or obscure glass on these windows, or change them to a narrow or high sill window, so that future residents do not feel compelled to shut their curtains for privacy in the primary living spaces. Over-glazing can result in a loss of passive surveillance. The carpark planters on RC45 will not grow high enough to screen these windows.

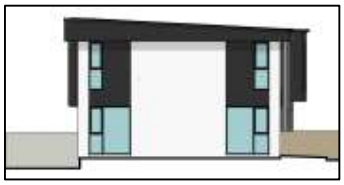


Figure 4: Elevations showing fenestration creating privacy issues for private living areas

Figure 5: Passers-by will be able to look directly into private living spaces which have large, full-length windows hard against the footpath

Communal Space and Accessibility

- The communal access space is currently hugely car dominated. There is an oversupply of car parking, and it is considered that the applicant should drop some car parking in favour of increased landscape treatment and bicycle parking (as detailed below).

- The applicant is praised for designing all access paths to be in front of the car parks to reduce opportunities for pedestrians to be in the path of reversing vehicles.

Bicycle Parking

- Three uncovered bicycle parks in the communal park are considered hugely insufficient for an application of this size. This style of parking is considered more appropriate as a visitor park. Grouped and covered storage was recommended as part of our RFI response. In their response to this, the applicant stated that contained bicycle storage gets used only for long term storage and those who regularly use bikes would keep them in their houses. This is not considered to be accurate, as end of trip facilities play a large part in encouraging cycle use. The location of this development in proximity to the Paraparaumu Train station indicates cycling would be popular. Further, many of the units contain stairs at entry and all units would require wheeling a bike through living spaces to access storage.
- It is noted the proposed Plan Change 1C, due to come into effect in August would require cycle parking no further than 25m from door entry, and at least 14 parks would be required. This represents a more accurate expectation of what should be provided. However, considering the site layout, all parks should be visible from the respective units.
- Replacing some carparks with grouped, sheltered, and lockable storage at the same dispersal rate as the rubbish bins is considered the most appropriate design for this proposal.

Landscape and Urban Design Recommendations

With respect to the issues outlined above, the following recommendations should be considered to seek to reduce the level of landscape and visual effects and to ensure that core urban design principles are achieved:

- A 134 multi-unit development of this scale is a considerable change to the surrounding landscape character. It is considered the number of breaks in the block perimeter could be increased to provide a clearer separation and relief in bulk when viewed from neighbouring properties.
- A layout that better integrates the natural topography would help to alleviate other issues such as building bulk and dominance, by creating a more staggered roofline, and reducing the requirement for excessive retaining.
- Staggering the blocks would further help create legible breaks in the building and reduce the bulk as perceived from neighbouring properties.
- While a development of this typology can be supported, reducing the number of units will resolve the negative urban design outcomes resulting from over development of the site.
- The orientation of homes along the south eastern boundary could be reconsidered to provide the primary living area at the front of the affected units in order to reduce the impact of the large cut and retaining wall/ perimeter fence. While front living areas are not considered optimal due to privacy issues, these units are 500mm elevated from the communal drive and footpath area with a patio buffer space (which would then provide better connectivity between indoor and outdoor living for residents)
- It is considered the design at the southeastern boundary could take a more bespoke approach and opt for wider, shorter homes which could sit further from the boundary, allowing for a tiered retaining wall, which would allow for planters to mitigate the retaining wall dominance.
- Each of the existing residential properties which are located adjacent to the Site would have direct views to between three and six new townhouses. At the boundary, the upper storey windows of the new houses are all full-length. Maintaining the privacy of existing neighbours could be improved if the screening treatment used on some of the internal-to-site windows was used on windows looking over adjacent properties, or treatments such as screens, louvres or obscure glass were integrated into the design.

Conclusions

In conclusion, it is considered that the landscape and visual effects arising as a result of the proposed development would be greater than those assessed in the Landscape and Visual Effects Assessment, submitted by the Applicant, particularly for the character of the landscape of the site and for residents in properties adjacent to the Site boundary.

A number of amendments to the design of the Proposed Development could seek to reduce the level of the landscape and visual effects as well as improving the residential amenity for both residents of the development and those in neighbouring properties. The onsite amenity, accessibility and overlooking issues could be resolved by reducing the number of units to create a more robust landscape response that mitigates many issues highlighted in this memorandum.

Addendum -17th October 2022

Following public notification of the application, the applicant has supplied additional information relating to the application, which includes design amendments to the proposal. Boffa Miskell received the following documents on Thursday 6th October 2022:

- Interface Assessment and Design Amendments, Urban Acumen September 2022
- Revised Plan set with covering letter by Cuttris Consultants dated 6 October 2022
- Design Group Stapleton Elliot Package dated 5 October 2022

Having reviewed these documents, it is confirmed the Applicant has addressed a number of the recommendations raised in the above review. Principally the changes are:

- The perimeter blocks have been broken to reduce bulk as perceived from neighbouring properties;
- the number of units has been reduced by four; and
- Screening has been applied to some first floor windows of boundary facing blocks to assist privacy of existing neighbours

Submissions on the proposed development have also been reviewed. These submissions relate to the original design submitted for resource consent and have been addressed within the comments below.

Landscape and visual amenity matters

The above landscape and visual review and addendum to the review below has been carried out by Emma McRae, Associate Principal Landscape Architect at Boffa Miskell Limited, a national firm of consulting landscape architects, planners, ecologists and urban designers. I hold the qualifications of Bachelor of Design (Hons) in Landscape Architecture, and I am a Registered Member of the New Zealand Institute of Landscape Architects (NZILA).

I have been a landscape architect for over 17 years, practicing both in New Zealand and the United Kingdom and have been based in Wellington for the last four years, providing consultancy services for a wide range of clients around New Zealand, including local authorities, land developers, and the infrastructure and renewable energy sectors. I have significant experience in carrying out landscape and visual effects assessments, natural character assessments and landscape sensitivity and capacity studies for a range of development types, including residential, energy and renewables, commercial, industrial, minerals developments and the acquisition and disposal of reserve land.

I am familiar with the environment of the Kāpiti Coast, having carried out over the last two years. several Peer Reviews for the Kāpiti Coast District Council relating to landscape matters.

I confirm that I have read the Code of Conduct for expert witnesses contained in the 2014 Environment Court Practice Note and that I agree to comply with it. I confirm I have considered all the material facts that I am aware of that might alter or detract from the opinions I express. In particular, unless I state otherwise, this evidence is within my sphere of expertise and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

The Interface Design Assessment has supplied a detailed interface assessment of the surrounding neighbours. Breaks proposed in the blocks and been situated to align with where there are neighbouring views. The reduction in unts numbers has allowed for these breaks and also allowed the level change between the site and the neighbouring properties to reduce, meaning that there are no sight lines between ground floor living spaces on the neighbouring boundaries on the north-eastern and north-western boundaries.

For the southern boundary, there is still a 2-3m level change between the site and the neighbouring properties. In this case, this is formed a retaining wall of up to 2.7m high and a 1.8m high boundary fence on top of the wall, which is intended to provide privacy between the site and the adjoining neighbours. This creates issues for the on-site amenity of residents, which is discussed further in the Urban Design section below.

As discussed above, the proposed development will result in the loss of the internal rises in topography, and a loss of site vegetation, which would have an adverse effect on the overall character of the Site. It is acknowledged that a permitted development on this site would also potentially have similar effects on the landform and vegetation of the site. From a landscape perspective, many of the fundamental issues with the site layout and interface with adjacent residents' stem from the nature of the earthworks design for the site, which results in a massive cut and fill exercise across the entire site area. An approach that acknowledges the existing site topography and considers it carefully to integrate smaller height areas of retaining across the site would address some of the interface issues, rather than extensive earthworks to create a level platform across the entire site resulting in high retaining structures along the eastern and western site boundaries.

Taking into account the above changes which have been made, I consider the visual effect on the properties on Cedar Drive, Regent Drive and Langdale Avenue to be moderate to high adverse during the construction period, reducing to moderate-high adverse following completion. Considering the new requirements of the medium density residential standards, introduced in August 2022, these effects are in line with what could be anticipated with a permitted development of up to three stories at this location.

The development proposed, while residential, will have a different character to the surrounding residential area due to the adjoined building platforms, development density and height of the proposed dwellings when compared with the surrounding area. However, this different character is consistent with what can be now be expected in a residentially zoned area and the landscape and visual effects of the proposal are similar to what could be expected from a permitted development in this location.

Further improvements to on-site amenity for residents of the proposed development are recommended and are discussed in the urban design section below.

Urban Design matters

The above urban design review and below addendum to the review below has been carried out by Miriam Moore, Urban Designer at Boffa Miskell Limited, a national firm of consulting landscape architects, planners, ecologists and urban designers. I hold the qualifications of Bachelor of Laws and Arts and a Master of Urban Planning (Professional) and Urban Design (Honours) and am a member of the Urban Design Forum.

I have been an urban designer for 5 years, practicing both in Auckland and Wellington, working both in the public sector and in consultancies. I have experience in carrying out design review for commercial, mixed-use and medium and high-density residential proposals, spending two years in Auckland Council's design review team.

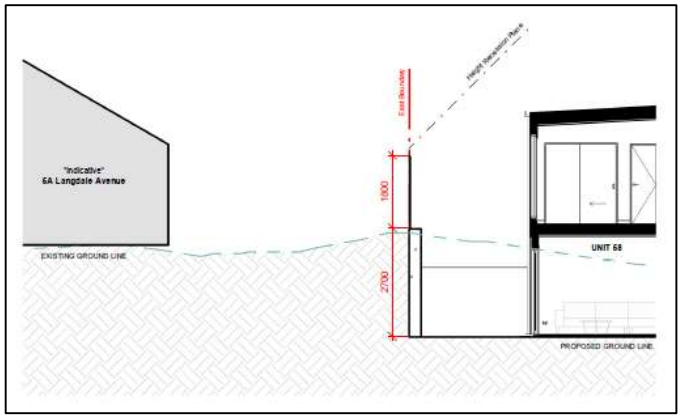
I confirm that I have read the Code of Conduct for expert witnesses contained in the 2014 Environment Court Practice Note and that I agree to comply with it. I confirm I have considered all the material facts that I am aware of that might alter or detract from the opinions I express. In particular, unless I state otherwise, this evidence is within my sphere of expertise and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

The amended plans have a more varied roof form. While the bulk of the individual blocks could have been better broken up by a varying the roof form within the blocks, it is considered that the varied roof form between blocks has resulted in a reduction of the collective bulk of the blocks as perceived from the neighbouring properties. The staggering of the building line further helps to break up the bulk of the building. It is agreed with the applicant's Urban Designer that the variation in roof form has improved the design.

The additional breaks in the building form have improved the bulk and massing of the building blocks – a concern raised in Mr and Mrs Grout's submission. These blocks now form a similar building length to the existing single homes in the surrounding area, which helps improve consistency of character.

The colour strategy has further improved to allow the units to read as multiple induvial homes, rather than a block, whilst keeping the palette simple. Along with the reduce block length, the proposal now has an increased visual interest and reduced bulk and viewed form neighbouring properties.

Privacy was addressed in multiple submissions, notably by Ms Bloemgarten (2 Regent Drive). It is agreed the original proposal had not adequately considered privacy, but a thorough assessment has since been provided by Urban Acumen. Louvres have now been added to every second unit (totalling 21 units) on the blocks where there were the greatest concerns were raised about overlooking and privacy – the north and eastern boundaries. These vertical louvres help divert overlooking onto neighbouring properties, reduce the number of bedrooms looking into the adjacent sites and add perceived privacy to the neighbouring properties (2D, 2C, 2E, 2F, 4, 4D, 4C, 8, 10 Cedar Drive, 2, 12, 14 Regent Drive and 2 Halsey Grove). It is partially agreed with the applicant's urban designer that privacy concerns have been improved through the addition of the vertical louvres. It is recommended louvres be introduced, or another method used such as obscuring the lower half of the windows, to provide more privacy for existing outdoor living areas adjacent to the proposed development at 2 Regent Drive, 2 Hasley Grove, 12 Regent Drive and 10 Cedar Drive. These would be for units 15, 17 (4E Cedar Drive) 26, 28 (2 Regent Drive), 30 (Halsey Grove) 35, 37 and 39 (12 Regent Drive). There would also be benefit in introducing this treatment to all northern and eastern boundary upper storey windows. While this is reasonable considering the development complies with all height in relation to boundary standards, the intensity to which the site is being developed has a cumulative impact on privacy of neighbouring properties.



The earthworks strategy has resulted in significant retaining that the applicant has not addressed in their response. While the up-to-3m retaining along the south-eastern boundary results in the proposal appearing as a single storey building to the properties to the south, this outcome has onsite amenity effects for future residents. The concerns expressed in the original memo remain outstanding. While it is acknowledged this is not the primary outdoor living space for future residents, this retaining wall will restrict perception of space from the outlook of the primary living area, reducing onsite amenity for these units. A stepped, planted

approach to reduce the dominance of this wall for future residents is still considered to be the best outcome. I submit that a further reduced number of dwellings and more natural cut and fill approach would reduce the onsite amenity impacts.

The updated urban design assessment adequately assesses the impacts on the neighbouring properties at the north-western, north-eastern and southern boundaries. The neighbouring north-western properties on Cedar Drive mostly do not have their private outdoor spaces adjacent to the development (apart from 4E, which has a secondary garden to the north). The breaks in the proposal align well with key outlooks from these dwellings. The views from the dwellings to the north-east at 10 Cedar Drive, 2 Regent Drive and 2 Halsey Grove will be to the dwellings, the blocks now are a similar length to the existing dwellings on Regent St, with the breaks reducing the bulk of the blocks as perceived from the habitable rooms. Privacy for all these neighbouring properties has been improved through the louvre strategy as mentioned – although it is considered this could be further improved.

Multiple submitters raised the ability of this site to meet the day-to-day needs of residents, such as bike storage, and it is agreed this still needs addressing. Council's planner has included a recommended condition requiring secure cycle parking, which has adequate passive surveillance and lighting. This condition is supported, although it is considered a development of this scale should have more than one cycle storage block and dispersed as the same frequency as the rubbish store. Considering the proximity to the Paraparaumu Train station, Paraparaumu Beach and the Mackays to PekaPeka adjacent Cycleway, it is considered bikes will be popular at this location and the units have no means of bicycle storage.

In summary, I consider the updated proposal to be an improvement on the original proposal. I do consider that a further reduction in units would enable the applicant to provide a design that requires less earthworks (and therefore a less intense retaining strategy), has more room for storage and amenity, and reduces the overall site intensity. However, I do consider a development of this type appropriate for the site.

BOFFA MISKELL LTD

Emma McRae
Associate Principal / Landscape Architect
NZILA Registered Landscape Architect
Boffa Miskell Ltd

Miriam Moore
Urban Designer
Boffa Miskell Ltd

Appendix F

CGW Peer Review

CGW Ref: 220719-LET-G-001-A
Date: 13 September 2022

Kapiti Coast District Council
175 Rimu Road
Paraparaumu 5032

Attention: Sarah Banks
By Email: sarah.banks@kapiticoast.govt.nz

Dear Sarah,

RE: Geotechnical Peer Review

240 Kapiti Road, Paraparaumu

1 Introduction

CGW Consulting Engineers (CGW) have been instructed by Kapiti Coast District Council (KCDC) to provide a peer review of the following geotechnical report:

- ENGEO Report 19667.000.001 dated 28 January 2022, submitted to KCDC as part of Resource Consent application.

It is understood from the information provided that the site is proposed to be redeveloped into a 139 multi-unit residential development, following 'cut & fill earthworks' to form the development platform.

The site is currently an area of undulating dunes occupied by a single property.

Our report limitations are attached.

2 Geology

Reference to the Wellington 1:250,000 Geological Series Sheet indicates the site is underlain by Aeolian dune sand deposits. Greater Wellington Regional Council (GWRC) data indicates a high risk of liquefaction potential.

3 ENGEO Investigation

ENGEO undertook their geotechnical investigations in December 2021 which comprised:

- 15 test pits to maximum depth of 3.2m;
- Scala Penetrometer tests adjacent the test pits to a maximum depth of 3.9m; and
- 6 Cone Penetrometer (CPT) tests to maximum depth of 15m.

3.1 Ground & Groundwater Conditions

Based on their investigations, ENGEO describe the ground conditions as predominantly loose becoming medium dense/dense 'dune' sands. Localised areas of 'uncontrolled' sand fill and peat/organic deposits were also encountered.

Groundwater was generally described at around 2m bgl.

3.2 Liquefaction Assessment

ENGEO indicate a Class D soil classification for the site in accordance with NZS1170.

The CPT testing was analysed for liquefaction settlement using the correct earthquake magnitudes (Mw) and peak ground accelerations (pga) from the NZGS November 2021 guidelines (after Cubrinovski), which are the values currently used by geotechnical professionals.

The analyses indicated negligible SLS (Serviceability Limit State) settlements and ULS (Ultimate Limit State) settlements over 100mm. Although ENGEO did not classify the site with relation to the MBIE Canterbury Guidance, these settlements would classify the site as TC3.

A pond is present some 50m to the east of the site. In view of the sand geology and high water table, this presents a risk of lateral spreading. However, ENGEO have not quantified the risk as per the MBIE Canterbury Guidance.

3.3 ENGEO Recommendations

ENGEO undertook an assessment of geohazards at the site in accordance with Section 106 of the Resources Management Act (RMA). They identified liquefaction and lateral spread as the most significant hazard. It was assessed that slope instability issues would be eliminated by earthworks.

ENGEO have noted the site will be subject to earthworks to produce a level development platform. It is stated that this would be undertaken in accordance with NZS4431:1989; however NZS4431:2022 has now become current.

ENGEO have assessed that imported gravel fills could be used for earthworks but site won sands may be suitable, subject to laboratory fill acceptance testing.

Due to the levels of liquefaction (TC3) ENGEO have indicated that some form of ground improvement would be required; however, they acknowledge this could be achieved by earthworks. MBIE Ground Improvement method G1a allows for 2m excavation and recompaction of site soils beneath foundations.

ENGEO recommend that the 'localised' organic/peat deposits should be excavated and replaced with engineered fill.

4 Conclusions & Recommendations

It is CGW's opinion that the ENGEO report is of professional standard and has been undertaken with respect to current standards and guidelines. CGW consider the ENGEO recommendations are pragmatic and sensible.

In CGW's opinion, it is likely that site won sands would be suitable for excavation and recompaction during earthworks.

MBIE TC3 generally allows for either NZS3604 timber frame superstructure or TC2 compliant concrete slabs; upon ground improvement. It is feasible that provided a 2m depth of sand beneath foundations is excavated and recompacted; the required earthworks may be able to integrate ground improvement as per MBIE Method G1a. If this is not feasible other forms of ground improvement will be required. To CGW's knowledge 'Stone Columns' have never been undertaken in the Kapiti, as the plant is not available/uneconomic. Alternative ground improvements, that have been used in Kapiti include geogrid reinforced gravel rafts (G1d) and 'Closely Spaced Timber Piles' (G5b).

Due to liquefiable soils being present beneath the water table, deep piled foundations are likely precluded, since as per MBIE guidance pile foundations cannot be end bearing in liquefiable soils.

5 Closure

CGW trust our report meets your requirements. Should you have any further queries please do not hesitate to contact us.

For and on behalf of CGW Consulting Engineers

Martin Williams

Principal Geotechnical Engineer (CPEng)

Enc: Limitations

CGW REPORT LIMITATIONS

a) This report has been prepared solely for the benefit of the named client, as per our brief and an agreed consultancy agreement. The reliance by any other parties on the information or opinions contained in this report shall, without our prior agreement in writing, be at such parties' sole risk.

b) Any assessments made in this document are based on the conditions indicated from published sources and the investigations described.

c) The conclusions and recommendations contained within this report are based on the investigations as described in detail above.

d) These Limitations should be read in conjunction with the EngNZ/ACENZ Standard Terms of Engagement as per our proposal and agreed consultancy agreement.

e) The nature and continuity of subsoil conditions, including groundwater, are inferred and it must be appreciated that actual conditions could vary. Defects and unforeseen ground conditions may remain undetected which might adversely affect the stability of the site and the recommendation made herein.

f) The conclusions and recommendations contained within this document are based on industry accepted methods for site investigation for ground conditions – these include published sources, site inspections and subsurface investigations as described in this document. As this is finite amount of information the conclusions and recommendations do not purport to completely describe all the site characteristics and properties for the whole of work site.

g) In addition, it is recognised that the passage of time affects the information and assessment provided in this document. CGW's opinions are based upon information that existed at the time of the production of the document. It is understood that the services provided allowed CGW to form no more than an opinion of the actual conditions of the site at the time the site was visited and cannot be used to assess the effect of any subsequent changes in the quality or features of the site, or its surroundings, or any laws or guidance or regulations.

h) Subsurface conditions relevant to construction works should be assessed by contractors who can make their own interpretation of the factual data provided. Contractors should perform any additional tests as necessary for their own purposes.

Appendix G

Jacob Stormwater Assessment

Resource Consent Application RM220070 for 240 Kāpiti Road, Paraparaumu

Date:	13 October 2022
Project name:	Contract No. 2015/C034 Professional Services for Flood Mapping, Recommended Building Levels and Assistance on District Plan Submissions
Project no:	IZ111501
Attention:	Tapiwa Mbona
Company:	Kāpiti Coast District Council (KCDC):
Prepared by:	Mazhar Ali, Damian Debski
Document no:	IZ111501-NW-MEM-1003
Copies to:	Rita O'Brien (KCDC)

Jacobs New Zealand Limited
Level 8, 1 Grey Street
Wellington, 6143
PO Box 10-283
Wellington 6011
New Zealand
T +64 4 473 4265
F +64 4 473 3369
www.jacobs.com

Purpose

At the request of Kāpiti Coast District Council (KCDC) we have reviewed the proposed stormwater disposal methods under resource consent application RM220070 lodged by Cuttriss Consultant Ltd on 8th March 2022 for land subdivision of 240 Kāpiti Road, Paraparaumu (Lot 1 DP 88870 held in RT WN56D/9).

We have reviewed the following supporting documents:

- Conceptual Stormwater Disposal Design Report (21 February 2022);
- Conceptual Scheme Plans (Appendix 5 of Resource Consent Application, Sheets 17 to 25).

This memo records our comments.

Comments

1. Soakage rates

   The proposed stormwater disposal method relies entirely on soakage and sub-surface storage for disposal of stormwater in rainfall events up to the 1% AEP, including climate change effects. The method is based on a single soakage test on existing ground conditions rather than formed ground.

   The percolation test was carried out using auger hole having depth of 1.22m to determine site soakage rates. For the current site soil conditions, a raw test rate of 313 mm/hr and a factor of safety of 4 have been adopted for storage design. Due to variations in ground conditions at the site and possible construction compaction, soakage rates for the location where the stormwater soakage device(s) are to be installed may however be less than the corresponding rates measured for the current site conditions. Given the total reliance of the performance of the proposed disposal method on effective soakage, further testing is recommended to confirm viability. We recommend repeating the percolation testing for more than one location under the current site conditions and at soakage device location after proposed earthworks for determining the soakage rates to finalise the soak pit size.

2. Soak pit storage – rainfall data

   Cuttriss have calculated the required storage volume of the proposed soakage pit using a nested rainfall event based on the 24-hour rainfall depth value of 160mm (only the 100-year ARI with 2090 climate has been used in the storage calculations). While reviewing the KCDC Isohyet Maps[1] for 2090 climate, it was identified that the project area is located between the isohyets of 160mm and 170mm, and the design rainfall depth for the 100 year ARI event with 2090 climate is approximately 162mm,

[1] Updated Isohyet Based Calculation of Design Peak flows, Kāpiti Coast District Council, 14 November 2016

instead of 160mm. This slight increase in design rainfall depth enhances the site runoff from 154.6 litre/sec to 156.5 litre/sec based on our high-level assessment. In view of this, it would be helpful if soak pit device size could be recalculated considering a value of 162mm as design 24-hour rainfall depth for the 100 year ARI evet with 2090 climate.

3. Soak pit storage – runoff calculations

   The report presents the details of runoff calculations of each post-development land use feature (Conceptual Stormwater Disposal Design Report, Table 3) for the 60 minutes duration storm. The report does not present the results of the 10 minutes duration storm which is proposed to be adopted to check the individual pipe capacities during details design. As per Section 9 of the report, it is described that the estimated peak flow of the 60 minutes storm is less than that of the 10 minutes storm while the runoff volume generated by the 60 minutes storm is higher as compared to the 10 minutes storm. In view of this, the results of the 60 minutes storm are adopted for conceptual design of proposed soak pit. It would be helpful if the runoff calculation details of the 10 minutes storm could also be provided for review.

   Besides this, Cuttriss has conveyed the revisions made to the plans through a letter to KCDC on 6th October 2022 and shared new plans. As per new plans, they introduced changes in the post-development land use features which may change the peak flow and runoff volume calculated for the developed area. We recommend recalculating the runoff for the site considering new plans.

4. Soak Pit Base Level and Water Table

   Trial pits at the site indicate a current groundwater level of around 3.9mRL. The minimum proposed road surface level appears to be 5.49mRL. Sub-surface storage devices are to be located with inverts a minimum of 1.46m below finished ground levels – i.e., around 4mRL or potentially lower. This is close to the water table as measured on site under current climatic conditions (3.9mRL). High groundwater levels will reduce the volume of sub-surface storage provided to less than the design value and reduce the soakage rate. This may consequently result in secondary overland flow out of the site (ref. Item 6 below). Climate change is expected to increase groundwater levels in the future due to mean sea level rise and changes in rainfall and evapotranspiration rate. Further consideration of the effects of the water table on the proposed solution – in the present and in the future – and allowance for this in the design of the solution are recommended.

5. Flood Hazard Assessment – Proposed Stormwater Network

   The stormwater collection network proposed to discharge the floodwater from the site to soak pit device is planned to be designed for the 10% AEP event and all runoff in the 1% AEP event is to be conveyed to the soak pits without secondary flow leaving the site. It is recommended to test the performance of the collection network (pipes and overland flow paths) for the 1% AEP event through hydraulic modelling during detailed design.

6. Flood Hazard Assessment – Offsite effects

   The KCDC flood hazard GIS maps shows that Halsey Grove is a flood hazard (ponding) zone in the 1% AEP storm with 2090 climate and the estimated water level at this location is 5.5m RL (including freeboard allowance). Any runoff which exceeds the capacity of the proposed soakage and subsurface storage system will be directed to the existing flood hazard area in Halsey Grove via a secondary flow path. At present, excess rainfall on the site is either drained via an existing SW pipe in the western corner of the site or stored in low lying depressions. Overland flow from the site to Halsey Grove is currently generally prevented by higher ground in the site adjacent to Halsey Grove.

   Therefore, the proposed arrangement introduces a potential additional source of flooding to the Halsey Grove area if the stormwater disposal system does not operate as intended (ref. previous Items above) and increased flood hazard in that area. Further justification of the performance of the system or alternative solutions such as surface storage within the site to avoid increasing hazard outside the site is recommended.

7. Finished Floor Levels

   Drawing 22930 SCH1 Sheet 16 Rev A shows proposed Finished Floor Levels (FFLs) ranging from 5.7mRL adjacent to Halsey Grove to 6.6mRL adjacent to Kāpiti Road. Kerb level on Kāpiti Road is stated to be around 6mRL however KCDC LiDAR survey indicates crown levels up to 6.5mRL on Kāpiti Road – i.e., less than 150mm below the proposed FFL.

   Recommend that further information is provided to confirm that proposed FFLs are above the 1% AEP water levels along overland flow paths within the site (including climate change allowance) and will also meet Building Code requirements in relation to crown of road outside the site.

Limitations

We have not assessed the design of the proposed stormwater collection system for the road reserve for adequacy in conveying the runoff to the proposed soak pits. Our review of soakage rates and water table is limited to the information provided in the report.