



Subdivision and Land Use Consent Application and Assessment of Effects

240 Kapiti Road, Paraparaumu

Prepared for:

Gresham Trust

Ref: 22930

Document Control			
Version	Description	Author/Reviewer	Date
A	Draft	Emma McLean / Elliott Thornton	22/02/2022
B	Final	Emma McLean	08/03/2022

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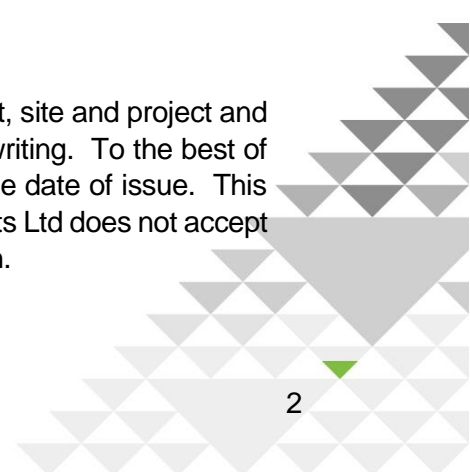
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Disclaimer

This report has been specifically prepared for the abovementioned client, site and project and is a professional opinion based on information available at the time of writing. To the best of our knowledge, the information contained in this report is accurate at the date of issue. This report is not intended as a guarantee or warranty and Cuttriss Consultants Ltd does not accept responsibility for the accuracy or completeness of third party information.



APPLICATION FORM

APPLICANT

Gresham Trust

NAMES OF OWNER/S AND OCCUPIER/S OF THE SITE

Gresham Trustee Limited

SITE ADDRESS

240 Kapiti Road, Paraparaumu

LEGAL DESCRIPTION

Lot 1 DP 88870 held in RT WN56D/9

DISTRICT PLAN ACTIVITY ZONE

General Residential Zone

TYPE OF RESOURCE CONSENT

Subdivision and Land Use Consent

ADDITIONAL RESOURCE CONSENT/S

Consent will be required for bulk earthworks exceeding 3,000m² in area. A separate application is being lodged with Greater Wellington Regional Council.

DESCRIPTION OF APPLICATION

Undertake the construction of a medium density residential development, associated earthworks and subdivision.

DEPOSIT FEE

\$4,890.00

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SECTION 1

1. INTRODUCTION

Resource consent is sought for a 311-lot subdivision, 139 two-storey residential units and associated earthworks on the property at 240 Kapiti Road, Paraparaumu. The development will include:

- 120 two-bedroom units, ranging from 72m² to 75m² in area
- 19 three-bedroom units, ranging from 106m² to 109m² in area
- 170 car parks
- an internal private two-way road network
- communal open space

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

Earthworks associated with the development comprise a total of 23,940m³ and a maximum vertical ground alteration of 4.4m of cut in the eastern area of the subject site.

The overall activity status under the District Plan is non-complying.

This resource consent application is supported by architectural plans, geotechnical and civil engineering assessments, a traffic assessment, a design statement, a visual and landscape effects assessment and an urban design assessment.

Please refer to the attached assessment of the effects that the proposed activity may have on the environment, in accordance with New Schedule 4 of the Resource Management Act 1991 ('the Act').

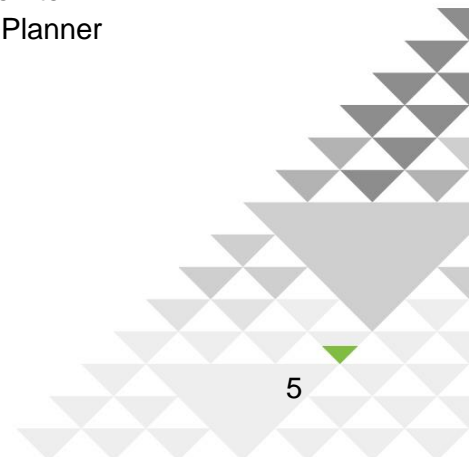
I have attached other information, as I have considered necessary, which is required to be included in the application by the Kāpiti Coast District Plan. As this application includes subdivision, I have also attached information that is sufficient to adequately define the position of all new boundaries and the areas of the new allotments.



Prepared by: Emma McLean
Senior Planner

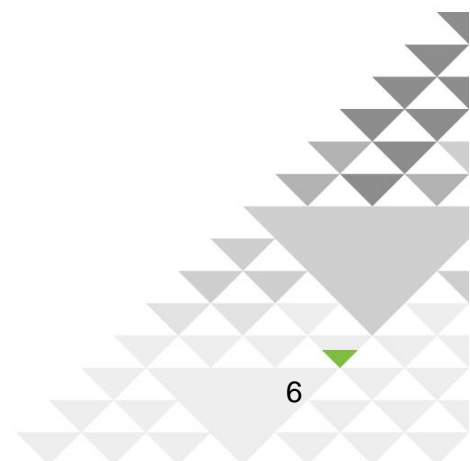


Reviewed by: Elliott Thornton
Principal Planner



Summary Table

Job Number:	22930
Address of Site:	240 Kapiti Road, Paraparaumu
Site Area:	1.8994ha
Territorial Authority:	Kāpiti Coast District Council
Regional Council:	Greater Wellington Regional Council
Operative District Plan:	Kāpiti Coast District Plan updated 1 March 2022
Proposed Plan:	Not Applicable
Zone:	General Residential
Precinct:	N/A
Overlays:	Coastal Environment Flood hazard; ponding. Major Community Connector; Kapiti Road Transportation Noise Effects Route (including Airport Outer Control) and the Airport Plan: Runways Height Surfaces (Runway 16-34 Approach Surface).
Tenure:	Freehold
Registered Owners:	Gresham Trustee Limited
Applicant:	Gresham Trustee Limited C/- Cuttriss Consultants
Type of Application:	Resource Consent
Type of Development:	Land Use and Subdivision
Activity:	Medium Density Residential Development Residential Activity Subdivision Earthworks
Activity Status:	Non-Complying



SECTION 2

2. PROPOSED ACTIVITY

2.1 SITE DESCRIPTION

Physical Description

The subject site is located on the northern side of Kapiti Road, Paraparaumu between Cedar Drive and Langdale Avenue. The surrounding area is largely residential, with St Paul's Anglican Church to the south, Kāpiti Airport on the southern side of Kapiti Road and a mix of commercial and light industrial to the east and west. Refer to Figure 1 below for the layout of local area land uses.



Figure 1 Residential (blue), church (purple), commercial/light industrial (red), open space/park (dark green), and airport land (light green) uses within proximity to the subject site.

The subject site is in proximity (~1,000m radius or 2min) to facilities such as to New World, Mitre 10, Paraparaumu Beach School, several bus stops, and Paraparaumu Beach Town Centre. The bus stops are on route 260, which links Raumati Beach, through Paraparaumu Beach along Kapiti Road, to Paraparaumu Rail Station. Two bus stops are located on Kapiti Road, approximately 25m from the western boundary. Refer to Figure 2 below for some of the nearest facilities,

Mackay's to Peka Peka Expressway is approximately 1km directly southeast. Given the size of Kāpiti Airport, there are no amenities within the 1km radius directly to the south and south-west.

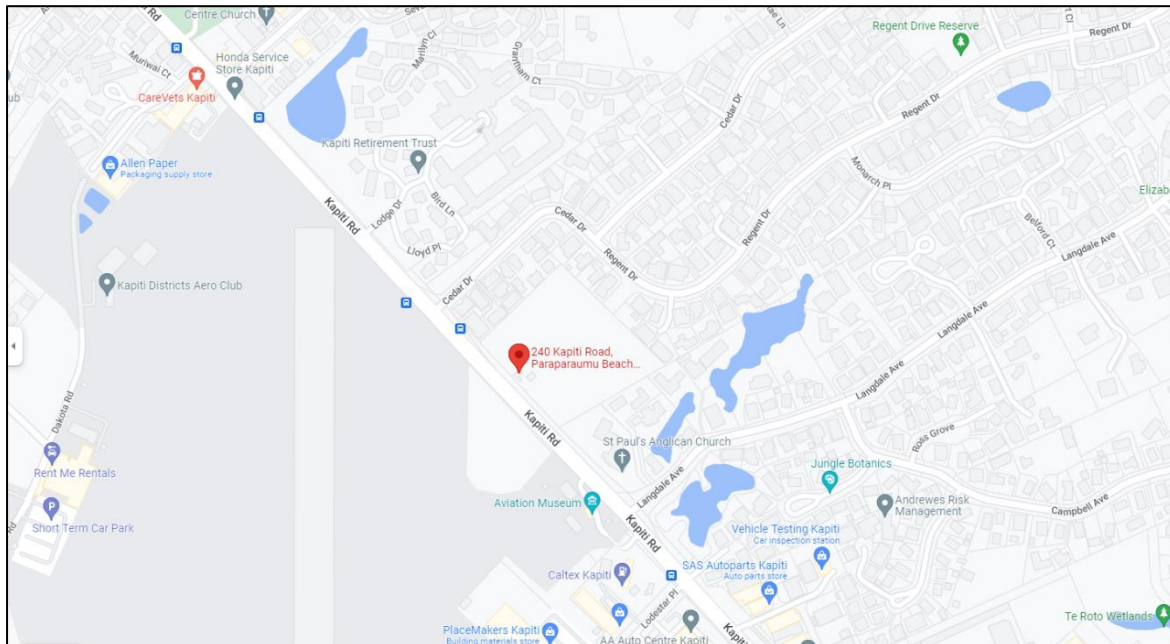


Figure 2 Locality Map. (Source: Google Maps)

The 1.89ha site is predominantly grass-covered residential site. There is a small dwelling in the centre of the Kapiti Road frontage, with a large double garage to the south. An old pump station shed is located near the centre of the site. The site is typical of an original coastal allotment, covered in rolling dunes and little vegetation. Towards the southern and western portions of the site there are patches of mature pine trees. The site has predominantly been used for horse grazing.

The subject site has two road frontages: approximately 130m with Kapiti Road and 17m with Halsey Road.

The below photos were taken during a site visit on 28 January 2022.



Figure 2 Northern corner as viewed from the central-western area of the subject site.



Figure 3 Halsey Grove access to the subject site.



Figure 4 Western corner of the property with 2C, 2D and 2E Cedar Drive and Kāpiti Airport in the picture.



Figure 5 Single storey dwelling (cottage) on the subject site addressing Kapiti Road.

Legal Description

The application site is legally described as Lot 1 DP 88870 and held in Record of Title WN56D/9. There are no restrictions or interests registered on the Record of Title which affect Council’s ability to grant consent to this application.

A copy of the Record of Title is attached at Appendix 1.

2.2 TYPE OF PROPOSAL

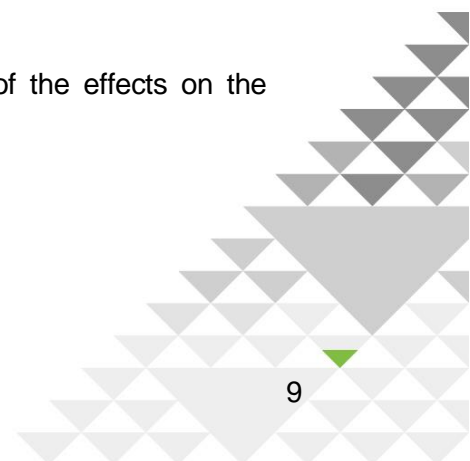
The proposed development is considered Land Use and Subdivision in accordance with section 87 of the *Act*.

Table 3: Resource Management Act 1991 Definition

Activity	Definition
Land use	A consent to do something that would otherwise contravene section 9(3) of the Act being the use of land in a manner that contravenes a district rule see section 2.2 below.
Subdivision	A consent to do something that would otherwise contravene section 11 of the Act being the subdivision of land in a manner that contravenes a district rule see section 2.2 below. Subdivision of land is defined under section 218 of the Act as being the division of an allotment by an application to the Registrar-General of Land for the issue of a separate record of title for any part of the allotment.

Pursuant to section 88 of the *Act*, this application is supported by:

- information relating to the activity, including an assessment of the effects on the environment
- appropriate supporting documents
- the required deposit fee.



2.3 DESCRIPTION OF PROPOSAL

Resource consent is sought for a medium density residential development and associated subdivision and earthworks on the property at 240 Kapiti Road, Paraparaumu.

Land Use – Residential Units

The proposed medium density development will involve the construction of 139 residential units on the residentially zoned land at 240 Kapiti Road, Paraparaumu in the configuration outlined in Appendix 2.

The 139 units will be constructed in 18 blocks which comprise up to 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. 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.

The proposal intends to be constructed generally as shown on the 240 Kapiti Road Resource Consent plans prepared by Designgroup Stapleton Elliott are contained within Appendix 3 and detailed in Table 4 below:

Table 4: Plans of Development

Title	Drawing No.	Revision	Date
Locality Plan	RC01	1	21/02/2022
Context Plan	RC02	1	21/02/2022
Reference Plan	RC03	1	21/02/2022
Site Plan – Ground Floor	RC07	1	21/02/2022
Site Plan – First Floor	RC08	1	21/02/2022
2 Bedroom Unit – Type 1	RC16	1	21/02/2022
2 Bedroom Unit – Type 2	RC17	1	21/02/2022
2 Bedroom Unit – Type 3	RC18	1	21/02/2022
3 Bedroom Unit – Type 1	RC19	1	21/02/2022
3 Bedroom Unit – Type 1 (Bath Option)	RC20	1	21/02/2022
3 Bedroom Unit – Type 2	RC21	1	21/02/2022
3 Bedroom Unit – Type 3	RC22	1	21/02/2022
2 Bedroom Unit – Type 1	RC23	1	21/02/2022
2 Bedroom Unit – Type 2	RC24	1	21/02/2022

Title	Drawing No.	Revision	Date
2 Bedroom Unit – Type 3	RC25	1	21/02/2022
3 Bedroom Unit – Type 1	RC26	1	21/02/2022
3 Bedroom Unit – Type 2	RC27	1	21/02/2022
3 Bedroom Unit – Type 3	RC28	1	21/02/2022
Landscape Masterplan	RC29	1	21/02/2022
Landscape Plans (Units 1-16)	RC30	1	21/02/2022
Landscape Plans (Units 17-30)	RC31	1	21/02/2022
Landscape Plans (Units 31-43)	RC32	1	21/02/2022
Landscape Plans (Units 44-52)	RC33	1	21/02/2022
Landscape Plans (Units 53-65)	RC34	1	21/02/2022
Landscape Plans (Units 66-77)	RC35	1	21/02/2022
Landscape Plans (Units 78-86)	RC36	1	21/02/2022
Landscape Plans (Units 87-96)	RC37	1	21/02/2022
Landscape Plans (Units 97-102)	RC38	1	21/02/2022
Landscape Plans (Units 103-109)	RC39	1	21/02/2022
Landscape Plans (Units 110-116)	RC40	1	21/02/2022
Landscape Plans (Units 117-122)	RC41	1	21/02/2022
Landscape Plans (Units 123-131)	RC42	1	21/02/2022
Landscape Plans (Units 132-139)	RC43	1	21/02/2022
Landscape Plans (Central Park)	RC44	1	21/02/2022

Design

The residential units have been architecturally designed, offering two unit typologies that come in a range of design formalities for articulation and individuality. The proposed units are two storeys in height and contain an open plan kitchen, dining and living area, and toilet on the ground floor and a bathroom and either two or three bedrooms on the first floor. Outdoor living areas are provided with access directly from internal living areas. Generally, each block of units comprises a three-bedroom apartment at each end with two-bedroom units in the middle.

As stated in the Architectural Design Statement, attached at Appendix 4, *'The residential units will be formed from timber framed construction. Visual interest and articulation is evident throughout the development with the differentiation of unit types, that includes alternating cantilevers, overhanging eaves and wing walls, as well as material contrast. Unit types mix full height verticality of white brick cladding with some units having the ground floor as white brick, with a 'floating' box above which is a render system cladding.'* The mix of building material will reflect architectural colour and themes common in coastal areas. To reduce the height of the buildings, mono-pitched roof forms are incorporated into the design.

Landscaping

Landscaping will be undertaken on the proposed residential lots, surrounding the ring road, separating carparking areas and around the proposed park. The landscaping undertaken within the proposed development aims to achieve private and usable outdoor living areas, soften and reduce the extent of hard surfaces, and to assist in breaking up the built form of the development.

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. 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 to add variety in plant typology. This planting will be interspersed with native specimen trees that have the ability to grow up to 5m in height. If specimen trees are located where they coincide with underground infrastructure roof barriers will be put in place. Much of the communal open space will be grassed for occupants' recreational use. The outdoor living spaces for each unit will be made up of permeable paving and artificial lawn.

A variety of hard landscaping finishes will also break up these areas. These finishes include exposed aggregate concrete for the outdoor living areas, asphalt for parking and roading, and brushed concrete for the pathways.

Timber fencing will 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 will be undertaken in the first planting season following the completion of the construction of the dwellings and roading.

Architectural and landscaping plans of the medium density development are attached at Appendix 3.

Land Use – Earthworks

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 Table 5 below.

Table 5: Earthwork Details

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

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 aforementioned retaining walls are located on the external boundaries. 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 considered not considered a building under the District Plan.

Refer to Sheet 16 'Scheme Plan – Earthworks' contained within the Subdivision Plan Set attached at Appendix 5.

Subdivision

Resource consent is sought to undertake a 311-lot subdivision of the site at 240 Kapiti Road, Paraparaumu, associated with the unit development, and outlined in the configuration at Appendix 6

The proposed fee-simple subdivision incorporates the following features:

- 139 residential allotments ranging in size from 58m² to 207m² (shown as Lots 1 to 139).
- 170 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.
- One network utility allotment of 13m² (shown as Lot 501). This will contain a transformer to supply power 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 1-139. Each owner of proposed Lots 1 to 139 will have a covenant registered on their title requiring them to belong to the Residents Society. The 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. Essentially, the residents' society documentation will act the same as a body corporate in a unit title development. The applicant is undertaking a similar development, The Paddington in Wellington City, which is nearing completion of its first stage and has recently obtained resource consent for another similar development, The Florian (10 Trieste Way) in the Kāpiti Coast. The ownership structure of this development will be the same.

As part of the proposal, the applicant is seeking to undertake a staged development and is seeking flexibility in the construction of the building blocks. We ask that a condition in respect to this be imposed on the consent, similar to the following:

Individual certifications pursuant to sections 223 and 224(c) of the Resource Management Act 1991 will be issued for this proposal in a series of stages 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;*
- *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 set out in this notice of decision;*
- *All engineering conditions and any development contribution payable pertaining to the allotments shown on the survey plan must be satisfied prior to the execution of a certificate pursuant to section 224(c) of the Act.*

Works and services associated with the proposed subdivision are provided in Section 2.3 of this report.

Scheme plans of the proposed subdivision are attached at Appendix 5.

2.4 WORKS AND SERVICES

An Engineering Infrastructure Report (Appendix 7) and a Stormwater Disposal Design Report (Appendix 8) detail the proposed servicing for the development and are also shown on Sheets 17 to 25 of the scheme plans at Appendix 5. All services will be privately owned and maintained by the Residents Society. In summary,

Water Supply

The development will be connected to Council's reticulated network for water supply for residential demand and fire-fighting via 150mm connections to the existing mains in Halsey Grove and Kapiti Road. These will supply a 100mm ring feed around the development road, and associated MDPE ridermains. All manifolds will be single metered manifolds at the front of each of the units.

Sewage Disposal

The development will be serviced via new gravity mains through to the existing manhole (KWWN004687) on Halsey Grove. It is suspected that the short section of 150mm PVC main (KWWP004554) in Halsey Grove is too shallow and may require relaying at a shallower gradient to provide fall to the proposed development.

The new gravity 150mm dia. mains will achieve minimum falls required by NZS4404:2010. Individual service connections to the proposed new wastewater will be 100mm PVC laterals either connecting into new manholes or saddling onto the new main with proprietary 100mm on 150mm 'Y' junctions.

Stormwater Reticulation

Stormwater disposal will be via a crate/modular soakage system with a secondary overflow within the proposed road carriageway. The system is design to cater for the 1% annual exceedance probability rainfall event on site.

Power and Telecommunications

Power and telecommunications are available within Kapiti Road and Halsey Grove and suitable connections will be provided to each proposed allotment.

Access

As previously mentioned above, a private ring-road will be constructed as part of the development and held in one allotment (proposed Lot 500) with common ownership between proposed Lots 1 to 139. This private road will be accessed via Halsey Grove and will provide access to the entire residential development. The formed carriageway will be a 5.8m width to allow for two-way vehicle flow throughout the development, constructed with asphalt.

Public pedestrian access will be provided to Kapiti Road through a 2m wide pedestrian pathway in the centre of the site. This path will connect users of Halsey Grove, and Regent Drive, with a directly link through the site.

Rubbish Collection

Collection of refuse and recycling will be undertaken by private refuse collection vehicle circulating through the development emptying bins from the internal ring road, adjacent to the six dedicated refuse collection points. The waste and recycling bins will be screened by timber fencing and soft landscaping.

The six refuse collection points are located to ensure most of the dwellings are within 30m from a refuse area. Residential dwellings 1, 51, 52, 64, 65 and 115 are located outside of the 30m radius and the applicant will need to apply for an exemption at building consent stage. The refuse areas have been sized to accommodate sufficient bins for collection 3 times per week. Consultation was undertaken with Ruth Clarke, Kāpiti Coast District Council's Waste Projects Manager, advised the waste and recycling litres required for the development and this has been catered between the six refuse collection areas.

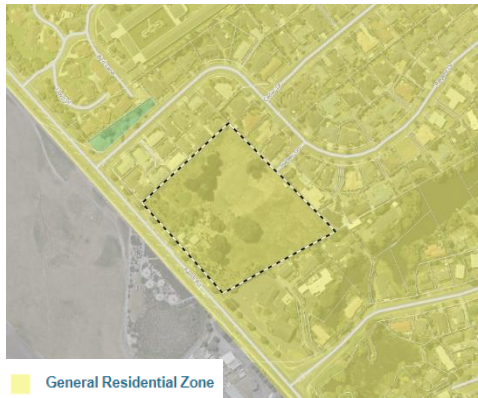


Financial Contributions

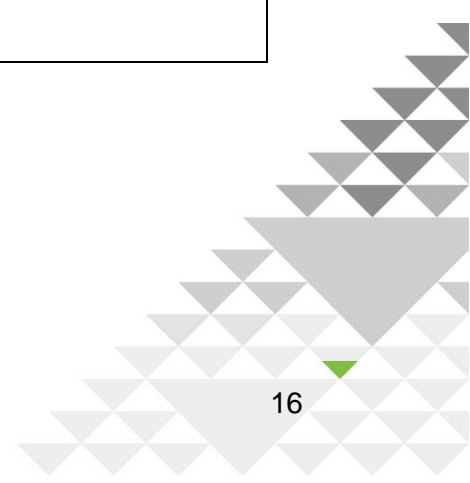
While the proposal represents a 311-lot subdivision, it will create an additional 139 additional residential units of demand being created. It is anticipated that reserves contributions will be calculated in accordance with Chapter 12 of the Proposed District Plan for 139 additional units of demand.




2.5 ASSESSMENT AGAINST THE RELEVANT RULES AND STANDARDS

District Plan Notations

Table 6: District Plan Notations

District Plan Notation	Notes
<p>Zone</p>  <p>General Residential Zone</p>	<p>The site is within the General Residential Zone.</p>
<p>Natural Hazards</p>  <p>Flood Hazard – Ponding</p>	<p>The site is mapped as being within the Flood Hazard – Ponding Overlay. Ponding refers to areas where slower-moving flood waters could pond during or after a flood event. A full assessment of flood effects is contained within Section 4.2 of this report.</p>
<p>Transportation Noise Effects Route</p>  <p>Transportation Noise Effects Route</p>	<p>The site is mapped as being within the Transportation Noise Effects Route. This means the site has the potential to be affected by noise from the airport or road. An assessment of these effects is contained within Section 3.2 of this report.</p>



District Plan Notation	Notes
<p>Coastal Environment</p> 	<p>The site is within the Coastal Environment</p>
<p>Transport Hierarchy</p> 	<p>The main road frontage is to Kapiti Road which is classified as a Major Community Connector.</p>
<p>Runways Height Surfaces (Runway 16-34 Approach Surface)</p> 	<p>The site is subject to Runways Height Surfaces, which restrict the heights of buildings and structures within the take-off and approach surfaces. An assessment of these effects is contained within Section 3.2 of this report.</p>

District Plan Definitions

The proposed activity would be defined under the District Plan as:

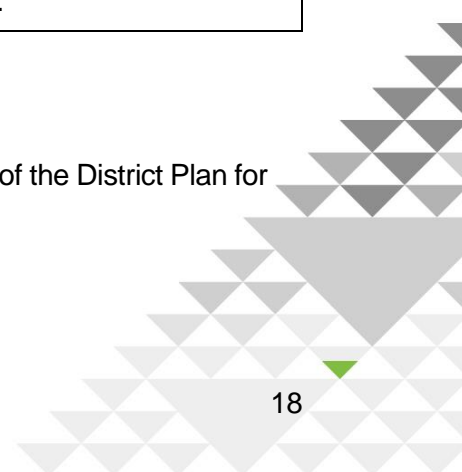
Table 7: Proposed Activity

Activity	Definition
Earthworks	means the alteration or disturbance of land, including by moving, removing, placing, blading, cutting, contouring, filling or excavation of earth (or any matter constituting the land including soil, clay, sand and

Activity	Definition
	rock); but excludes gardening, cultivation, and disturbance of land for the installation of fence posts.
Medium Density Housing	refers to any housing type (detached, semi-detached, or terraced) falling within a gross average density range of 350m ² – 250m ² per unit with a minimum development area of 200m ² and capable of containing an 8 metre diameter circle, involving four or more units. It does not include conventional 'infill' where a residential unit is placed on a single allotment with an existing residential unit.
Residential Activity	means the use of land and building(s) for people's living accommodation.
Residential Building	means a building, part of a building, or residence (whether temporary or permanent), including a minor residential unit or mobile home (e.g. caravan, motor home, house truck and campervan) that is capable of, or is, being used for the purposes of residential activities (excluding visitor accommodation other than temporary residential rental accommodation) and includes kitchen and bathroom facilities.
Subdivision	<p>has the same meaning as "subdivision of land" in section 218 of the RMA (as set out below)</p> <p>means—</p> <ol style="list-style-type: none"> a. the division of an allotment— <ol style="list-style-type: none"> i. by an application to the Registrar-General of Land for the issue of a separate certificate of title for any part of the allotment; or ii. by the disposition by way of sale or offer for sale of the fee simple to part of the allotment; or iii. by a lease of part of the allotment which, including renewals, is or could be for a term of more than 35 years; or iv. by the grant of a company lease or cross lease in respect of any part of the allotment; or v. by the deposit of a unit plan, or an application to the Registrar-General of Land for the issue of a separate certificate of title for any part of a unit on a unit plan; or b. an application to the Registrar-General of Land for the issue of a separate certificate of title in circumstances where the issue of that certificate of title is prohibited by section 226.

District Plan Standards

The relevant rules and assessment against permitted activity standards of the District Plan for this application are outlined in Appendix 9.



District Plan Status

Residential Buildings

New buildings are provided for as a permitted activity where they comply with the relevant design, bulk and location standards. As demonstrated in the table above, the buildings are unable to achieve compliance with the number of buildings per allotment, site coverage, height envelope, outdoor living areas and yards. As such, the proposed buildings are a discretionary activity pursuant to GRZ-R18.

Fences and walls are provided for as permitted activities where they are less than 2m in height (combined). Due to the level of earthworks and the retaining walls required, the external boundary treatment will be a maximum of 2.0m in height and are therefore considered a permitted activity pursuant to GRZ-R3.

Medium density housing is a non-complying activity pursuant to GRZ-R22 where it is located outside of the Medium Density Housing Precinct.

Noise

Noise sensitive activities are permitted within all Residential Zones subject to Airport noise boundaries where their habitable rooms are acoustically insulated, and a certificate is provided. While the proposed units will be acoustically insulated, no design certificate is provided with this resource consent application. As such, the insulation of the proposed units is considered a non-complying activity pursuant to NOISE-R23.

Earthworks

Where all the relevant standards are complied with, earthworks are provided for as a permitted activity. The proposed earthworks do not comply with permitted activity standard for volume or ground level alteration. As a result, this proposal is considered to be a restricted discretionary activity, pursuant to EW-R5.

Subdivision

Subdivision creating new allotments in the General Residential Zone, where the subject site is greater than 3,000m², is provided for as a restricted discretionary activity where it meets all the relevant standards. The proposed subdivision fails to comply to meet the minimum and average lot size, shape factor, and block length. As such, the proposed subdivision is provided for as a non-complying activity pursuant to SUB-RES-R32.

Subdivisions which create a lot for network utility purposes are provided for as a controlled activity where all relevant standards are complied with. The creation of proposed Lot 501 complies with the relevant standards and as such, this aspect of the development is a controlled activity pursuant to SUB-DW-R1.

Natural Hazards

The creation of an additional allotments on land with peat or sand soils is provided for as a restricted discretionary activity, where all relevant standards are complied with. The proposed development does not meet the minimum dimension standard on all proposed residential allotments. As such, the proposal development is considered to be a discretionary activity pursuant to SUB-DW-R15.

Infrastructure

Servicing

Infrastructure in relation to the servicing for water supply, wastewater, and stormwater will be undertaken in accordance with the Subdivision and Development Principles and Requirements and comply with the restricted discretionary standards pursuant to SUB-DW-R5.

All new buildings are required to provide a rainwater storage tank and/or greywater system pursuant to INF-MENU-R27. The proposed development will not be providing either water-saving option, as such is provided for as a non-complying activity pursuant to INF-MENU-R37.

Transport

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. Major traffic activities are provided for as a restricted discretionary activity where all standards are complied with. Whilst the application is supported by a transportation assessment, it is not supported by a traffic plan.

Vehicle access is provided for as a permitted activity where it complies with the relevant standards. As demonstrated in the above table, the proposed access is unable to achieve compliance with the minimum sight distances for access.

As such, the proposed vehicle movements and sight distances are considered a discretionary activity pursuant to TR-R11

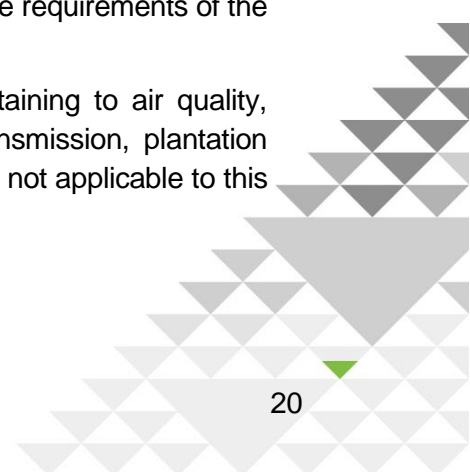
Off-street parking is required for all residential developments at two car parks per household unit. As demonstrated in the above table, the proposed development will provide one car park per household unit and therefore this aspect of the development is provided for as a discretionary activity pursuant to TR-PARK-R32.

New roads are provided for as a controlled activity where they provide dedicated cycle paths. As part of this development, dedicated cycle paths are not provided and as such the provision of the new road is considered a discretionary activity pursuant to TR-R15.

2.6 NATIONAL ENVIRONMENTAL STANDARDS

Under National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health, if a site has been the subject of an activity or industry described in the Ministry for the Environment's Hazardous Activities and Industries List ('HAIL') then the NESCS warrants further consideration. It is our understanding that no previous activities have occurred on the site which are identified on the HAIL list. As such, the site is considered to not be contaminated and an assessment of the proposed activity against the requirements of the National Environmental Standard is not required for this proposal.

It is also considered that the National Environmental Standards pertaining to air quality, telecommunication facilities, sources of drinking water, electricity transmission, plantation forestry, marine aquaculture, fresh water and storing tyres outdoors are not applicable to this proposal.



2.7 OTHER CONSENTS

Resource consent is being concurrently sought from Greater Wellington Regional Council for earthworks and development exceeding 3,000m².

2.8 PERMITTED BASELINE FOR THE SITE

Under Sections 104 and 95D of the Act, a consent authority may disregard any effects on the environment that are permitted under a District Plan rule.

The permitted baseline regarding built form onsite includes four 8m high dwellings, where they are capable of being contained within their own allotment which is at least 450m² in area, and an average of 600m² over the entire property. The dwellings would need to comply with 40% total site coverage, 8m in height (from original ground level), be within recession planes of 2.1m and 45 degrees and located no closer than 4.5m from the road boundaries and 3m from all other boundaries, except one side boundary which can be 1.5m. These dwellings also require 30% site permeability and 40m² of outdoor living area with a dimension of no less than 4m.

Construction of accessory buildings is also a permitted activity up to 60m² provided they comply with the development standards for site coverage, building height, recession planes, yards, and permeable surfaces.

In the context of the subject site at 240 Kapiti Road, a permitted baseline could therefore reasonably include four two-storeyed dwellings, alongside accessory buildings and one minor flat. Given the subject site is 1.89ha, it can easily accommodate four allotments at an average area of 0.4748ha (4,748m²). Each dwelling could comprise five-bedrooms detached two-storey dwelling. Typically, a dwelling of this size is no more 400m² with a ground floor area of no more than 260m² achieving compliance with the 40% site coverage of no more than 7,597m² for the entire subject site.

Each dwelling could then reasonably be subdivided as a controlled activity and comprise a minor dwelling on each allotment.

2.9 OVERALL STATUS OF APPLICATION

It is considered that the subdivision and land use consents are not mutually exclusive, and hence it is necessary to consider the effects of both subdivision and land use under a single assessment. On this basis, when bundled, taking into consideration the District Plans and relevant National Environmental Standards, the proposed subdivision is a **non-complying activity**.

SECTION 3

3. NOTIFICATION ANALYSIS & CONSULTATION

3.1 SECTIONS 95A AND 95D PUBLIC NOTIFICATION ANALYSIS

Section 95A specifies that a consent authority must follow the four-step process (set out in section 95A) in the order given, to determine whether to publicly notify an application.

It is considered that the proposal is not required to be publicly notified for the following reasons in accordance with the prescribed steps.

Step 1: mandatory public notification in certain circumstances:

- The applicant has not requested public notification
- Public notification is not required under section 95C
- The application has not been made jointly with an application to exchange recreation reserve.

Step 2: if not required by step 1, public notification precluded in certain circumstances:

- Public notification is not precluded as the application is for a non-complying activity which is not a boundary activity.

Step 3: if not precluded by step 2, public notification required in certain circumstances:

- Public notification is not required. The proposed activity is not subject to a rule or national environmental standard that requires public notification, and it is the case of this AEE that the potential adverse effects on the wider environment are no more than minor.

Step 4: public notification in special circumstances:

- It is considered that there are no special circumstances specific to this application that would require this proposal to be publicly notified.

In determining whether the adverse effects on the environment may be more than minor, a consent authority:

- must disregard any effects on persons who own or occupy the land in, on, or over which the activity will occur and/or any land adjacent to that land
- may disregard an adverse effect of the activity if a rule or national environmental standard permits an activity with that effect
- in the case of a restricted discretionary activity, must disregard an adverse effect of the activity that does not relate to a matter for which a rule or national environmental standard restricts discretion
- must disregard trade competition and the effects of trade competition, and
- must disregard any effect on a person who has given written approval to the relevant application.

3.2 SECTIONS 95B AND 95E LIMITED NOTIFICATION/AFFECTED PARTIES ANALYSIS

Section 95B states that if a consent authority does not publicly notify an application, it must decide if there are any affected persons.

Step 1: certain affected groups and affected persons must be notified:

- There are no affected customary rights groups, customary marine title groups, the application site is not on or adjacent to, or may affect, land that is the subject of a statutory acknowledgement.

Step 2: if not required by step 1, limited notification precluded in certain circumstances:

- The application is not precluded from notification by a rule of national environmental standard and, as the application is for a non-complying activity, limited notification is not precluded by step 2.

Step 3: if not precluded by step 2, certain other affected persons must be notified:

The following assessment applies in accordance with section 95B(7):

Section 95E applies when a consent authority is deciding if a person is an affected person. A consent authority must decide that person is affected if the activity's adverse effects on the person are minor or more than minor but not less than minor.

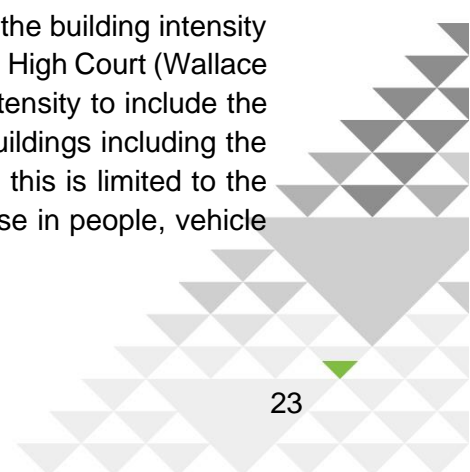
In making this decision, the consent authority:

- may disregard an adverse effect of the activity on the person if a rule or national environmental standard permits an activity with that effect
- in the case of a controlled or restricted discretionary activity, must disregard an adverse effect of the activity on the person that does not relate to a matter for which a rule or national environmental standard reserves control or restricts discretion, and
- must have regard to every relevant statutory acknowledgement made in accordance with an Act specified in Schedule 11.

In accordance with Section 95E, Council is unable to consider those parties who have their written approval to the applicant as affected persons. Written approvals have not been obtained as part of this application.

The potentially affected parties are identified as the adjoining residential dwellings shown in Figure 6 below. The proposal has the potential to affect the residential amenity of these properties. Residential amenity includes factors such as shading, privacy, character, bulk and dominance.

The proposal also has the potential to generate effects resulting from the building intensity as the site is of a higher density than that of the surrounding area. The High Court (Wallace vs Auckland Council – 2021 NZHC 3095) has determined building intensity to include the density of buildings on site and the effects of the activities in those buildings including the number of residents, their use and occupation. In a practical sense, this is limited to the effects of noticing an increased activity on the site through an increase in people, vehicle movements, light spill and noise.



These effects are considered in turn below.



Figure 6 Potentially affected persons by the proposed medium density development.

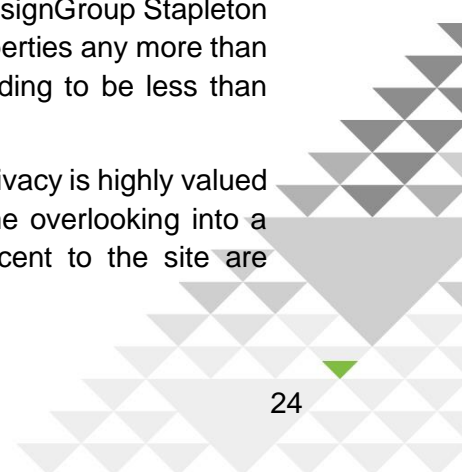
North-western and northern neighbouring properties; 2C – 2E, 4C – 4E and 10 Cedar Drive, and 2 Regent Drive

Occupants of these properties would share a common boundary with the subject site. Each of these dwellings are orientated so that their primary living areas and outdoor recreation area faces away from the subject site. No. 2C has outdoor living area to the north-east, No. 2D to the north-west and No. 2E to the north-east to maximise access to the sun. The properties at No.'s 4C, 4D and 4E also comprise outdoor living areas to the north-east, away from the development. Occupants of No. 10 Cedar and No. 2 Regent will share a common boundary with the site to the north. These dwellings are located toward the centre of the properties with outdoor living areas to the south, or south-west.

Residential Amenity:

In terms of shading effects, the shading assessment carried out by DesignGroup Stapleton Elliott in Appendix 3 shows that the proposal will not shade these properties any more than the existing environment. As such, I consider the effects from shading to be less than minor.

With regards to privacy, these properties have minimal areas where privacy is highly valued directly adjacent to the common boundary but may experience some overlooking into a small portion of their rear or side yards. The internal areas adjacent to the site are



predominately bedrooms where privacy is not as highly valued and where the outlook from these any bedrooms would be towards the existing fence. Typically, bedrooms are areas where people don't congregate for long periods other than to sleep at night, during which they often use curtains or blinds to provide for privacy and retain warmth. The external areas adjacent to the site are predominantly utility areas, however, are also used for a range of recreational uses such as landscaped gardens or personal vegetable gardens. Despite this, the proposed finished levels are such that there is some potential for overlooking from the proposed outdoor recreation areas, although I do note the outdoor living courts where the majority of entertainment would likely occur are setback. While the 1m fence will provide some privacy screening, it isn't of a height that would fully screen potential overlooking. As there is a small potential this could occur, the privacy effects are at no more than minor.

With regards to bulk and dominance, the proposal is setback 5m from the property boundary providing a small degree of openness. While the buildings will appear as relatively solid and long visually with limited breaks along the boundary when compared to what one would reasonably get with as a permitted activity, they have been designed as such so that the upper and lower levels are varied in colour, materials, and form so to break up the perceived bulk of the buildings. As such, while the outlook from these properties will change, and visually they will appear as a relatively solid mass reasonably close to the boundary, I consider an appropriate degree of separation is provided so that the effects of bulk and dominance are no more than minor.

With regards to residential character, the proposal is a design that is uncommon in the immediate surrounds as it reflects medium density in an area that is predominately at a lower density. However, it is still residential in character with each unit having an outdoor living area and the development being no more than two storeys. I therefore consider the effects on residential character to be less than minor.

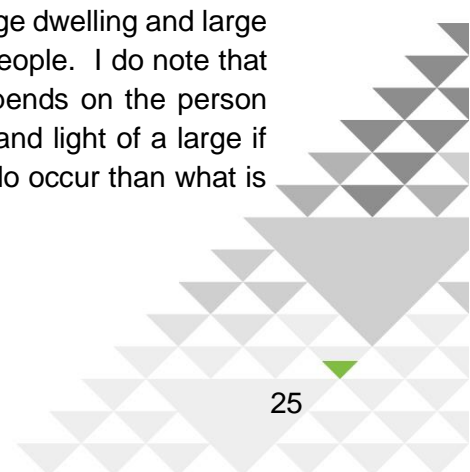
Overall, I consider the potential adverse effects on the residential amenity of 2C – E, 4C – E and 10 Cedar Drive, and 2 Regent Drive from shading, to be less than minor, and on privacy, bulk and dominance and increased density to be no more than minor.

Building Intensity:

The proposal represents an increase in density than the surrounding area and these properties may anticipate, and therefore may notice an increase in activity and the presence of people including visually light and noise from the outdoor areas adjacent to the boundary.

This is similar to the effects of the permitted baseline as while the density of the proposal allows for a substantial increase in the number of outdoor areas adjacent, these areas are considerably smaller than the outdoor living areas of the permitted baseline.

By virtue of their small size, this restricts the opportunity through availability of space for large gatherings, whereas the permitted baseline being a relatively large dwelling and large open space could accommodate gatherings of a greater number of people. I do note that parties or large gatherings are often less frequent although this depends on the person living there. However, the effects in terms of people present, noise and light of a large if not less frequent gathering could result in greater effects when they do occur than what is likely to be smaller everyday use of the outdoor recreation areas.



Further, the proposal includes measures to partially mitigated these effects by setting the paved area of the open space by 3m from the boundary, and a 1m fence which will provide for some visual screening.

Further, the primary indoor and outdoor living areas of the receiving environments are primarily located away from the boundary further lessening any effects.

Overall, I consider that the effects of building intensity to be no more than minor.

8 Cedar Drive – to the north

Occupants of this property share approximately 3m of common boundary with the subject site in the northern corner. The occupants do not have any highly valued outdoor living area adjacent this common boundary, and it is considered that any bulk and dominance will be predominantly screened by dwelling 24 in the corner. As such, the effects on residential amenity are considered to be less than minor.

2 Halsey Grove – to the north-east

Occupants of this property will share a common boundary with the site. Vehicle access to this dwelling is to the south and outdoor living area to the north of the property.

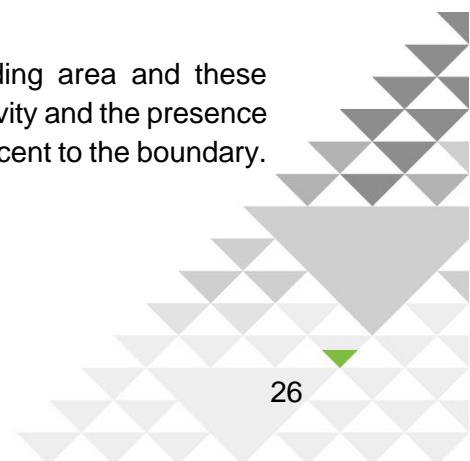
Residential Amenity:

The proposed dwellings will be set back at least 5m from this neighbouring property and comply with the relevant bulk and location standards as set by the District Plan. Shading diagrams have been prepared and illustrate that the development does not add shading to these neighbouring properties at any time of the year, including during winter solstice. The bulk of the buildings will also result in screening of the remainder of the development and will reduce the potential for noise effects to be considered from the internal ring road.

With regards to privacy, these properties have limited areas where privacy is highly valued directly adjacent to the common boundary but may experience some overlooking into a small portion of their rear or side yards. The outdoor living areas for the proposed development will be stepped down by 200mm from the finished floor level. The boundary treatment will be a retaining wall of 1.0m in height, supporting fill material, with a 1.0m high timber fence on top. The area immediately adjacent the site is predominantly used as a utility area, however, will not provide additional screening from the outdoor living area. Despite this, the proposed finished levels are such that there is some potential for overlooking from the proposed outdoor recreation areas, although I do note the outdoor living courts where the majority of entertainment would likely occur are setback. While the 1m fence will provide some privacy screening, it isn't of a height that would fully screen potential overlooking. As there is a small potential this could occur, the privacy effects are at no more than minor.

Building Intensity:

The proposal represents an increase in density than the surrounding area and these properties may anticipate, and therefore may notice an increase in activity and the presence of people including visually light and noise from the outdoor areas adjacent to the boundary.



This is similar to the effects of the permitted baseline as while the density of the proposal allows for a substantial increase in the number of outdoor areas adjacent, these areas are considerably smaller than the outdoor living areas of the permitted baseline.

By virtue of their small size, this restricts the opportunity through availability of space for large gatherings, whereas the permitted baseline being a relatively large dwelling and large open space could accommodate gatherings of a greater number of people. I do note that parties or large gatherings are often less frequent although this depends on the person living there. However, the effects in terms of people present, noise and light of a large if not less frequent gathering could result in greater effects when they do occur than what is likely to be smaller everyday use of the outdoor recreation areas.

Further, the proposal includes measures to partially mitigated these effects by setting the paved area of the open space by 3m from the boundary, and a 1m fence which will provide for some visual screening.

Traffic:

This property will also experience the increase in vehicle movements along Halsey Grove and turning predominantly left onto Regent Drive. Also being located on Regent Drive, which while not mapped as a connector road is used as a connection between Guildford Drive and Kapiti Road, it is considered that this property experiences a higher level of traffic nuisance than a lesser used neighbourhood access road. The additional traffic is considered to add to this along the eastern boundary by up to 100 vehicles per hour during the peak times. Due to the straight alignment of the existing carriageway and the proposed extension into the development, occupants of this dwelling will retain safe use of their vehicle access.

These properties will notice a substantial increase in vehicle movements along Halsey Grove. Currently the road provides access for no more than three properties, and the permitted baseline increases this to potentially seven dwellings. While not strictly a permitted baseline, it is also worth considering that 26 dwellings could also be constructed on the site as a controlled activity and after August 2022, this could increase to 75 dwellings.

Irrespective, the proposal does represent a significant increase in vehicle traffic to a level that will likely be noticed by the occupant of 2 Halsey Grove, which may affect the amenity of the property in terms of increased noise, and accessibility of the road through increased wait times.

While the transport assessment concludes below that Halsey Grove is more than suitable to manage the increased traffic, the proposed increase in traffic from the proposal is such that I consider there to be an effect from increased traffic on the amenity of No. 2 is no more than minor.

Eastern neighbouring properties; 12 and 14 Regent Drive, and 5, 5A and 11C Langdale Avenue

No.'s 12 and 14 Regent Drive are located to the north-east of the subject site, and each contain one dwelling. The owners of No. 12 also occupy No. 3 Halsey Grove with the residential dwelling constructed over the common boundary. No. 5 and 5A share a common boundary with the site located at a higher elevation than the site. No. 11C Langdale Avenue is located at a lower elevation, which is similar to the proposed ground level of the proposed

medium density development. It contains one single storey dwelling with accessory building in the northern and a large (shared) pond in the south-east. Occupants of these properties will share a common boundary with the site.

Residential Amenity:

In terms of shading effects, the shading assessment carried out by DesignGroup Stapleton Elliott in Appendix 3 shows that the proposal will shade these from around midday during the winter solstice assessment. As such, I consider the effects from shading to be no more than minor.

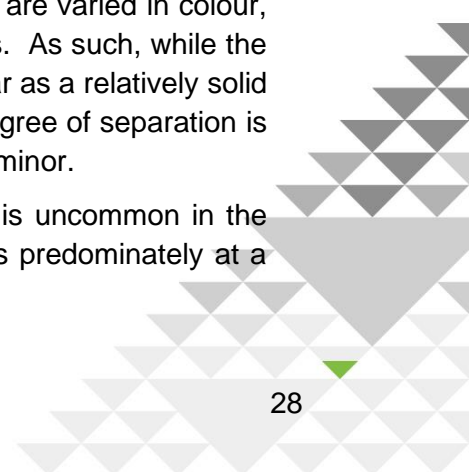
With regards to privacy, the properties at 5, 5A and 11C have their primary outdoor living areas where privacy is highly valued directly adjacent to the common boundary. However, due to the east-west orientation of these buildings, the outdoor living areas will be created on the western façade of the dwelling (internal to the development). As stated in the applicant's urban designer's, Lauren White, of Urban Acumen Ltd, Urban Design Assessment (attached at Appendix 11) "*Units along the southern boundary have their main internal and external living spaces located on the north side which reduces potential loss of privacy for adjacent neighbours along this interface.*" Additionally, no large windows are proposed along the upper floor elevations for either the two- or three-bedroom dwellings, with these internal rooms restricted to bedrooms only. These rooms are not typically considered internal living areas and are not typically where people congregate thereby reducing the potential for overlooking.

In addition to this, the proposed finished levels of the ground floor service area are such that there is limited potential for overlooking with a 1.8m high fence along the boundary.

For the properties at 12 and 14 Regent Drive, there will be an accumulation of outdoor living areas created on the north-eastern side of the proposed dwellings, along the common boundary. The layout of No. 14 is such that their primary outdoor living is to the north-east of the building, away from the proposed development. Whereas the outdoor living area for No. 12 is to the west of the dwelling. It is considered that the 1.8m high timber boundary fence will limit the privacy effects from the number of outdoor living areas. There is considered to be some additional noise effects from the higher number of outdoor living areas than could have been anticipated by a controlled activity subdivision. As there is a little to no potential this could occur, the privacy effects are less than minor.

With regards to bulk and dominance, the proposal is setback 5m from the property boundary with 12 and 14 Regent Drive providing a small degree of openness and 3m from the property boundary with 5, 5A and 11C Langdale Avenue reducing the degree of openness. While the buildings will appear as relatively solid and long visually with limited breaks along the boundary when compared to what one would reasonably get with as a permitted activity, they have been designed as such so that the upper and lower levels are varied in colour, materials, and form so to break up the perceived bulk of the buildings. As such, while the outlook from these properties will change, and visually they will appear as a relatively solid mass reasonably close to the boundary, I consider an appropriate degree of separation is provided so that the effects of bulk and dominance are no more than minor.

With regards to residential character, the proposal is a design that is uncommon in the immediate surrounds as it reflects medium density in an area that is predominately at a



lower density. However, it is still residential in character with each unit having an outdoor living area and the development being no more than two storeys. I therefore consider the effects on residential character to be less than minor.

Overall, I consider the potential adverse effects on the residential amenity of 12 and 14 Regent Drive from shading and privacy, to be less than minor, and on bulk and dominance and increased density to be no more than minor.

Overall, I consider the potential adverse effects on the residential amenity of 5, 5A and 11C Langdale Avenue from privacy, to be less than minor, and on shading, bulk and dominance and increased density to be no more than minor.

Building Intensity:

The proposal represents an increase in density than the surrounding area and these properties may anticipate, and therefore may notice an increase in activity and the presence of people including visually light and noise from the outdoor areas adjacent to the boundary.

This is similar to the effects of the permitted baseline as while the density of the proposal allows for a substantial increase in the number of outdoor areas adjacent, these areas are considerably smaller than the outdoor living areas of the permitted baseline.

By virtue of their small size, this restricts the opportunity through availability of space for large gatherings, whereas the permitted baseline being a relatively large dwelling and large open space could accommodate gatherings of a greater number of people. I do note that parties or large gatherings are often less frequent although this depends on the person living there. However, the effects in terms of people present, noise and light of a large if not less frequent gathering could result in greater effects when they do occur than what is likely to be smaller everyday use of the outdoor recreation areas.

Further, the proposal includes measures to partially mitigated these effects by setting the paved area of the open space by 3m from the boundary, and a 1.8m fence which will provide for some visual screening.

Overall, I consider that the effects of building intensity to be no more than minor.

1 Langdale Avenue – to the south-east

This property contains the St Paul's Anglican Church and associated carparking. The building is located in the north-east of the site, with parking and vehicle manoeuvring areas along the southern boundary and within the western area of the site. The carparking is not formally marked (aside from disability parking spaces), but rather an open area for informal parking. This property will share a common boundary with proposed dwellings 67 to 77 (broken up between 71 and 72).

All of the proposed windows fall within the height and recession plane controls and are set back at least 3m from the boundary. However, I acknowledge that the District Plan allows for site coverage of 40% and the surrounding area is typical of dwellings with a footprint of 200m^2 to the north, and east. It should also be noted that the permitted baseline is not prescriptive on number, size and location of windows; four larger permitted dwellings along the northern boundary could reasonably provide a similar degree of fenestration to maximise solar access, similar to those provided in that architectural plans.

At the ground floor level, I am satisfied that the proposed degree of retained and new 1.8m high fencing, in conjunction with the building setback, would provide adequate ground level privacy and amenity for No. 1 Langdale Avenue. There is also not a concentration of outdoor living areas, but rather a service area (i.e. rubbish bin storage and washing lines) for each dwelling along the common boundary, with outdoor living areas to the north-east of the proposed dwellings. The siting and orientation of ground level outdoor spaces help mitigate any potential noise effects such that they would be considered similar to a permitted baseline which could accommodate numerically less, albeit larger areas of open space.

In terms of bulk and dominance, there are no height envelope encroachments along this common boundary. Despite being semi-attached dwellings, they nevertheless are indicative of a scale of development that exceeds the permitted baseline in terms of number of units and allotment size. That said, the combined footprint of buildings blocks such as 72 to 77, is comparable to the surrounding built environment (72 to 77 combined is approximately 231m²), where the surrounding development ranges between 220m² to 330m² on Langdale Avenue. Furthermore, design choices like the proposed rear setbacks, unit articulation and landscaping treatment assist with reducing a sense of overall bulk.

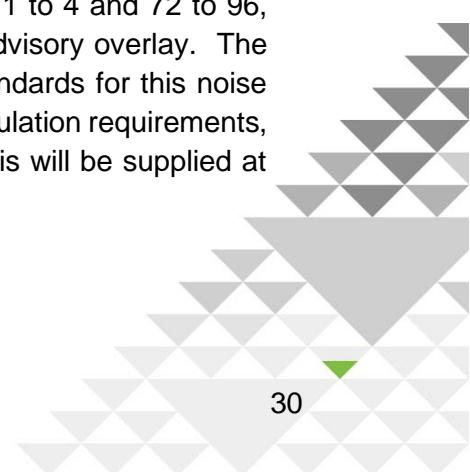
Overall, I consider the potential adverse effects in relation to privacy, visual amenity, bulk/dominance and shading on the users of 1 Langdale Avenue are less than minor.

60 Toru Road (Kāpiti Airport)

This airport is located to the south of the subject site and is primarily used for airport operations, with the main buildings located in the west of the site. The proposal has the potential to effect safe operation of the airport if structures of buildings intrude into the obstacle limitation surface (OLS) of the airport or causes distraction to pilots. The proposal also has the potential to effect airport operations through reverse sensitivity as airports are commonly noisy.

Reverse sensitivity is used to describe the effects of the existence of sensitive activities on other activities in their vicinity, particularly by leading to restraints in the carrying on of those other activities. In this case, it is recognised that the sensitive activity is the proposed 139-unit village which is located within vicinity of Kapiti Airport located to the south of the subject site. Upon purchasing one of the proposed dwellings, it will be obvious to potential residents of the development that they will be living within close proximity to an operational airport.

The proposed residential development is to be developed largely in accordance with the relevant Operative District Plan standards, and it is considered that the medium density development will not be adversely affected by Kāpiti Airport due to separation distance and modern design of dwellings with noise insulation. The noise corridor (airport outer control) illustrated on the District Plan maps encompass proposed dwellings 1 to 4 and 72 to 96, with the remainder of the dwellings within the airport noise effects advisory overlay. The proposed dwellings will need to comply with the noise insulation standards for this noise corridor. While the buildings are designed to comply with the noise insulation requirements, a design certificate has not been prepared for resource consent. This will be supplied at the time of building consent.



With regards to safe operation of the airport, the proposal does not introduce into the OLS as outlined in KCAHL-Figure 3 in the District Plan. The western edge of the site indicates that the maximum height of any building cannot exceed 15m above mean sea level, to be conservative. The proposed pad levels of the buildings on the western edge of the site are 6.16m above mean sea level. The height of the building is 6.2m which means the height of the building will be 12.36m above mean sea level. This is under the transitional surface height requirement. The transitional height increases across the site in a west to east direction. The maximum height of any building on site will not exceed 13m above mean sea level. The roof of future dwellings will also be painted such that they do not reflect or cause distraction to pilots.

With regards to existing noise, the future occupants will be very aware that they will be residing opposite Kapiti Airport. Each of the new dwellings will be constructed with modern materials, including suitable noise insulation. It is also noted, that while an operational airport, commercial flights are limited to no more than 10 arrivals/departures and limited recreational/charter/scenic flights.

I therefore consider the effects on Kapiti Airport to be less than minor.

Earthworks Effects

Earthworks can result in visual amenity effects, bulk and dominance (through retaining structures), instability and erosion and sedimentation.

With regards to visual amenity, any effects are likely to be temporary in nature. While earthworks may be visible during construction, post construction the effects are such that they will be covered by buildings, hardstand or landscaping. I therefore consider the visual effects of earthworks to be less than minor.

With regards to bulk and dominance, earthworks to the eastern portion of the site is predominately cut and as such any retaining structures will be visible internally to the site only and therefore not effect external properties. With regards to earthworks on the western portion of the site, filling will result in earthworks of between 0.1m in height to 1m in height on the boundary. When combined with up to a 1m fence with a total height of no more than 2m, this is considered to result in a bulk and dominance effect that is no more than a permitted activity being a 2m high fence and as such I consider the effects on bulk and dominance from the earthworks to be less than minor.

With regards to instability, all earthworks have been engineered by a suitably qualified professional such as a CPEng so that they will not undermine or result in any instability of adjoining properties. The structure integrity of the retaining structures will also be subject to a building consent.

It is noted that some of the retaining structures, in particular the concrete pile retaining wall is uncommon on the Kāpiti Coast and a video demonstration of this method can be found at the following link (an MP4 version is also attached for Council's records):

<https://www.youtube.com/watch?v=UF9FLUioZv8>

In summary, the process involves drilling piles and installing a capping beam, undertaking the required excavations, and then concrete is poured into the piles. This method avoids

sheet piling, and the associated vibrations on installation and removal, and can be piled vertically, ensuring all works are undertaken within the boundaries of the subject site.

The site is also relatively flat. Therefore, the risk of earthworks causing instability is low. As such I consider effects of instability to be suitably controlled and certified and considered by engineering professionals to be less than minor.

With regards to erosion and sedimentation, it is proposed that the earthworks will be undertaken in accordance with the attached Construction Environmental Management Plan (CEMP) at Appendix 10. The key principles of the CEMP are as follows:

- *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 and drain.*
- *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.*
- *Modify the CEMP if Required - In response to experience gained on site.*

Nuisance effects

With regards to the existing environment, neighbouring and surrounding dwellings would already experience a degree of traffic noise and movement throughout the day, particularly as Cedar Drive and Regent Drive act as a through road connecting Kapiti Road and Guildford Drive. During a site inspection on 1 March 2022, regular vehicle movements were observed such that there were only short periods of no more than a minute between one vehicle and the next. While Halsey Grove is a low traffic environment, surrounding properties have at least one boundary along Regent Drive. Traffic will increase as a result of the proposal; however, it will not increase to a degree that it would affect the amenity or use of the adjoining dwellings who are already conditioned to a level of vehicle movements. Further, it was noted the houses adjacent are typical of 90's construction methods and would likely employ modern building standards with provide a degree of noise isolation.