

BEFORE INDEPENDENT HEARING COMMISSIONERS
AT KĀPITI

I MUA NGĀ KAIKŌMIHANA WHAKAWĀ MOTUHAKE
KI KĀPITI

IN THE MATTER of the Resource Management Act 1991
AND
IN THE MATTER of the hearing of submissions on the Proposed
Kāpiti Coast District Plan

HEARING TOPIC: Proposed Plan Change 2: Intensification

STATEMENT OF PRIMARY EVIDENCE OF NICHOLAS JAMES RAE
ON BEHALF OF KĀINGA ORA - HOMES AND COMMUNITIES

(URBAN DESIGN)

10 MARCH 2023

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1. INTRODUCTION

- 1.1 My full name is Nicholas James Rae. I am an Urban Designer and Landscape Architect. I am the Director of Transurban Limited, consultants on urban development. I hold a Master of Urban Design from the University of Sydney and a Bachelor of Landscape Architecture (Honours) degree from Lincoln University. I have approximately 23 years' experience in this field in New Zealand, the United Kingdom, France, Portugal, Saudi Arabia, and Australia.
- 1.2 I regularly provide advice on urban design and landscape matters, followed by urban design and visual assessments for development proposals including a range of residential, retirement villages, subdivisions for large greenfield sites, commercial office and retail spaces, and industrial developments. I have also provided advice on a number of plan changes relating to urban development. I have experience with the detailed design, consenting and implementation of development projects.
- 1.3 I have been involved in a number of plan review and plan change processes including assisting with drafting Plan Changes and assessing the merits of such. I provide a list of examples in **Attachment A**.
- 1.4 I am also involved with providing advice and design direction for three recent retirement villages, apartment building proposals, terrace housing proposals, affordable housing solutions, significant landscape solutions including significant lengths of coastal, wetland and stream rehabilitation as part of urban development integrating access and providing high amenity open space.
- 1.5 I am a member of the Urban Design Forum, Resource Management Law Association and the New Zealand Institute of Landscape Architects.

Involvement with Kāinga Ora Submission

- 1.6 I have been retained by Kāinga Ora - Homes and Communities (Kāinga Ora) to provide urban design advice and supporting evidence relating to the plan changes notified by the five local authorities in Wellington dealing with the application of the Medium Density Residential Standards (MDRS) and the National Policy Statement on Urban Development 2020 (NPS-UD). This is to ensure a consistent approach is applied where possible to the Wellington Region, understanding the relationships between the different districts.
- 1.7 I was instructed in July 2022 and undertook site investigations in August 2022 to assist with the preparation of the submissions, particularly on the matters of walkable catchments, role and scale of centres, and zone opportunities provision testing. I was assisted by Fabio Namiki of my office in our work. I had no involvement with the preparations of further submissions.
- 1.8 I have visited the Wellington District over a two day period on 11 and 12 August 2022 where I visited locations on the public road network and reserves.
- 1.9 I also undertook a site visit with Mr Mike Cullen on 16 January 2023 where we focused on the centres in the Wellington region to assist with the consideration on their role and form.

Evidence of other experts

- 1.10 Where appropriate and relevant, my evidence will reference and rely on the evidence of Ms Karen Williams and Mr Michael Cullen.
- 1.11 I have reviewed Appendix A and Appendix C of Ms Williams' evidence and to the extent they are urban design related, I support the changes as they reflect my findings and advice to the extent within scope.
- 1.12 I have reviewed and reference the section 42A Report throughout my evidence.

Code of Conduct

1.13 Although this is a Council hearing, I have read the Environment Court's Code of Conduct for Expert Witnesses within Practice Note 2023, and I agree to comply with it. My qualifications as an expert are set out above. I confirm that the issues addressed in this statement of evidence are within my area of expertise. I have not omitted to consider material facts known to me that might alter or detract from the opinions expressed.

2. EVIDENCE STRUCTURE

2.1 My evidence will address the following topics:

- (a) Kāpiti context;
- (b) Planning Framework;
- (c) Design Standards:
 - (i) Alternative Height in relation to boundary
 - (ii) Height in High Density Residential zone
 - (iii) Height Variation Control
 - (iv) Height in Metropolitan Centre zone
- (d) Design Guides within the District Plan;
- (e) Walkable Catchments;
- (f) Ōtaki Town Centres expansion; and
- (g) Spatial application of zones.

3. KĀPITI CONTEXT

3.1 The significant recent changes to the Kāpiti landscape through the addition of the new motorway have and will continue to change the urban fabric. This provides a very good opportunity for many of the main centres and surrounding residential areas that have been

impacted by the state highway road function to develop into thriving pedestrian orientated urban environments.

- 3.2 In order to achieve the NPS-UD, I consider that the opportunity for growth should include the consideration of providing greater opportunity than the minimum requirements in the NPS-UD. I support the submissions by Kāinga Ora generally to maximise urban intensification encouraging a real mix of activities including a high proportion of residential activity in the centres, and high density residential in the surrounding areas. Providing for a large population around public transport options and in particular rapid transit stops enables greater transport options for those who need to travel.
- 3.3 I support the opportunities provided by PC2 for some increased residential density which might result in different built forms around the local centres, particularly those close to the coast where the landscape is a desirable place to live. This is likely to provide opportunities for different portions of the population, particularly those who don't need to travel while supporting the vitality of those community nodes in the urban fabric.

4. PLANNING FRAMEWORK

- 4.1 Considering the proposed residential planning framework set out in Ms Williams evidence, my team and I have reviewed the maps included in the Kāinga Ora submission. Following further analysis, advice from Mr Cullen on the centres function, and resulting walkable catchments and direction from Kāinga Ora about submission points they no longer wish to pursue, a revised set of maps has been prepared. The revised recommended maps are included in **Attachment E** of my evidence, and include the proposed zoning / height overlay combination as recommended by Ms Williams.
- 4.2 If the Panel prefers the reporting officer's recommendation to retain the General Residential Zone and Precinct approach as the most appropriate planning methodology, the revised maps remain valid in

terms of the recommended extent of the zones, except that the substitutions set out in **Table 1** below would be required.

Table 1: Amendments required to maps if reporting officer option is accepted.

KĀINGA ORA PROPOSED FRAMEWORK	COUNCIL PROPOSED FRAMEWORK
General Residential	General Residential
General Residential + height variation control (14m)	General Residential + Precinct B (14m)
High Density Residential (6 storeys)	General Residential + Precinct A (6 storeys)
High Density Residential + height variation Control (10 storeys)	General Residential + Precinct "X" (new) (10 Storeys)

5. DESIGN STANDARDS

Alternative HIRB

- 5.1 PC2 included a HIRB standard of 4m+60° to all zones, consistent with the MDRS, rather than applying different standards to the various zones in response to the planned outcome. Kāinga Ora has sought a more enabling height in relation to boundary control in centres and high-density residential zones.¹
- 5.2 Modelling undertaken by my team demonstrates that the height in relation to boundary standard is the main height controlling provision in achieving taller buildings on existing narrow sites, rather than the height standard.
- 5.3 The modelling shows that to achieve 6 storeys applying a HIRB of 4m+60°, a site width of 19.67m (minimum) is required. However,

¹LCZ-R6, MUZ-R6, TCZ-R6, MCZ-R7, HOSZ-R6, HRZ-S2 (replacing GRz)

this assumes only a 3.5m minimum wide top floor, or the width of one bedroom, 3.0m floor to floor heights where eaves and gutters can be included within the HIRB.²

- 5.4 Considering this form three-dimensionally, the PC2 HIRB promotes a building that exists down the length of the site, potentially with balconies to the sides where they fit in the steps of the vertical walls and the HIRB envelope, or to the rear of the site.³
- 5.5 Whilst this example provides for a 6 storey building on a small site, it is anticipated that a number of sites would be amalgamated to enable a reasonably sized apartment building where the HIRB standards would not be so restricting. However, this will depend on individual developers' ability and aspirations. Alternatively, smaller developments might result on individual sites where the ability to achieve 6 storeys is more limited.
- 5.6 The PC2 HIRB standard appears to be driven by the desire to retain a low building bulk adjacent to a neighbouring property (to the extent possible with MDRS), rather than enabling greater bulk in accordance with the planned outcome for the HRZ.
- 5.7 In the HRZ, Kāinga Ora sought a change to the HIRB standard by enabling 19m+60° applying to the side boundaries for the first 22m of a site from the front boundary, and an 8m+60° for all other boundaries (except front).⁴
- 5.8 These provisions would easily enable 6 storeys on the same width site as the example set out above and would provide greater opportunity for increased floor-to-floor heights, an elevated ground floor above the site level, and height for roof form within the 4m of height standard (22m) above 6 storeys, all of which are desirable outcomes.

² This is illustrated in Attachment D, SK08, Example 4.

³ This is illustrated by a basic building form 3D model in Attachment D, SK08, Example 4, stepped at each floor on a site that is 19.7m x 35m compliant with side and front yards and 50% building coverage. This is only one example as the floor area could be located a number of ways on the site.

⁴ This outcome is illustrated by the 3D image on Attachment D, SK09, which uses the same model in SK08, except that the height and HIRB standards were changed in accordance with the changes sought in the Kāinga Ora submission.

- 5.9 In my opinion, this is a good form for 6 storey buildings as it allows the building to be orientated to the street at all levels, resulting in a well-defined street edge which would assist with enclosure and create an urban streetscape. These provisions would also enable good three level buildings and assist in achieving higher density on smaller sites, which could be achieved by a larger range of people.
- 5.10 The building can also orientate to the rear yard where good outlook over its own site is enabled with no need for side windows or side outlook orientation minimising potential privacy issues, and could easily enable frosted windows and detailing of the side façade as recommended in the guideline. The outlook to the rear boundary in this example would be 14m, and if this form and site were repeated as a flip to the rear, a generous 28m separation between buildings would be achieved. This would provide excellent privacy separation, daylight and sunlight.
- 5.11 I consider that the 19m+60° HIRB together with the 50% building coverage standard is a useful mechanism in achieving a good quality urban form (not suburban) which encourages buildings to the street frontage and better enables 6 storeys on a greater number of sites.
- 5.12 Lower built form to the rear in addition to the 50% building coverage could be achieved through a consent process where the impact of additional bulk can be assessed. Specific guidance could be included in the guidelines relating to this.
- 5.13 When these options are considered in a street, the images in Attachment D, SK02 to SK04 illustrate the different outcomes between the PC2-GRZ, the reporting officer's recommended planning framework (GRZ with the RIP A) (4m+60°, 20m height) and the Kāinga Ora proposed residential planning framework (HRZ - 19m+60°, 22m height⁵) respectively for development on each site individually. While I acknowledge that the images have been modelled using six sites in Porirua, I do consider they appropriately illustrate the contribution to the streetscape these different forms

⁵ Noting the height standard is now recommended at 21m.

provide, and SK04 supports and urban streetscape with a well defined and enclosed street

- 5.14 In terms of the shading impact from these building form options, as one would expect, the Kāinga Ora alternative restricts sun access to a greater extent than the reporting officer's recommended planning framework. However, the two options provide good sunlight access to both the front of these sites and the rear yards, but at different times of the day.⁶ I do not consider the restricted sun access resulting from the Kāinga Ora submission to be inappropriate.
- 5.15 This alternative HIRB standard and 50% building coverage will not prevent buildings occurring towards the rear of the site. However, this would result in lower building height to the rear and less bulk at the front unless it is a perimeter type building with open space in the centre of the site.
- 5.16 In my opinion, using the 19m+60° HIRB with a 50% building coverage results in a superior built form outcome as it: would
- (a) ensure 3 to 6 storeys developments can occur to a greater extent than the reporting officer's recommendation;
 - (b) encourage a built form to orientate to the street which is a desirable outcome in the HRZ;
 - (c) assist in providing the opportunity for apartments to be designed so they can overlook the street or rear yard (rather than to side boundaries);
 - (d) provide for inactive side relationships between buildings without the requirement to step down to an existing lower dwelling;
 - (e) provide good sun access; and

⁶ Refer to Attachment D (SK05 to SK07) where four times of the day at equinox are illustrated. SK07 overlays the two different shadows with the pink shadow being the Kāinga Ora alternative.

- (f) provide a balance of open space which can add to the amenity of the development including good outlook and privacy where trees could thrive.
- (g) Enables the built form outcomes as illustrated in the design guide better than the reporting officers recommendation.

5.17 The main difference between the reporting officer's recommendation and the Kāinga Ora alternative as experienced from a neighbouring property, is that the Kāinga Ora alternative will enable a greater built form closer to their common boundary, particularly at the front part of the site. However, the NPS-UD expects that the existing amenity values will change,⁷ and I consider that experiencing a larger building adjacent to an existing dwelling in the HRZ is consistent with the high density planned outcome.

Height in High Density Residential Zone

- 5.18 The PC2 20m height standard allows for 6 storey buildings particularly on level sites with a floor to floor height of 3.33m (which enables good internal height) with the ground floor level basically at the site ground level and with a flat roof. If the floor to floor height is 3.0m (reduced internal apartment height), 20m would allow for a raised ground floor of say 800mm and a roof form up to up to 2.8m.
- 5.19 The 22m height standard sought by Kāinga Ora provides greater flexibility enabling good internal height along with varied roof forms, and allows easier compliance on steeper slopes. 22m also enables taller floor to floor heights for commercial or community activities at ground floor. It could allow for 7 storeys in 22m, however the design would need to be considered against the guidelines which seeks varied roof forms which may preclude this, however can enable this outcome if the design is appropriate.
- 5.20 I consider that 22m is helpful in achieving the planned built form outcomes, avoids a non-compliance for a roof structure. It allows a

⁷ NPS-US Objective 4

building to be designed within the envelope rather than being constrained by it. In my experience, a proposal that is over the height standard is generally more difficult to gain consent for and the focus should instead be on the design of the building rather than the potential effects of a building taller than a height standard.

- 5.21 The benefits of enabling well designed roof forms with taller floor to floor heights and elevated ground floors will add to the quality of the public realm and the internal living environment, without causing significant additional adverse effects.
- 5.22 Having said that, I agree with Ms Williams that if the 21m height standard in the Town Centre zone is retained, the height standard in the HRZ should also be 21m. The generally flat nature of the land in Kāpiti means that flexibility for ground level changes is not as relevant as other hillier areas.

Height Variation Control

- 5.23 In addition to the HDZ applying, the Kāinga Ora submission included a height variation control to enable buildings up to 36m (10 Storeys) within 400m of the MCZ.
- 5.24 Given the proximity of the HRZ to the MCZ, I consider there is an opportunity to provide a transition in height from 6 storeys in the HDZ to the 15 storeys (as sought by Kāinga Ora) as this will provide even greater opportunity for intensive residential development in the locations closest to the centre and the rail station. I generally support this concept.
- 5.25 However, through my further analysis I identified an issue with this strategy. The PC2 proposed zoning at the Metropolitan Centre includes the application of the Mixed Use zone (**MUZ**) along Kapiti Road and along Ihakara Street which effectively create a boarder at the MCZ to the north east and south west. The enabled height in the MUZ is 21m.
- 5.26 Kāinga Ora did not specifically request an increase to the height standard in the MUZ and therefore if this height is retained and the

heights of surrounding zones are increased, it would potentially result in a strange built form outcome such as illustrated in a basic cross section where the MUZ is lower than those areas either side, as illustrated in **Attachment C Figure 2**⁸. Attachment C illustrates the different block form heights to enable a comparison of the options for height and Figure 3.⁹ The built form outcome is likely to be highly varied in terms of heights and gaps through these blocks. While I acknowledge this is outside of the Kāinga Ora scope, I consider it would be appropriate for the MUZ height standard to be 36m to provide a better urban form overall.

Height in Metropolitan Centre zone

- 5.27 The MCZ should enable the most development opportunity including the ability to maximise residential in the centre and a 53m - 15 storey height standard achieves this better than a 40m - 12 storey height standard as proposed in PC2. I have difficulty understanding the various precincts in the MCZ, but I understand the height standard for the three main precincts is the same.
- 5.28 It is also difficult to understand the actual available land within the MCZ where buildings can be developed, as there is a significant portion to the north near the motorway that is restricted due to sand dune protection and stormwater requirements, and potentially wetland restrictions. The available land for the centre to grow is therefore somewhat limited even though the MCZ covers a large area. If this is the case, then I recommend maximising the opportunity of the land that is available through additional height.
- 5.29 I consider there to be no additional adverse effects created from a building at 53m compared to a 40m building. Rather, taller buildings in the centre should be considered a positive effect which assist with legibility when considering form.
- 5.30 I consider that the step down does not need to be as dramatic as in the PC2 option, and if the panel consider 53m is appropriate, then a

⁸ Putting aside the activity status.

⁹ These sections have been created assuming flat land to illustrate the principle.

step down to 36m, then down to 22m provides a good transition, as illustrated in Attachment C Figure 3. I support the outcome proposed.

Height in the General Industrial zone east of the MCZ

- 5.31 Through my analysis I identified that the 10m height provision of the general industrial zone to the south east of the centre along the railway is very low for land abutting the station and centre. This does not align with the NPS-UD requiring at least 6 storeys adjacent to a station. However, I acknowledge that the NPS-UD does not apply to Industrial zones. It appears there is perhaps a lost opportunity by retaining the General Industrial zone at this location.

6. DESIGN GUIDES WITHIN THE DISTRICT PLAN

- 6.1 Kāinga Ora sought to introduce the design outcomes directly into the policy framework, so outcomes are clearly stated within the District Plan and enable guidelines to provide guidance on how to achieve these outcomes. I understand this is how the guidelines are intended to work as illustrated by the following statement:

“This design guide is intended to assist with the consideration of whether a development is consistent with these objectives and policies.”¹⁰

- 6.2 I have reviewed the objectives and policies of PC2 with Ms Williams, and I consider the quality planned outcome could be better articulated. Ms Williams has proposed changes as listed in Attachment A of her evidence, and those included in Attachment C which address this.
- 6.3 I consider the PC2 IP Residential Design Guide and the PC2 IPI Appendix C Centres Design Guide are clear, provide good guidance and cover the important matters from an urban design perspective, except for two areas.
- 6.4 Section 6.2, states:

“In Kāpiti Coast a pattern of single dwellings on individual sites predominate. In light of the increased level of intensification anticipated by the District Plan it is important that the layout and form of any new, larger scale development considers its context and its relationship with the surrounding environment.”

- 6.5 I consider additional guidance could be included that discusses how a new, large building is expected to respond to its context, particularly where the existing physical context is low density single dwellings, which is no longer the planned outcome.
- 6.6 The guidance includes a desire to minimise dominance effects, however to what degree? I consider that new 6 storey buildings in an existing low density built environment will be visually dominant, (i.e. they will attract the eye more than other buildings as they are different and potentially more prominent). This in itself is not an adverse dominance effect as they are expected as part of the planned outcome. An adverse dominance effect (which is an amenity effect), could result from a building design that is monotonous with large blank walls, or with large façade elements more akin to a warehouse rather than the finer grain of a residential context. Diagram 10 and Photo 5 in the guideline illustrate the desired outcome well.
- 6.7 In my experience, the issue of dominance effects has included lengthy debates including trying to identify what the adverse dominance effect actually is in a particular case. I consider more guidance similar to what I have outlined above would be useful to provide clarity as to what is considered acceptable in this regard in the various zones.
- 6.8 I note that the diagrams and images used in the guidelines are good examples of the desired outcomes. What they don't represent is the built form outcome that would result from compliance with the reporting officer's height in relation to boundary standard of 4m+60°.¹¹ The outcomes illustrated align better with a more

¹¹ This is the predominant standard, some greater restrictions are included in the coastal inundation and places of significance to Māori precincts.

permissive HIRB standard proposed by Kāinga Ora discussed above, with the exception of Diagrams 1 and 3 where the side yards could represent a set back from existing neighbouring properties that could result from the PC2 HIRB. Whether this setback is necessary and whether it is a good use of land, given that a neighbouring property might also be subsequently redeveloped, does need consideration.

- 6.9 The second area is in relation to non-compliance with standards and further guidance on acceptable outcomes could also be useful.
- 6.10 If the Panel determines that there is a benefit in revising these guidelines, I would be willing to assist in this process. This is a difficult task to resolve through an evidence format without a collaborative approach and will depend on decisions on the height and HIRB standards.

7. WALKABLE CATCHMENTS

- 7.1 The Operative District Plan includes a centres hierarchy. However as outlined by Mr Cullen, the centres typically function at a lower level than the applied centres classification would otherwise suggest. This has created a challenge as to how to appropriately apply intensification around these centres using a regionally consistent set of principles.
- 7.2 Having reviewed the Wellington, Porirua and Kāpiti Councils methodology for defining walkable catchments, I consider the Kāpiti Council methodology generally aligns with my conclusions and recommendations as listed in **Table 2**. The retention of a higher order centre classification, rather than applying a lower centre classification due to the more limited scale and function has resulted in a hybrid methodology for applying walkable catchments listed in Table 2.
- 7.3 **Table 2** - Walkable Catchment principles

Catchment origin	Catchment (time)	Catchment distance principle
Rapid Transit Station	10 min	800m
Metropolitan Centre zone	10 min	800m
Town Centre zone (Waikanae & Paraparaumu Beach)	10 min	800m
Town Centre zone (others)	5 min	400m

Expansion or retraction

7.4 Expansion of a catchment where an opportunity presents is supported by the minimum expectations set out in the NPS-UD. This provides greater scope or opportunity for density to be realised in the best locations. The attributes contributing to expanded catchments or application of zones include, but are not all required:

- (a) Well-connected high permeability areas;
- (b) Streets with good infrastructure (footpaths, cycle lanes);
- (c) Flat or low gradient areas;
- (d) Consistent built form response to landform, or connections between elements;
- (e) Recreation or sports reserves;
- (f) Educational institutions;
- (g) Supermarkets;
- (h) High amenity values (views, natural environment);
- (i) High (re)development opportunities (low value housing stock);
- (j) Continues the urban fabric; and
- (k) Range of transport modes.

- 7.5 Likewise, a reduction in a catchment size may be appropriate where the ability to achieve a walkable environment is very constrained with safety issues and urban fabric discontinuity. These elements include:
- (a) Poorly connected areas separated by open spaces or natural features such as cliffs and rivers, or infrastructure such as motorways and railways;
 - (b) Consistent built form response to landform;
 - (c) Narrow streets (<12m) or where pedestrian connectivity is poor and hard to achieve in the future;
 - (d) Exclude streets steeper than 11degrees (1:5) 20%; and with consideration of street gradients above 12.5%;
 - (e) Low (re)development opportunities (high value housing stock).
- 7.6 The existing landscape, particularly the landform and open space areas also constrain intensification areas and provide logical boundaries to intensification. For example, while a part of the landscape might be within a walkable distance, the outer extents might be on a more separated landform from the rest of the catchment and therefore not particularly connected to it. It might also look out of place as a small pocket in a wider lower density area without logical rationale.
- 7.7 As with other parts of the Wellington region, the walkable catchments tend to favour one side of a centre or RTS due to the barrier effect of railways and motorways, and the expansion and reduction of the catchments has considered these elements.
- 7.8 At Ōtaki Rail for example, land to the east of the motorway and railway is within 800m of the town centre so could be zoned for high density, however these infrastructure elements separate the urban fabric. There are two main connections across motorway and the railway, which are not that supportive from a walkability

perspective. There are very limited attributes in the area to the east that would support high density outcomes in addition to the distance. Focusing high density residential to the west of the motorway / railway where it can support, and be supported by the two smaller town centres, with the surrounding employment and educational opportunities is a better strategy for intensification than to the east.

8. ŌTAKI TOWN CENTRES EXPANSION

Ōtaki Main Street Town Centre Zone

- 8.1 Ōtaki Main has a good little town centre with a mix of community and commercial activities, that can be enhanced. Te Wananga O Raukawa campus at the north western end provides a great addition to the town.
- 8.2 The Kāinga Ora submission sought to expand the TCZ to the west along Main Road, which is appropriate as it links through to these larger facilities and where further redevelopment potential exists.
- 8.3 The submission also sought to expand the TCZ east, however this is not supported by Ngā Hapū o Ōtaki. I do not consider the expansion of the TCZ east to be critical however it did capture some existing facilities such as the fire station and dairy, while providing some expansion opportunity. This area can remain with a residential zoning and controlled further through the Marae Takiwā Precinct.
- 8.4 The 800m catchment included in the Kainga Ora submission for higher density residential is considered too large for this centre, rather a 400m catchment is more appropriately consistent with PC2. The HRZ enabling six-storeys provides a better opportunity than the four storeys proposed and the environment would not be significantly different to a four storey outcome.
- 8.5 Following the consideration of the landscape (stream and landform) at Ōtaki Rail, there is one area that should be reduced and reverted to GRZ. This is on the elevated land at Lupin Road as illustrated with a red hatch in Figure 4 in Appendix B of my evidence.

- 8.6 One area of additional HRZ is the area in green in Figure 4 in Appendix B of my evidence, as Anzac Road provides a better boundary along with the open space of Ōtaki Domain. This is approximately 750m from the TCZ (PC2) so longer than the 400m principle, however it links the domain to the town centre with the same potential urban fabric.

Ōtaki Railway Town Centre Zone

- 8.7 While adjacent to the railway, the Rapid Transit Service does not extend to this station and therefore no intensification around the station is required. However, the use of this station in the future as a RTS should not be ruled out.
- 8.8 The Kāinga Ora submission requested that the TCZ be expanded to the west along Dunstan Street and a small area opposite on Waerenga Road. There are a number of commercial activities occurring within the residential zone along both sides of this street and the existing building stock is relatively old and generally of poorer quality than the newer larger dwellings further to the west.
- 8.9 There is good potential for redevelopment along this street and the boundary being mid-block is supported. Ideally redevelopment includes a commercial or community ground floor with residential above. This could occur in the HRZ if that applied instead, if commercial activities at ground floor are enabled within the HRZ zone.
- 8.10 PC2 proposes to apply Precinct B (14m) generally to the north and west of this centre within a catchment of between 350m and 530m of the TCZ, retaining the current commercial zone extent.
- 8.11 PC2 precinct extent with some adjustments would better relate to the town centre and the landscape, and together with the Ōtaki Main Centre would enable two separate higher density built form opportunities with lower density between. This may not result as redevelopment of this scale might take considerable time.
- 8.12 An expansion area is recommended to the west around Waerenga Road, 450m from the Dunstan Street/ Waerenga Road intersection,

with a boundary one lot back from Bell Street. There is a large parcel of undeveloped land in this area and many other redevelopment opportunities. The southern boundary follows the PDP using a rear boundary where there is not accessibility from Totara Street through to Sue Ave. The large lot could have a split zoning to provide a consistent south-western HRZ.

- 8.13 To the north of the TCZ, the PC2 includes Precinct B applying to land on the upper terrace along Main Highway. I consider the stream and the change in landform provides a good boundary for the HRZ (blue line in Figure 3) as this upper level will likely have relatively poor access permeability down across this stream. An extension of the HRZ around Millhaven Place is approximately 400m from the TCZ and includes two large undeveloped sites which provide a good opportunity.
- 8.14 The railway and motorway should be the barrier to further density such that the catchment can be concentrated to the west avoiding access issues to the east.
- 8.15 A street network should be developed through the block between Main Road and Waerenga Road to provide a permeable development pattern that supports walkability and better connects the school to the town centre. The Ōtaki College occupies a large amount of land in this central area so the development opportunities are constrained by this.

9. SPATIAL APPLICATION OF ZONES

- 9.1 The recommended spatial application of the HRZ is as illustrated on the maps in **Attachment E** and is accompanied by explanations for each location in **Attachment B**.
- 9.2 From a big picture perspective, high density outcomes should be focused around the Paraparaumu Metropolitan Centre generally east of the motorway. However, there is a wider triangle including Paraparaumu Beach and Raumati Town Centres that provide opportunities for a higher intensity than other parts of the district

due to the employment opportunities along Kapiti Road and the potential for the development of the airport and the amenity of the coastal environment.

- 9.3 **Attachment B** includes an option for a different zone application for the land between Raumati Town Centre and the motorway due to the questionable application of the HRZ (or GRZ + Precinct A in PC2) west of the motorway, driven by the location of the Metropolitan Centre zone.

Nicholas J Rae

10 March 2023

ATTACHMENT A - LIST OF RELEVANT EXPERIENCE NJ RAE

- (a) Proposed New Plymouth District Plan - Assisted Kāinga Ora following submissions with analysis, and advice and provided evidence to the hearings panels on the topics of viewshafts, residential, commercial and mixed use zones and zone application.
- (b) Plan Changes 51 and 61 to the Auckland Unitary Plan (“AUP”) - reviewed the proposed private plan changes for Drury West and provided evidence to support submissions with regard to consideration of Town Centre, Local Centre, Terrace House and Apartment, and Mixed Housing Urban zones near a proposed new rail station in the Drury growth area.
- (c) Central Hawke’s Bay District Plan - I have provided evidence to the Proposed District Plan relating to intensification provisions.
- (d) Plan Change 26 in Tauranga City - assessment of the proposed intensification in the Te Papa peninsula in Tauranga city in regard to the existing viewshafts that seek to retain views to the Mauao (Mt Manganui).
- (e) Plan Change 67 to the AUP - assisted with drafting changes to an existing precinct applying to approximately 200ha of land in Hingaia Auckland, and providing evidence to an independent hearing.

- (f) My team and I currently provide a design review role for residential proposals in a new subdivision in Hingaia, Auckland against developer led design guidelines.
- (g) Proposed Queenstown Lakes District Plan Appeal for Jack's Point, providing advice and draft evidence to the Jack's Point Residents and Owners Association regarding landuse classification (effectively a precinct) in the Village which included reviewing the Comprehensive development plan and design guidelines. Resolved prior to hearing.
- (h) Proposed Auckland Unitary Plan - I provided evidence to the Independent Hearings Panel hearings on the proposed AUP for private land holders.
- (i) America's Cup Resource consent - I provided advice and evidence on behalf of resident groups in the Viaduct Harbour in relation to the visual effects of the proposed America's Cup development proposed. This included consideration of the effect on lower order views along streets and within the Viaduct harbour.
- (j) Plan Change to rezone the western side of the airport at Frankton (Queenstown) - This involved providing advice and evidence on behalf of a submitter on the importance and management of views to the Remarkables mountain range.

- (k) Kingseat - Proposed concept plan to support submissions on the then Franklin District Plan Rural Plan Changes, which was followed closely being involved in the AUP processes. This considered a wider area of land than originally proposed at a scale that would better provide for and support the local community with retail and school provisions. It suggested different commercial centre locations and roading networks along with some light industrial and residential zones. The concept was not taken up at that time.
- (l) Clarks Beach - Proposed masterplan, Precinct plan and zone provisions and evidence to support a Special Housing area proposed for 50ha of land in the then Future Urban Zone to the eastern end of the existing development at Clarks Beach. This included proposed new road alignments, comprehensive open space networks also providing for a new 'stream' and coastal outfall and coastal rehabilitation, a neighbourhood centre and a mix of residential opportunities. Approximately half of this is consented and of that 4/5ths of the subdivision has been constructed.
- (m) Silverdale South - Proposed an alternative development pattern and land use (a mixed use and residential outcome proposed) for the area known as PC123 to the Rodney District Plan which was approved, and then included into the AUP as a General Business zone and Mixed

Housing Urban zone. This is land to the south and east of the Silverdale Busway station and park n ride facility. Significant development work is underway with many houses built along with commercial development constructed and consented. The Botanic Retirement village is now part of this development, providing for around 500 units south of the park n ride. I assisted with the design and consenting of that development.

- (n) Kumeu Town Centre - Masterplan, Precinct plan and provisions to support an application for a private plan change in Kumeu. This has resulted in a Town Centre zone and Mixed Housing Urban zone to the north east of the State Highway 16 and railway. Much of this is under construction, including buildings I have been involved with from a design perspective.
- (o) Takanini Town Centre (east) - Masterplan, Precinct provisions and evidence to support opposition to a Council Plan Change proposing the land at 30 Walters Road to be residential. This has resulted in a Town Centre zoning through both the original plan change and the AUP process consistent with the structure plan. The structure plan included a train station (new Takanini station) abutting the land, however no station has resulted even following the developer offering to build the platforms.

The land has been developed and is largely retail with some medical, offices and real estate agents. The development won a Property Council award in 2015.

- (p) Rototuna North Centre - I was involved with the design of this centre for the landowner along with provision for residential and interfaces with the proposed Waikato expressway. I have not been involved with the more recent zoning and consenting and implementation of the centre.
- (q) Whilst not involved from a plan change perspective, I have assisted with the development of retail at Te Atatu Town Centre.
- (r) Rotorua Central - I provided advice to the master planning work for redevelopment of Rotorua Central which is a large block of land to the south of the Rotorua town centre.

Attachment B – Application of the High Density Residential Zone

Location	HRZ application considerations
<p>Paraparaumu Metropolitan Centre</p>	<p>The proposed 800m catchment is generally the same as the PC2, however there are some small areas that should be included to enable the same opportunities as included with a black hatch in Attachment E maps vv.</p> <p>The areas highlighted in green in Figure 1 below are within the 800m catchment. However these areas are separated from the main urban fabric of the centre and community to the east of the motorway. These areas are included due to the potential connection under the motorway along the stream, and from Kapiti Road with some strange zone boundaries leaving spot zones of GRZ boarding the airport. These areas have limited redevelopment opportunities due to the existing developments within, and are not well connected, especially to the existing centre and the potential for large stormwater devices and sand dune restoration in the MCZ just east of the motorway providing further separation. These elements might provide good recreational and ecological benefit but the other attributes of the MCZ are potentially going to be some distance away. They are not necessarily inappropriate to zone high density, however they are better related to the activities on the western side of the motorway. One option would be to remove high density from these green areas.</p> <p>There are better opportunities to the north of the centre and east of the motorway, for intensification due to the better existing connections to the centre and rail station, even though at a larger distance than 800m; however, I understand this to be beyond the scope of the Kāinga Ora submission and its accompanying maps.</p>

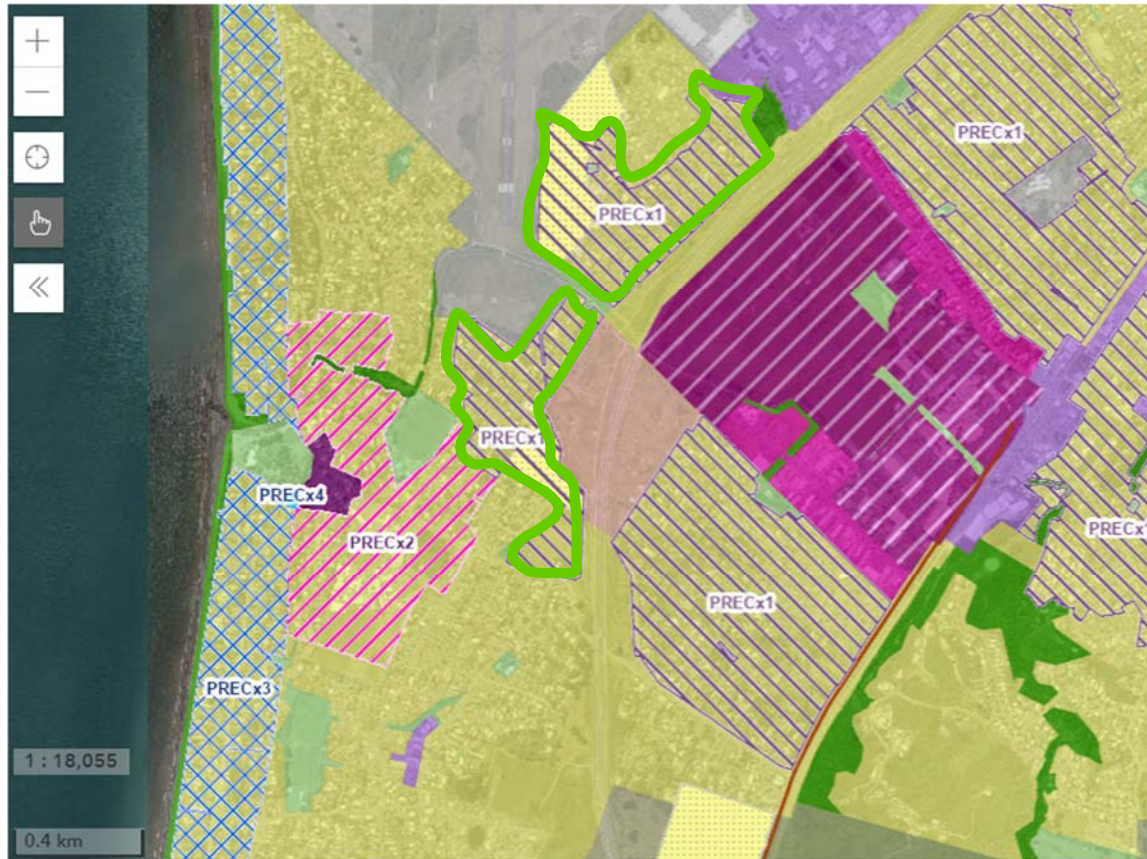


Figure 1 – plan showing Paraparaumu Metropolitan zone and relationship of walkable catchment to the Raumati Town Centre

	<p>The location of the HRZ height variation control (36m) is generally applied to a 400m catchment from the MCZ. The boundary of this has been rationalised to result in a more consistent boundary than that included in the submission maps.</p>
<p>Paraparaumu Beach Town Centre (refer Attachment E Maps 6 and 7)</p>	<p>The Kāinga Ora-proposed 800m walkable catchment is larger than the PC2 catchment of 400m in response to the:</p> <ul style="list-style-type: none"> • centre function; • high amenity values of the location adjacent to the beach; • various recreational opportunities; • proximity to other areas of employment along the Kapiti Road corridor; • future potential opportunities within the airport land; • limited intensification opportunity due to the location of the golf course; and • effectively half of the potential catchment is the sea or restricted by the Coastal qualifying matter precinct. <p>The existing housing stock varies in quality, however there are many older dwellings where the value of these improvements would likely be favourable for redevelopment.</p> <p>Expanding to the north-east (or south eastern side of the golf club) would enable a greater population close to the Kapiti Road corridor and the commercial activities that exist in the general industrial zone. The cadastral boundary with the retirement village provides a good zone boundary and the open space reserve and golf course to the north provide a good boundary where development could respond to the northerly orientation.</p> <p>Expansion to the west of the golf course provides opportunity in a high amenity landscape, close to the beach and overlooking the golf course. The boundary is proposed mid-block to enable the same zone on both sides of Arthur Street and not include properties accessed off Webber Street.</p>

	<p>The expansion to the south of the Town Centre responds to the triangle of land created by the open space attributes of the beach and the airport, where larger building forms can easily be accommodated in the landscape contained by existing boundaries.</p>
<p>Raumati Town Centre</p>	<p>Raumati should be considered with the zoning around the metropolitan centre due to the close proximity between the two.</p> <p>Due to the smaller scale of the Raumati Town Centre, the 400m catchment proposed in PC2 as the basic principle is appropriate. However, applying the HRZ to this catchment follows the principle of enabling 6 storeys around Town Centres and due to the other attributes that support a well functioning urban environment, including schools, parks, and the beach. It is noted that the schools south of Raumati Road occupy a lot of the HRZ land within 400m. When this catchment is considered along with the MCZ catchment, they abut one another (refer PRECx1 and PRECx2 in Figure 2 below).</p> <p>If the land PRECx1 is retained for high density residential, then an adjustment to the HRZ boundaries is recommended to include the orange areas in Figure 2 resulting in a contiguous HRZ.</p>

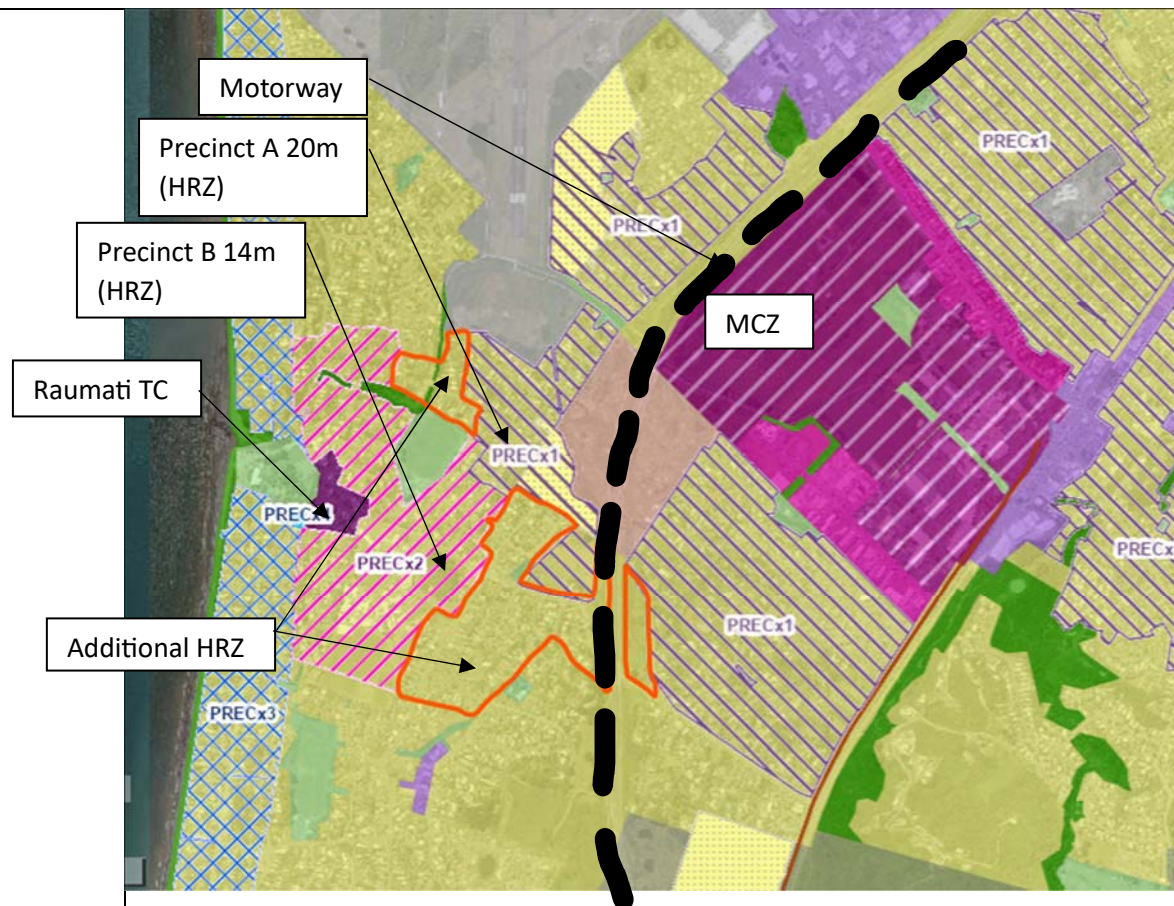


Figure 2 – Illustrating the relationship between the MCZ and Raumati Town centre and zones + Precincts between and HRZ expansion

While these additional areas are further than the 400m catchment, they are closer than the PC2 PREC1 areas west of the motorway relative to Raumati and provide more opportunity around the Raumati centre given half of its

	<p>catchment is the sea or constrained by the coastal inundation overlay. A consistent built form opportunity through this central area would help to identify the link between the beach and the metropolitan centre.</p> <p>This zoning pattern appears to include a large area of higher density opportunity, however provides for a long term vision.</p> <p>If the PC2 PRECx1 areas west of the motorway are not high density, then a smaller HRZ around the Raumati Centre could exist on its own with an area of General Residential between the Raumati Centre and the motorway.</p>
<p>Waikanae Town Centre (refer Attachment E, Map 11)</p>	<p>Waikanae is a town centre that provides good intensification opportunities, also serviced by a train station in the centre on an RTS.</p> <p>The starting principle for the walkable catchment at this location is 800m from both the station and the Town Centre. The PC2 Precinct A is a smaller catchment which is closer to 500 – 600m from the TCZ. I support the application of the HRZ to the area proposed by Kainga Ora with the addition of six small areas that enable the same zone both sides of a street and create a logical boundary. The area to the south east along Elizabeth Street is included even though it extends to 950m from the TCZ but with very easy gentle gradient streets and in easy walking distance of the school. The recommended zones are included on Map 11 of Attachment E.</p> <p>The accessibility from the station for pedestrians should be significantly enhanced, such that the main road can now include multiple crossing points as it does not need to function as the main highway.</p>
<p>Ōtaki Rail</p>	<p>Ōtaki is located at a distinctly different area within Kāpiti and avoids the connected suburban areas around other centres of Paraparaumu and Waikanae. However, it has two centres and suburban residential catchment between them.</p>

While adjacent to the railway, the Rapid transit service does not extend to this station and therefore no intensification around the station is required. However, the use of this station in the future as a RTS should not be ruled out.

The Kāinga Ora submission requested that the TCZ is expanded to the west along Dunstan Street and a small area opposite on Waerenga Road. There are a number of commercial activities occurring within the residential zone along both sides of this street and the existing building stock is relatively old and generally of poorer quality than the newer larger dwellings further to the west. There is good potential for redevelopment along this street and the boundary being mid-block is supported. Ideally redevelopment includes a commercial or community ground floor with residential above. This could occur in the HRZ if that applied instead, if commercial activities at ground floor are enabled within the HRZ zone.

PC2 proposes to apply Precinct B (14m) generally to the north and west of this centre within a catchment of between 350m and 530m of the TCZ, retaining the current commercial zone extent.

PC2 precinct extent with some adjustments would better relate to the town centre and the landscape, and together with the Ōtaki Main Centre would enable two separate higher density built form opportunities with lower density between. This may not result as redevelopment of this scale might take considerable time.

An expansion area is recommended to the west around Waerenga Road, 450m from the Dunstan Street/ Waerenga Road intersection, with a boundary one lot back from Bell Street. There is a large parcel of undeveloped land in this area and many other redevelopment opportunities. The southern boundary follows the PDP using a rear boundary where there is not accessibility from Totara Street through to Sue Ave. The large lot could have a split zoning to provide a consistent south-western HRZ.

To the north of the TCZ, the PC2 includes Precinct B applying to land on the upper terrace along Main Highway. I consider the stream and the change in landform provides a good boundary for the HRZ (blue line in Figure 3) as this upper level will likely have relatively poor access permeability down across this stream. An extension of the HRZ around Millhaven place is approximately 400m from the TCZ and includes two large undeveloped sites which provide a good opportunity.

The railway and motorway should be the barrier to further density such that the catchment can be concentrated to the west avoiding access issues to the east.

A street network should be developed through the block between Main Road and Waerenga Road to provide a permeable development pattern that supports walkability and better connects the school to the town centre. The Ōtaki College occupies a large amount of land in this central area so the development opportunities are constrained by this.

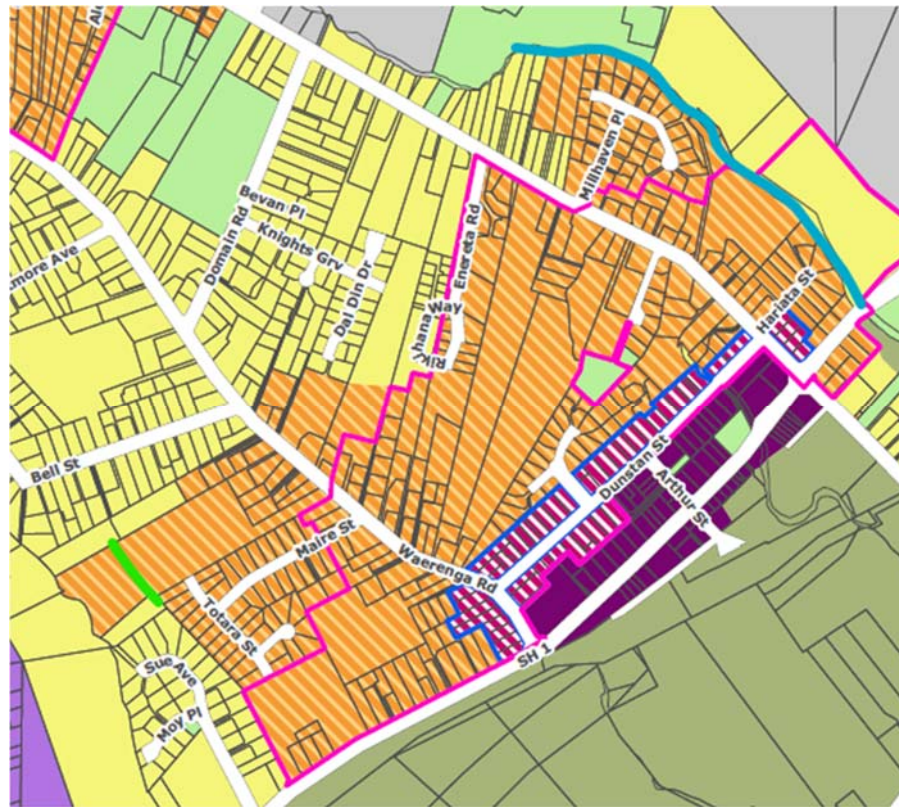


Figure 3 – plan showing Ōtaki Rail Town Centre with proposed expansion areas

Ōtaki Main

The 800m catchment included in the Kainga Ora submission for higher density residential is considered too large for this centre, rather a 400m catchment is more appropriate consistent with PC2. The HRZ enabling six-storeys provides a better opportunity than four storeys proposed and the environment would not be significantly different to a four storey outcome.

Following the consideration of the landscape (stream and landform) at Ōtaki Rail, there is one area that should be reduced and reverted to GRZ. This is on the elevated land at Lupin Road as illustrated with a red hatch in Figure 4.

One area of additional HRZ is the area in green in **Figure 4**, as Anzac Road provides a better boundary along with the open space of Ōtaki Domain. This is approximately 750m from the TCZ (PC2) so longer than the 400m principle, however links the domain to the town centre with the same potential urban fabric.

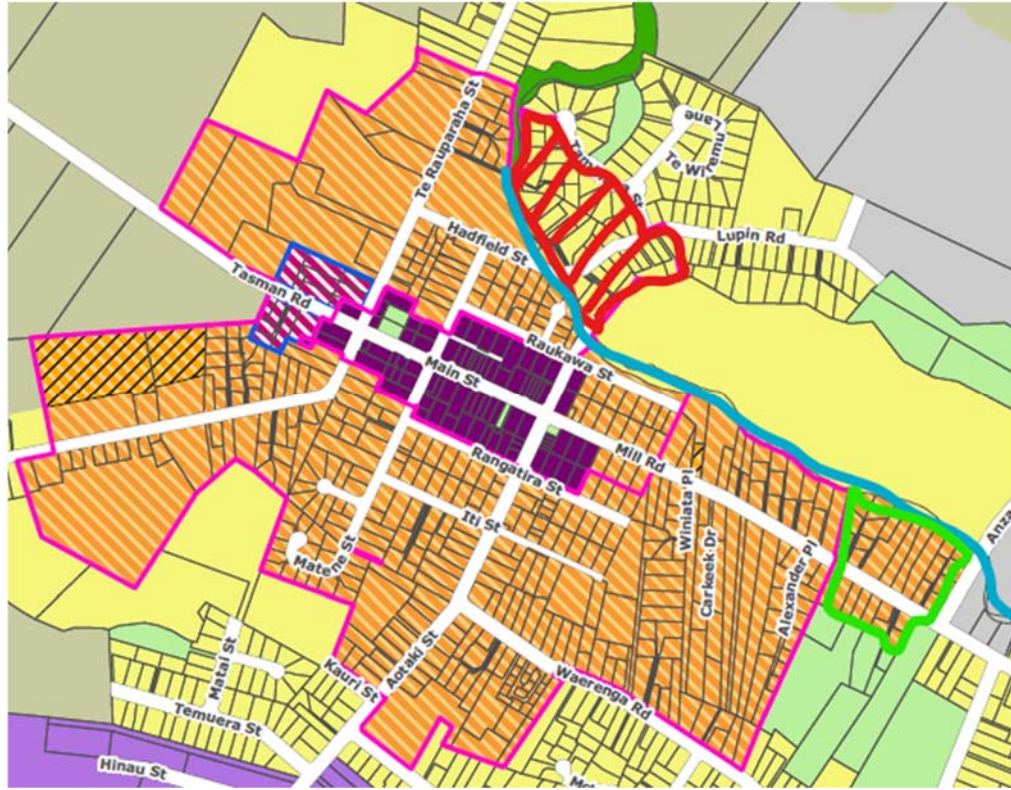
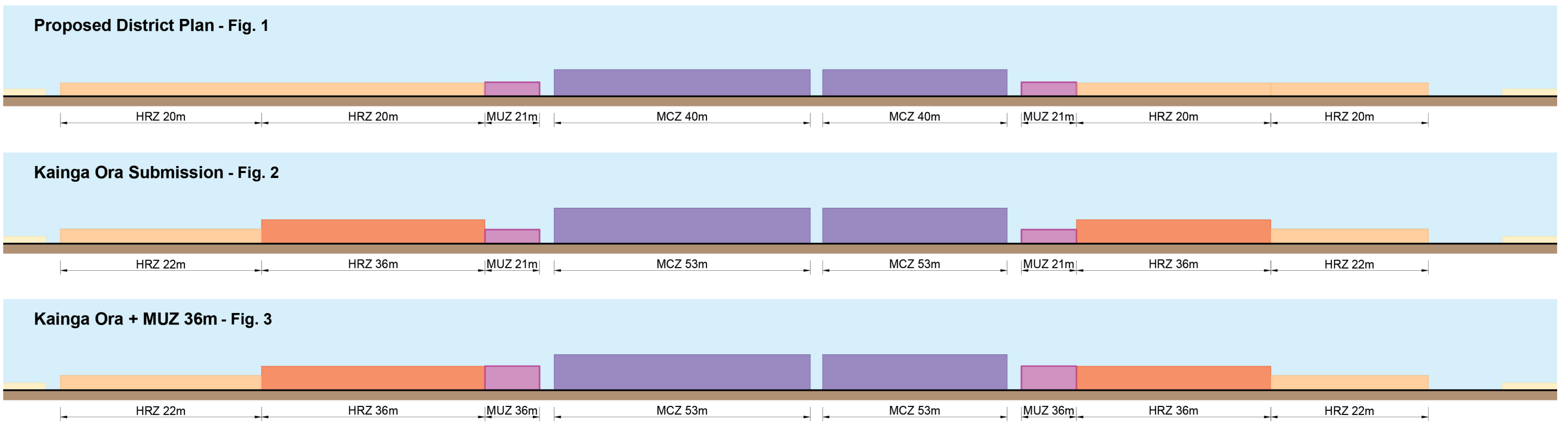


Figure 4 – plan showing Ōtaki

proposed expansion areas



1. ZONE MAP



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Section created using Kainga Ora submission maps as reference.

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KĀPITI METROPOLITAN CENTRE HEIGHT ANALYSIS

- for information only -

Sections

Kainga Ora

Scale @ A3 1:6000 Date : 10 March 2023

SK01
Rev 0



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North

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SITES INFORMATION

HIRB CASE STUDY

Kainga Ora

Date : 10 March 2023

SK01
Rev 0

GRZ			
Height	Building Coverage	Yards	HIRB
11m	50%	1.5m (front), 1m (side and rear)	4m+60°

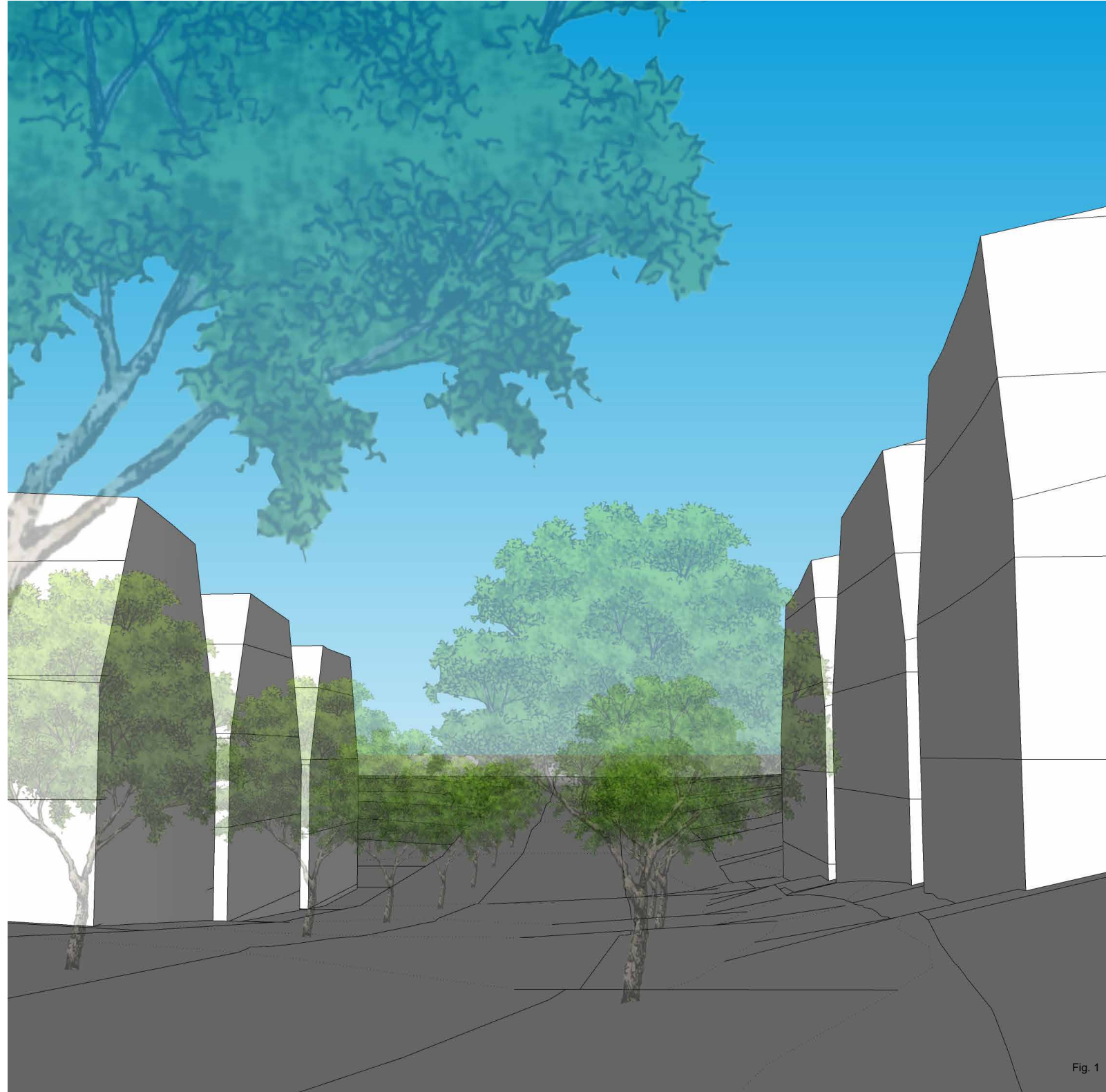


Fig. 1

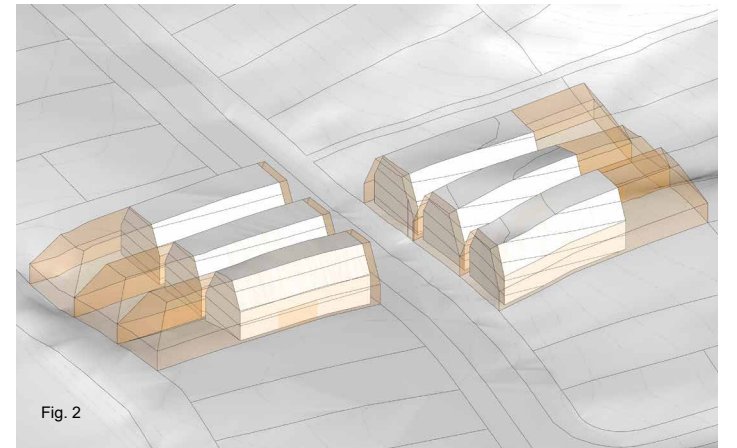


Fig. 2

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GRZ - POTENTIAL STREETSCAPE

HIRB CASE STUDY

Kainga Ora

Date : 10 March 2023

SK02
 Rev 0

PRECINCT A - PDP

Height	Building Coverage	Yards	HIRB
20m	50%	1.5m (front), 1m (side and rear)	4m+60°

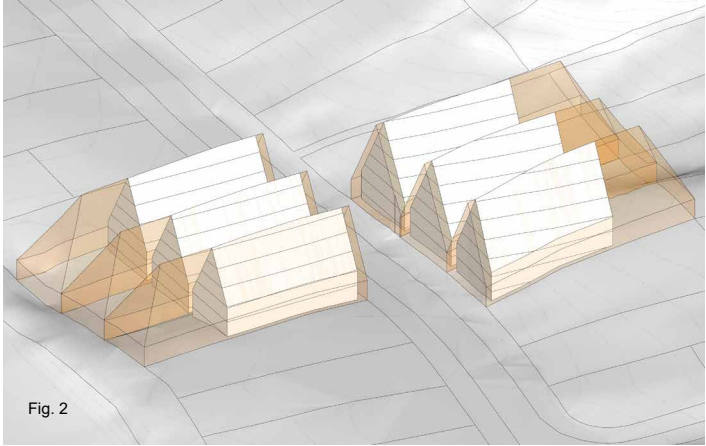
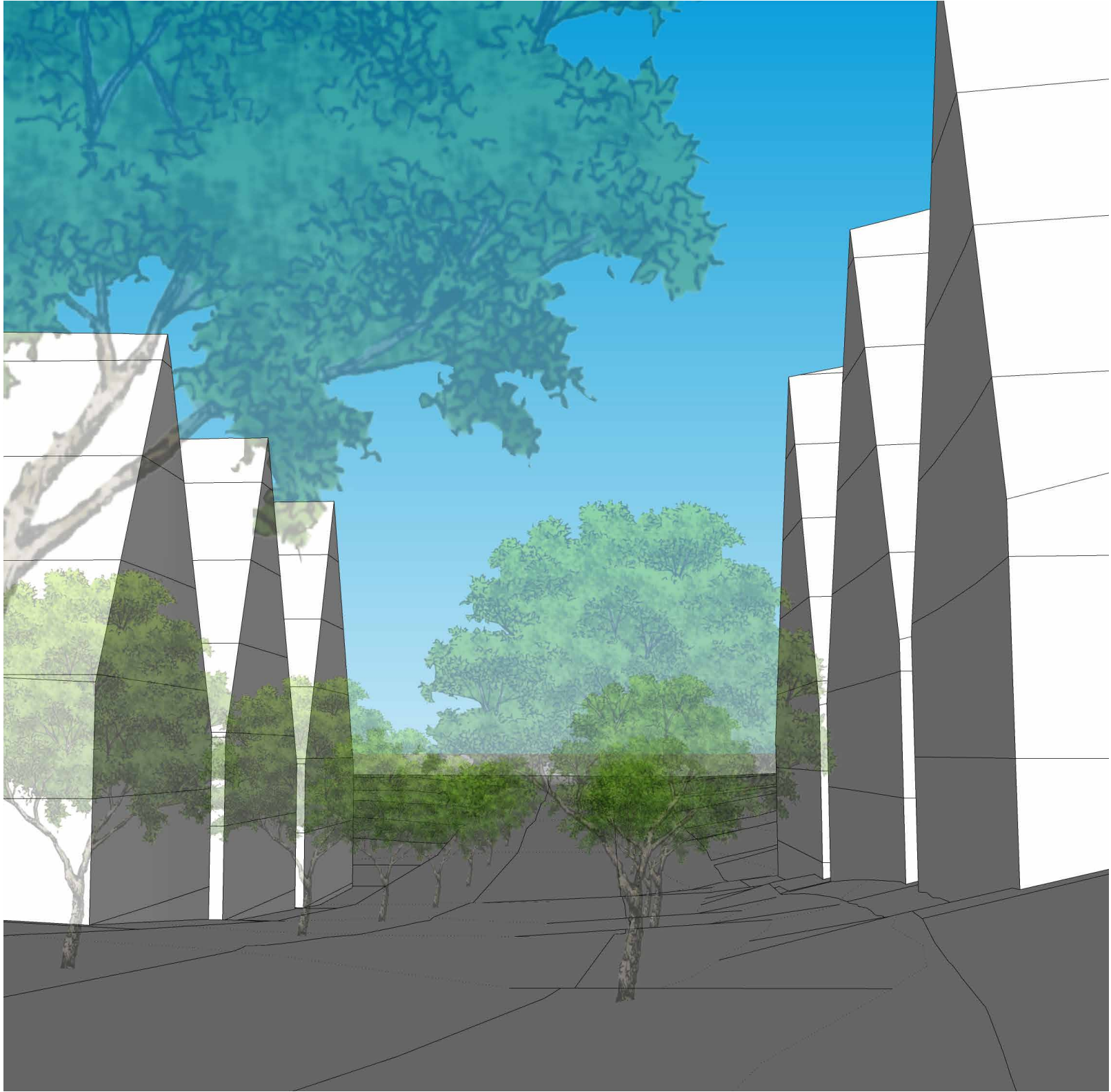


Fig. 2

PDP PRECINCT A - POTENTIAL STREETScape

HIRB CASE STUDY
Kainga Ora
Date : 10 March 2023

SK03
Rev 0

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HDZ - KO

Height	Building Coverage	Yards	HIRB
22m	50%	1.5m (front), 1m (side and rear)	19m+60°(22m) 8m+60°

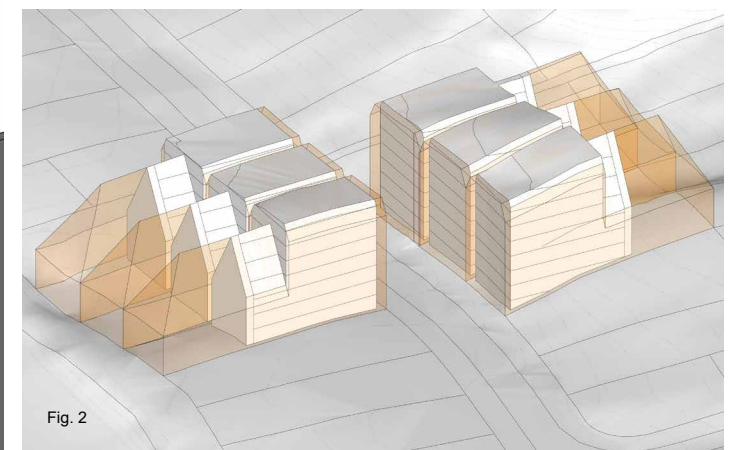
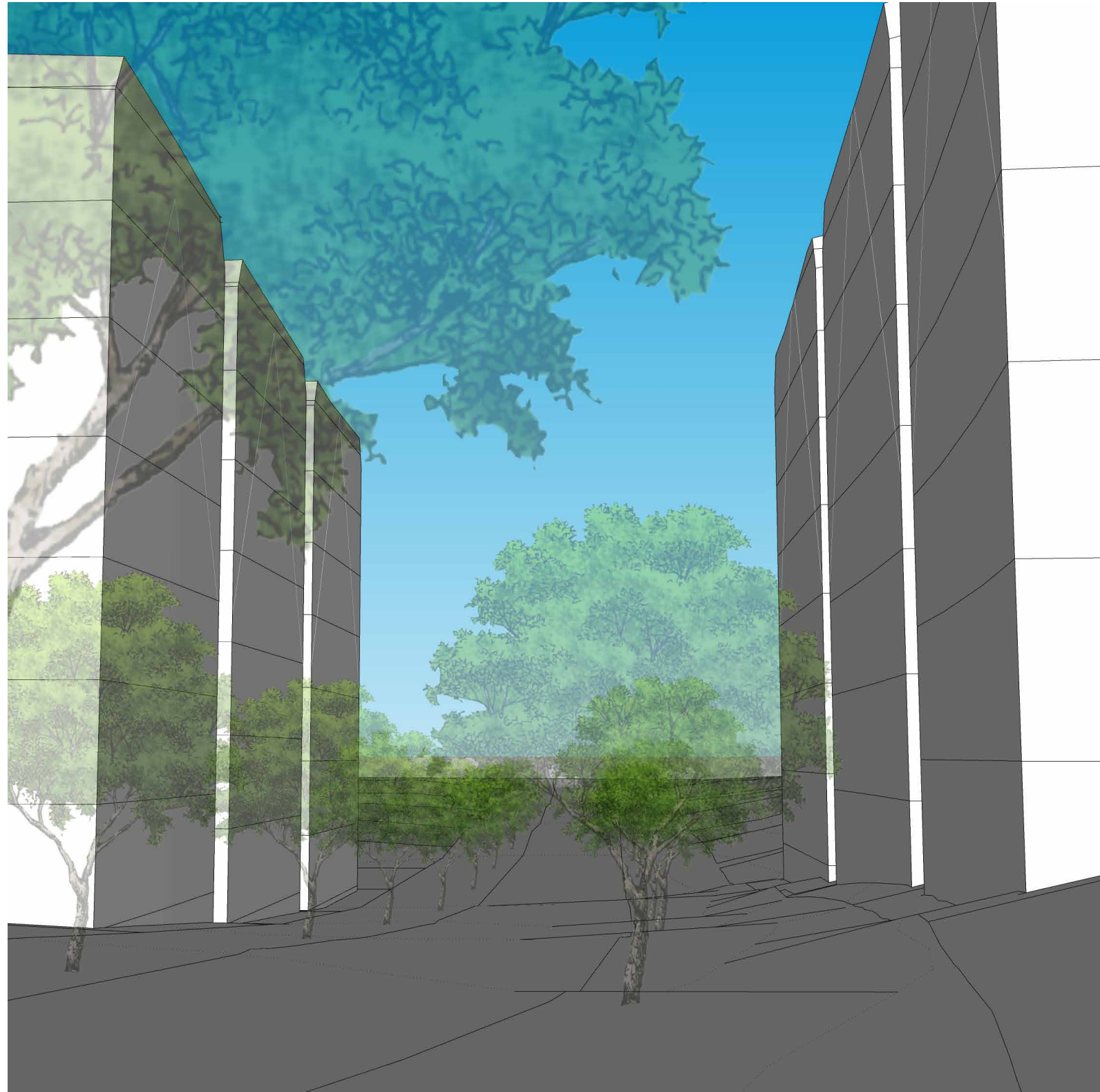


Fig. 2

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HDZ KAINGA ORA - POTENTIAL STREETSCAPE

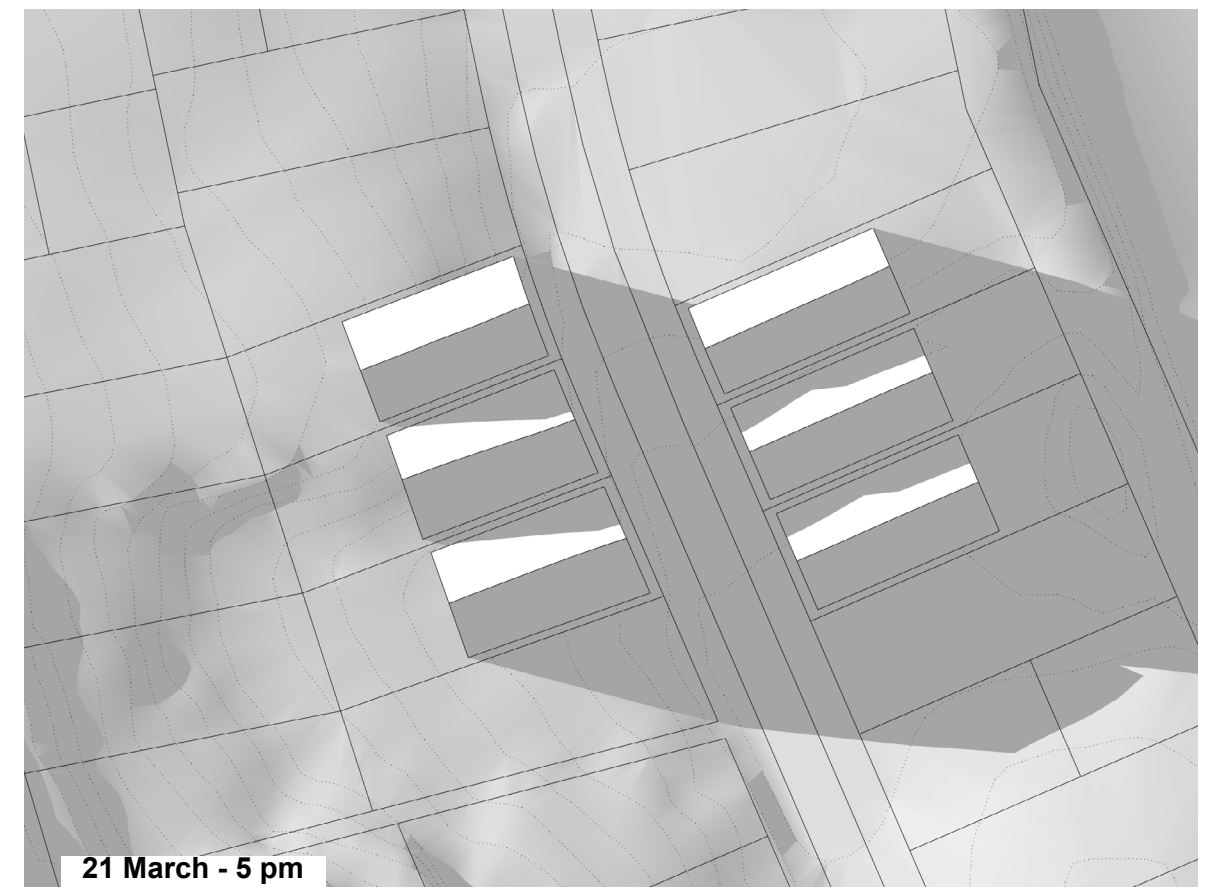
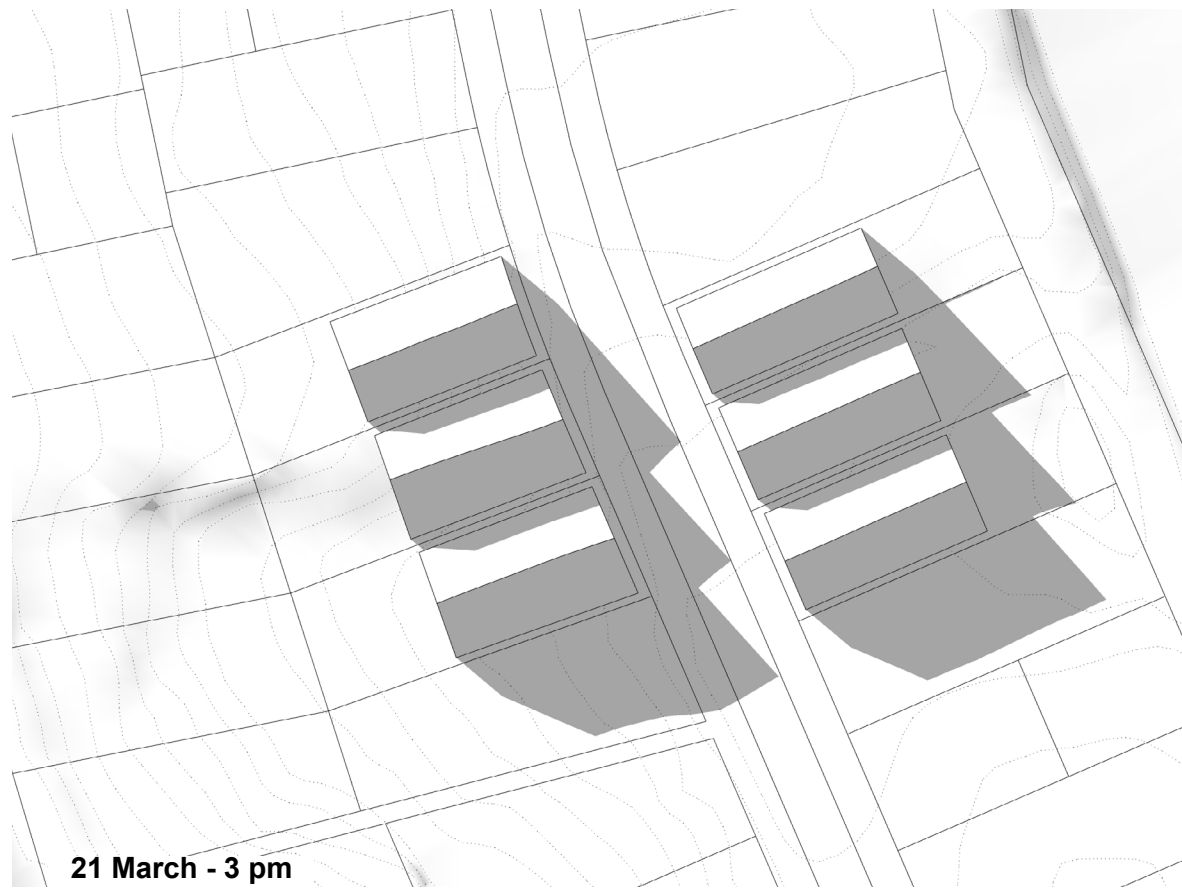
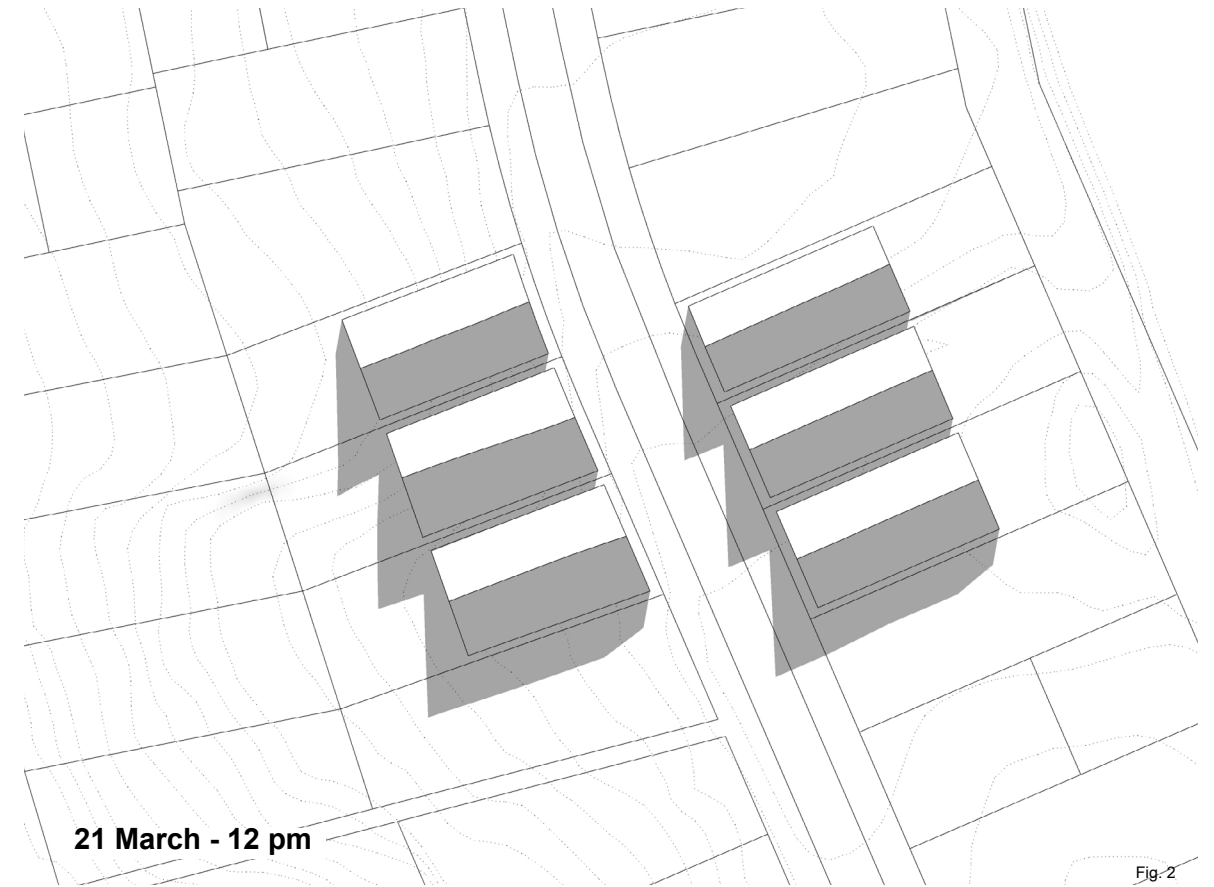
HIRB CASE STUDY

Kainga Ora

Date : 10 March 2023

SK04
 Rev 0

PRECINCT A - PDP
Height
20m
Building Coverage
50%
Yards
1.5m (front), 1m (side and rear)
HIRB
4m+60°



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North

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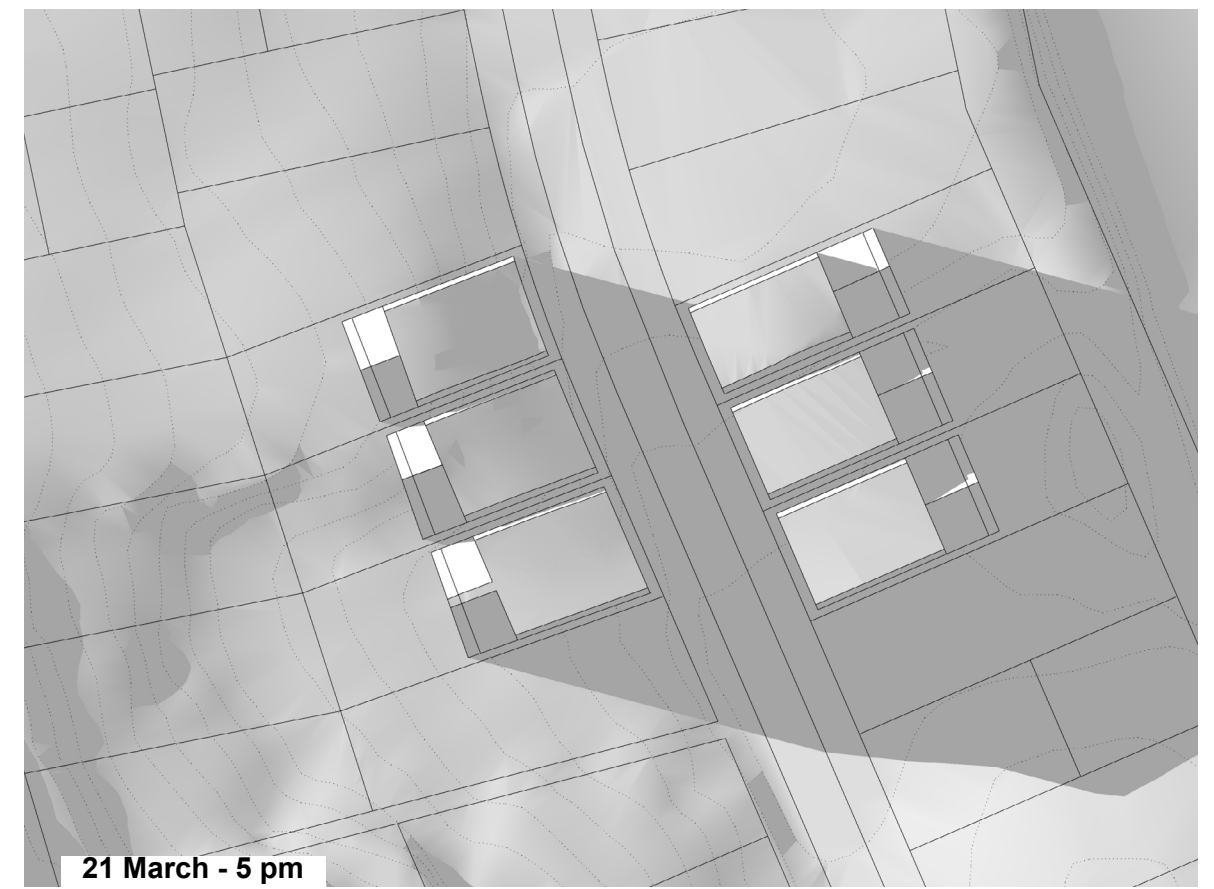
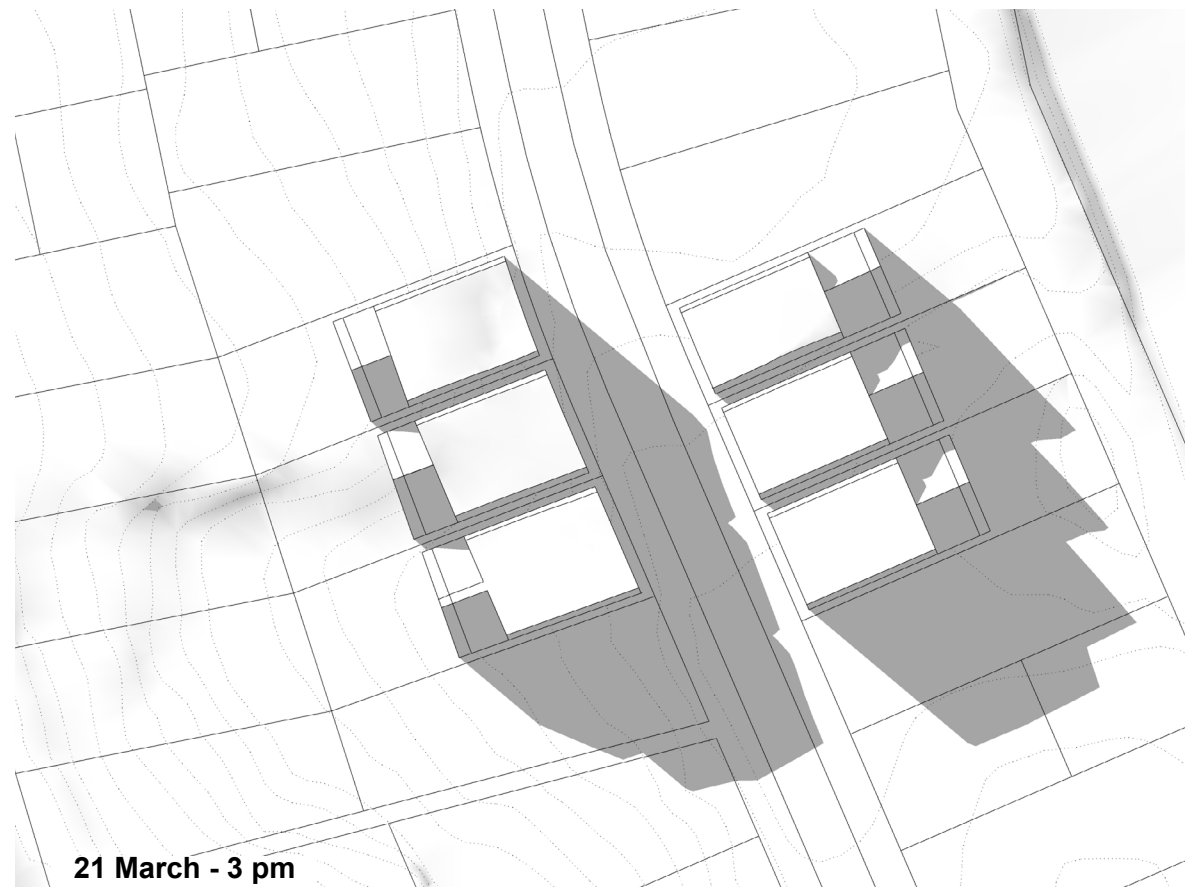
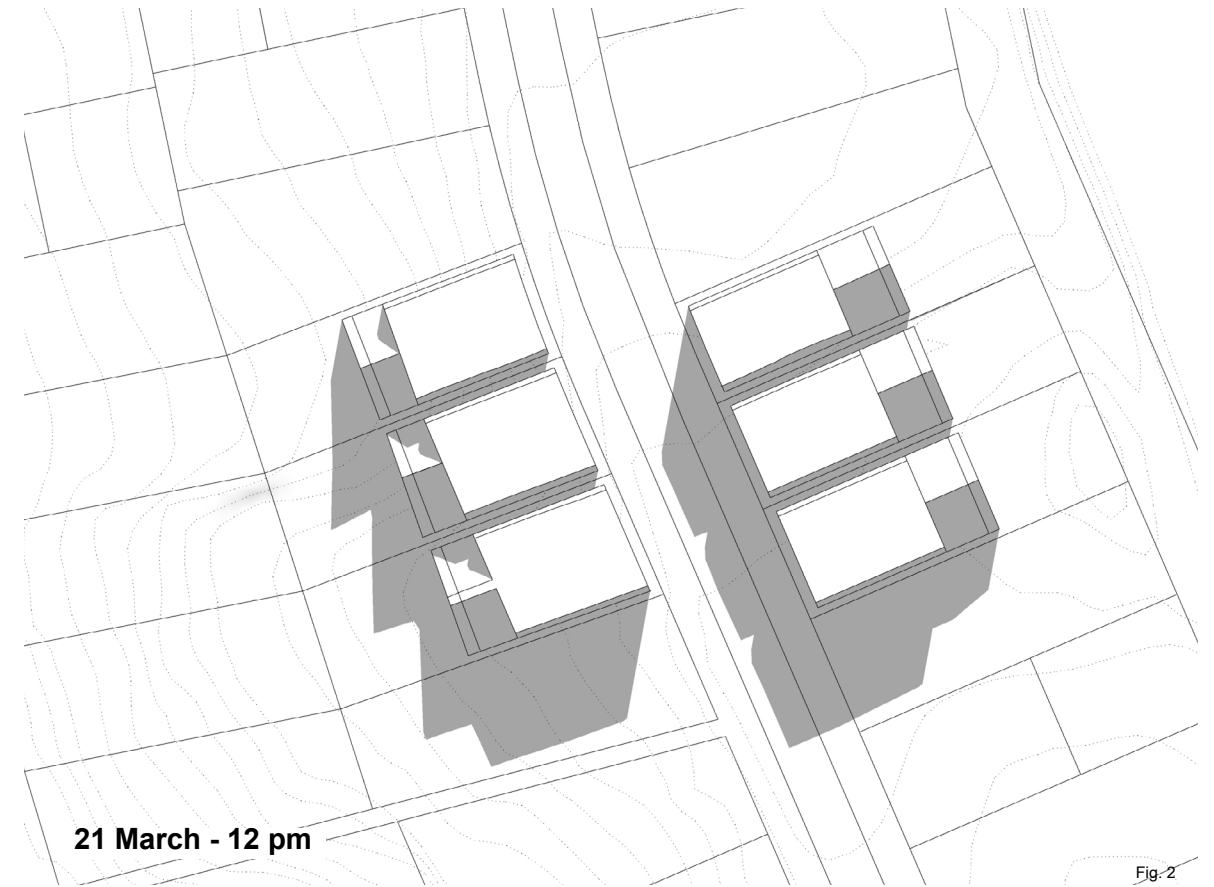
HIRB CASE STUDY

Kainga Ora

Date : 10 March 2023

SK05
Rev 0

HDZ - KO
Height
22m
Building Coverage
50%
Yards
0m (front), 1m (side and rear)
HIRB
19m+60° (22m) - 8+60°



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SHADING - HDZ KAINGA ORA ALTERNATIVE HIRB

HIRB CASE STUDY

Kainga Ora

Date : 10 March 2023



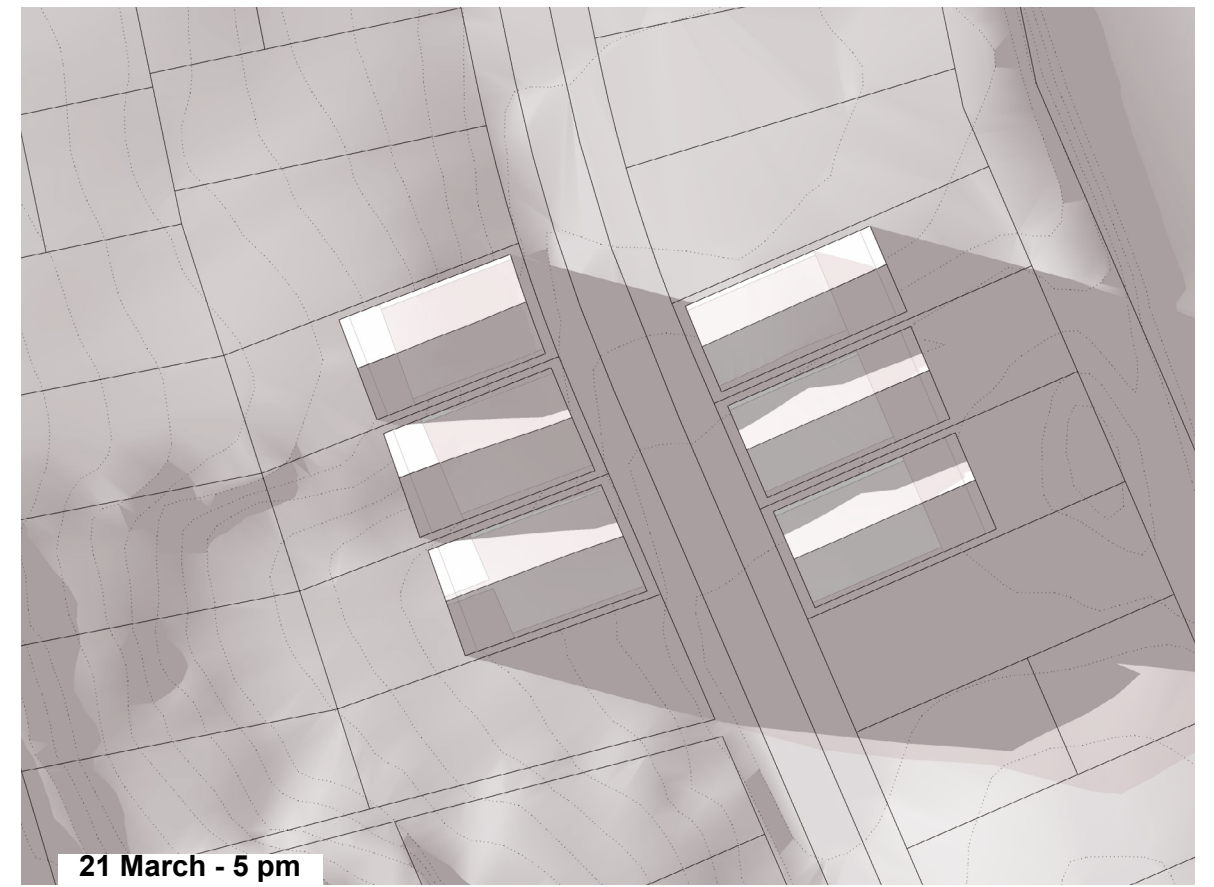
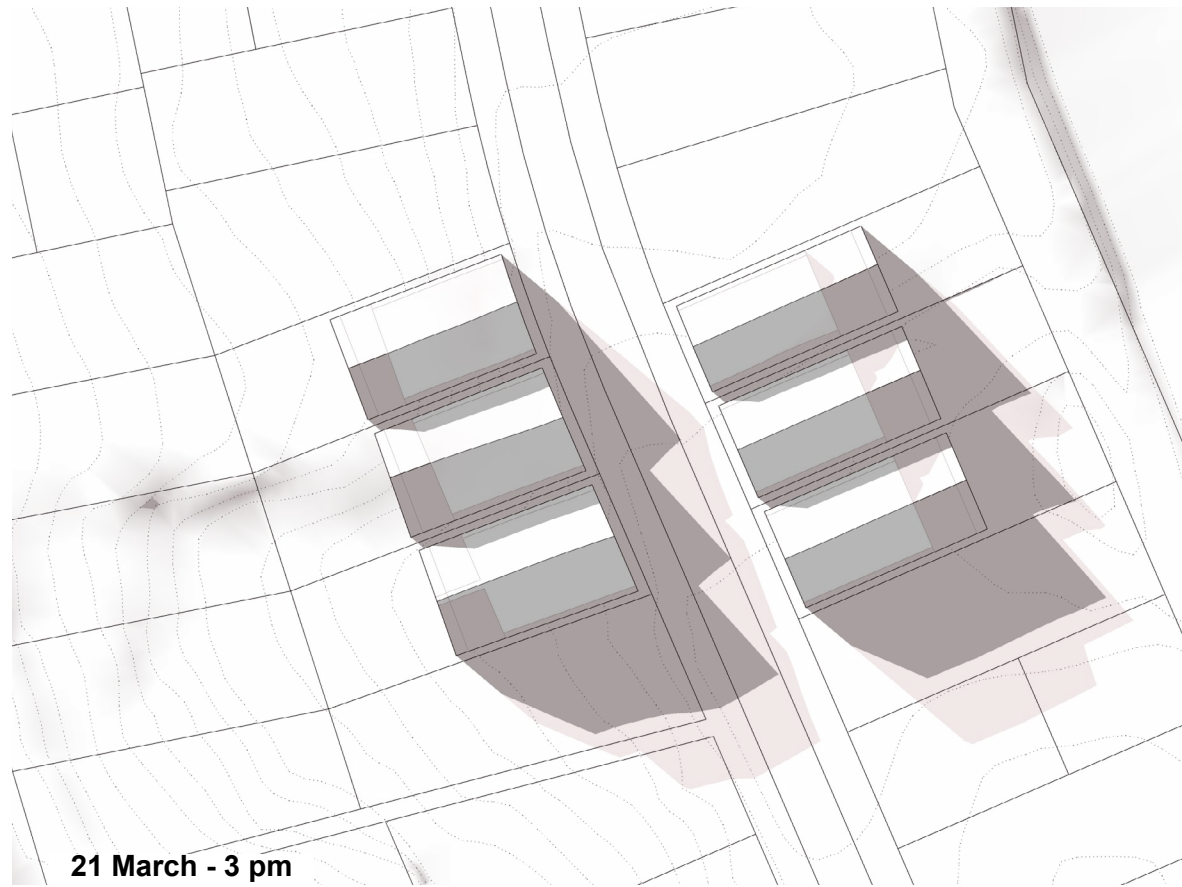
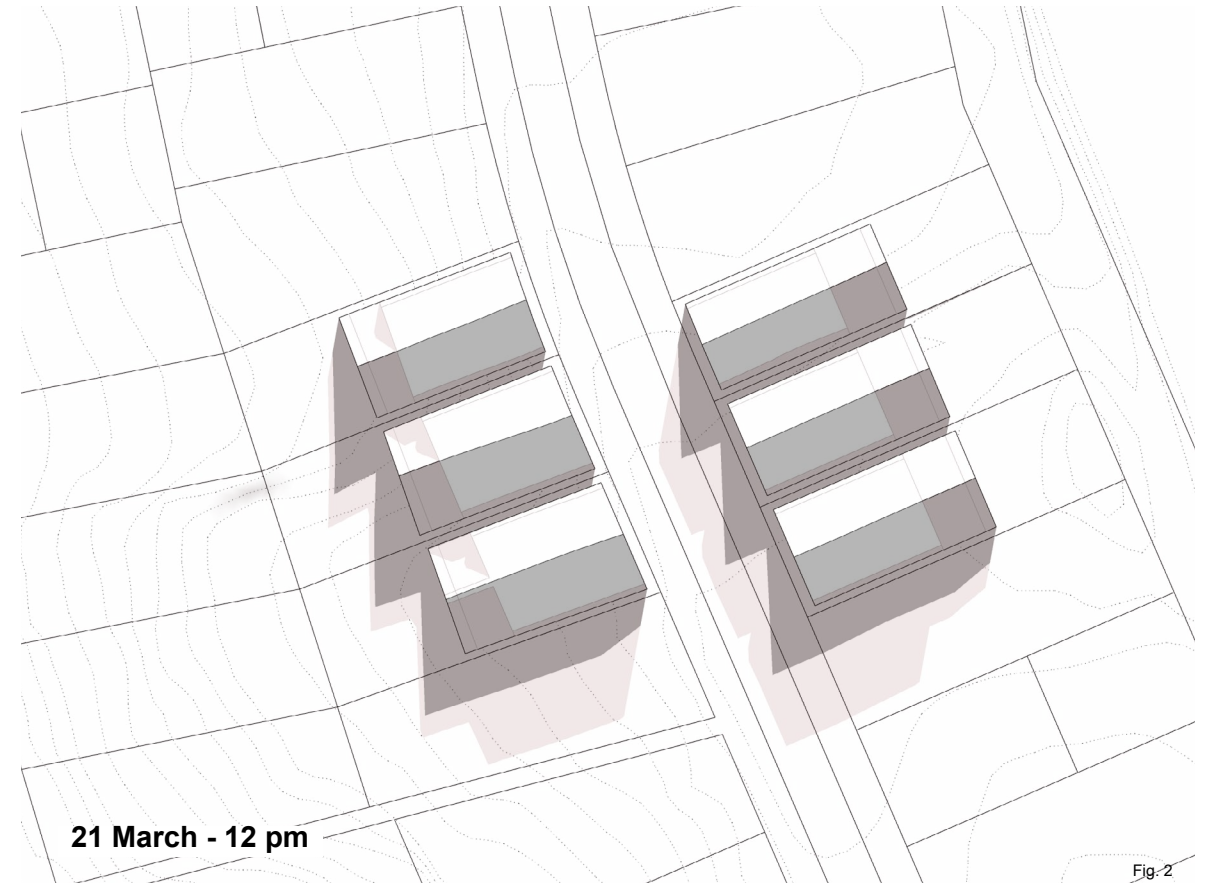
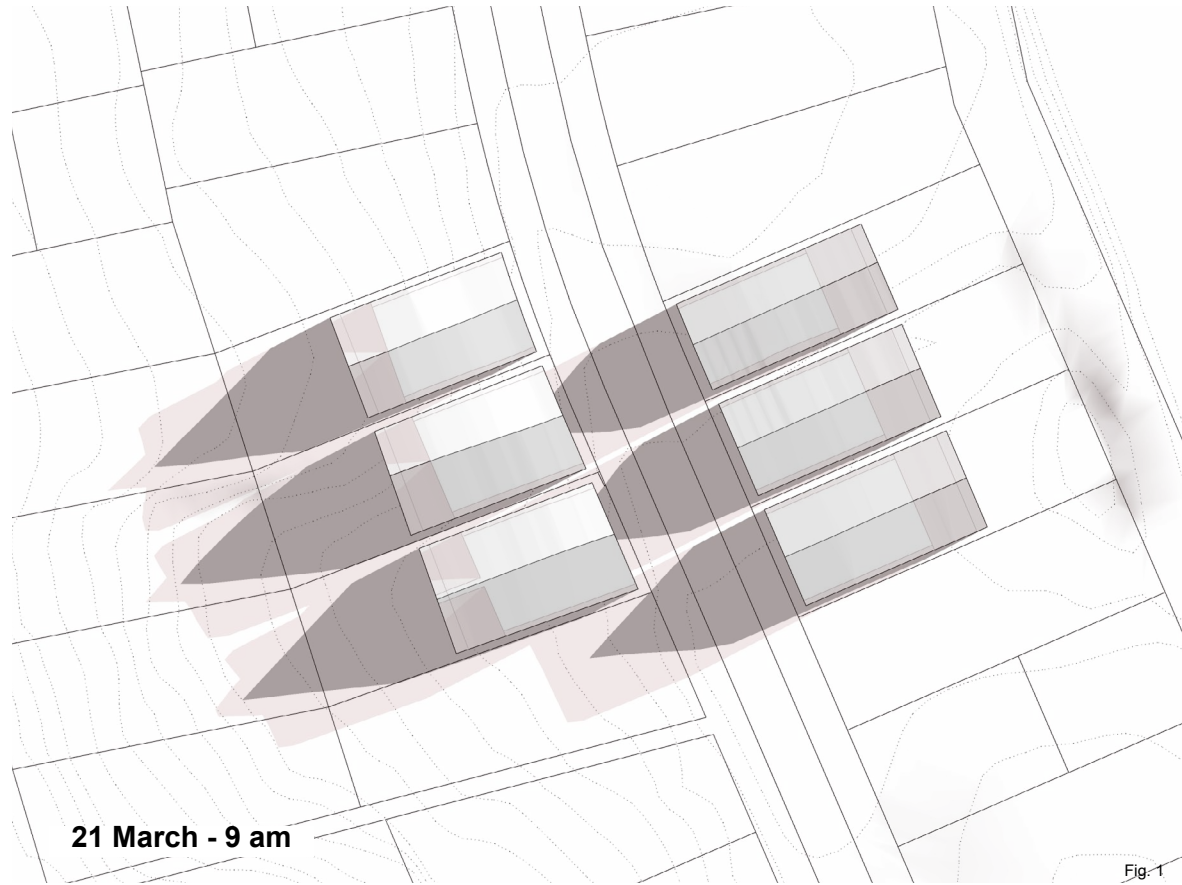
North

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SK06
Rev 0

PRECINCT A - PDP
Height
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Building Coverage
50%
Yards
1.5m (front), 1m (side and rear)
HIRB
8m+60°

HDZ - KO
Height
22m
Building Coverage
50%
Yards
1.5m (front), 1m (side and rear)
HIRB
19m+60° (22m) - 8+60°



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HIRB CASE STUDY

Kainga Ora

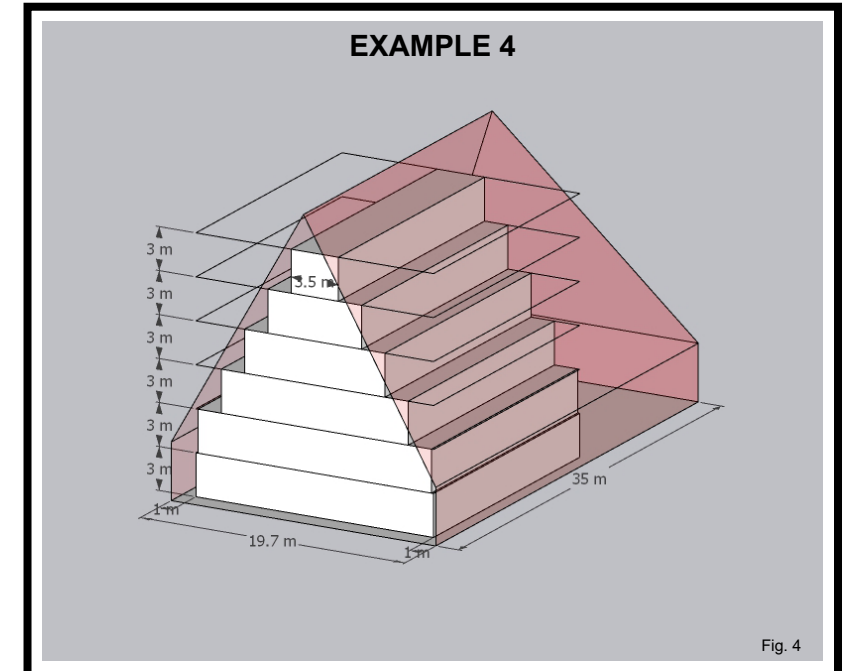
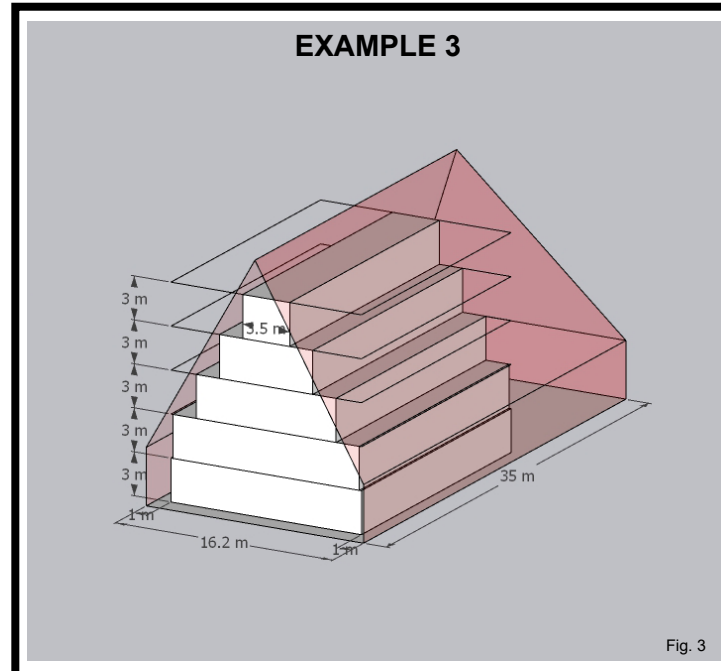
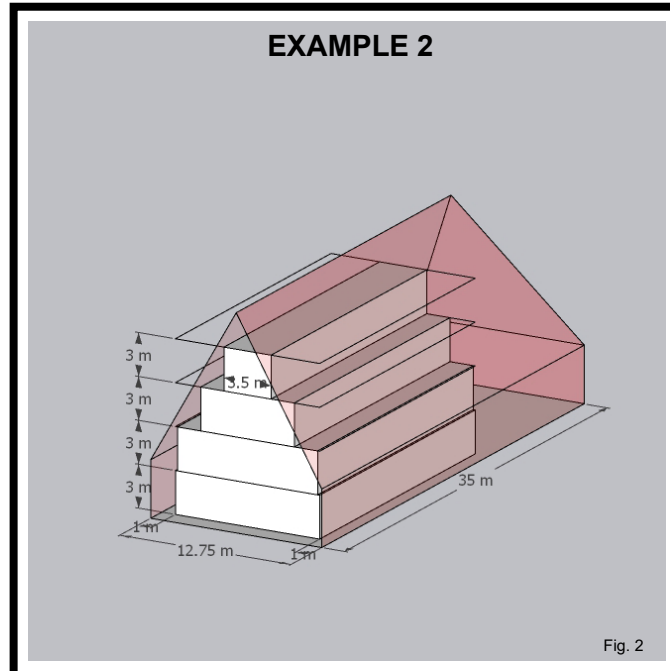
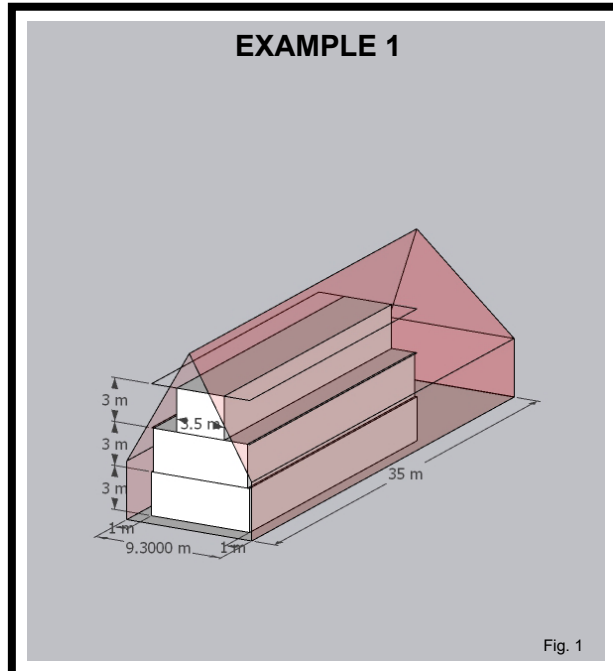
Date : 10 March 2023



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SK07
Rev 0



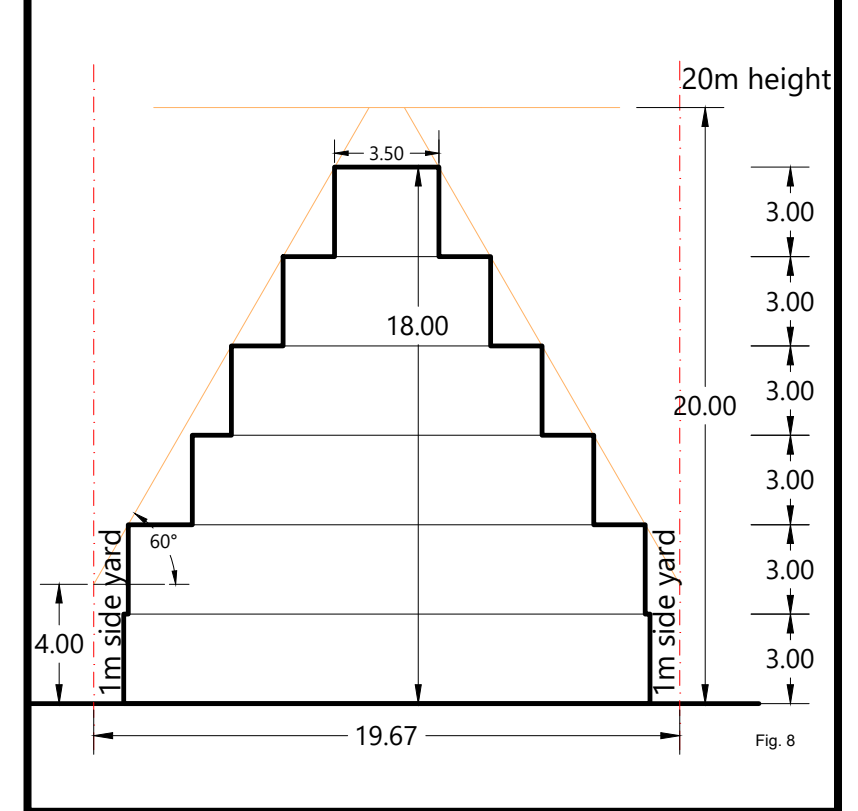
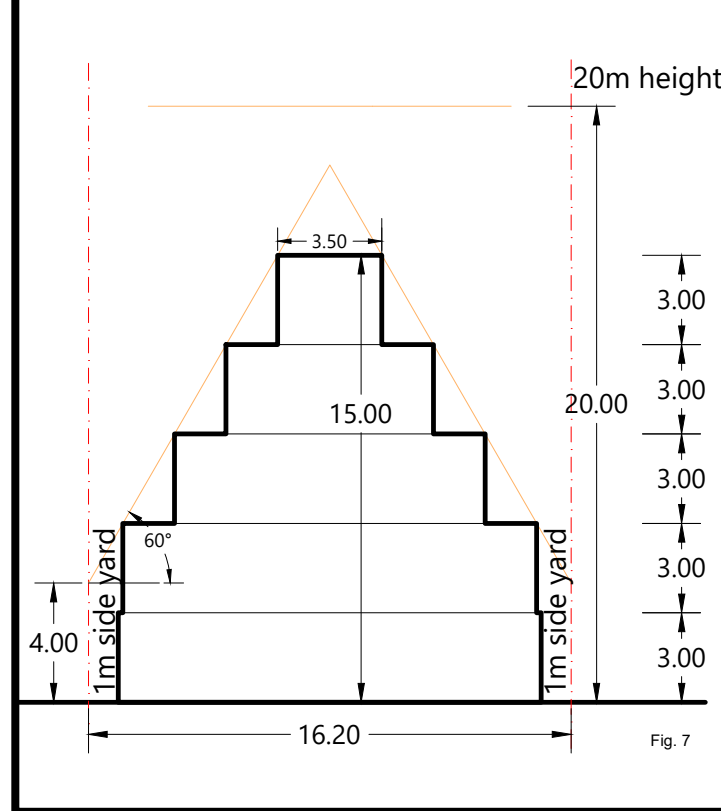
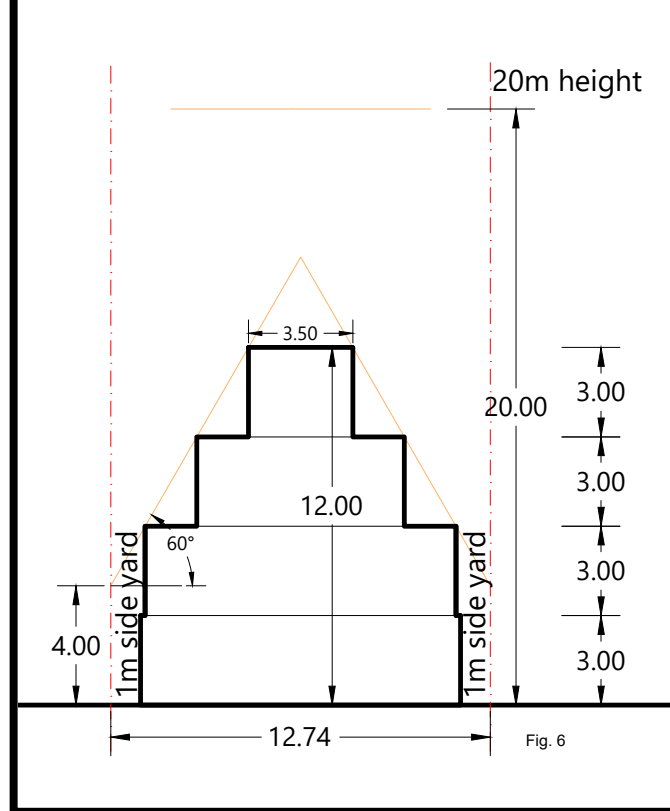
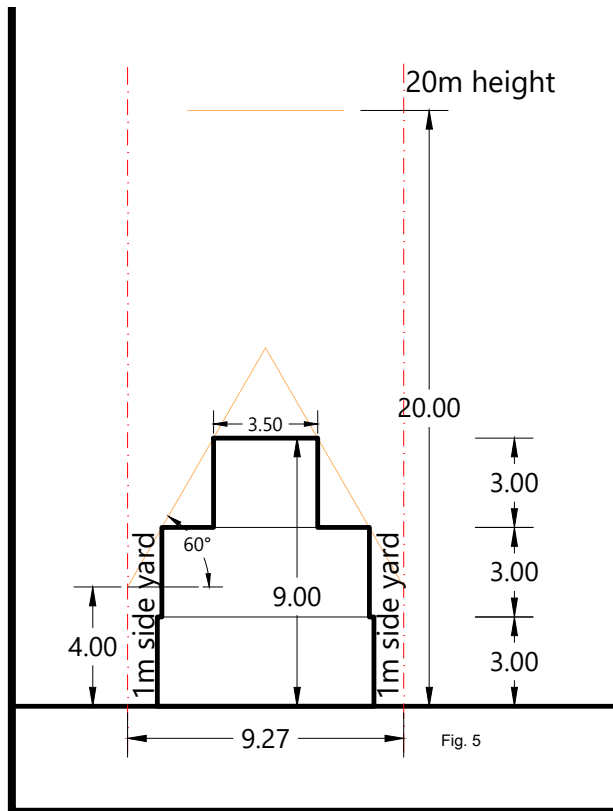
PRECINCT A - PDP
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20m
Building Coverage
50%
Yards
1.5m (front), 1m (side and rear)
HIRB
4m+60°

4 - storeys

5 - storeys

6 - storeys

7 - storeys



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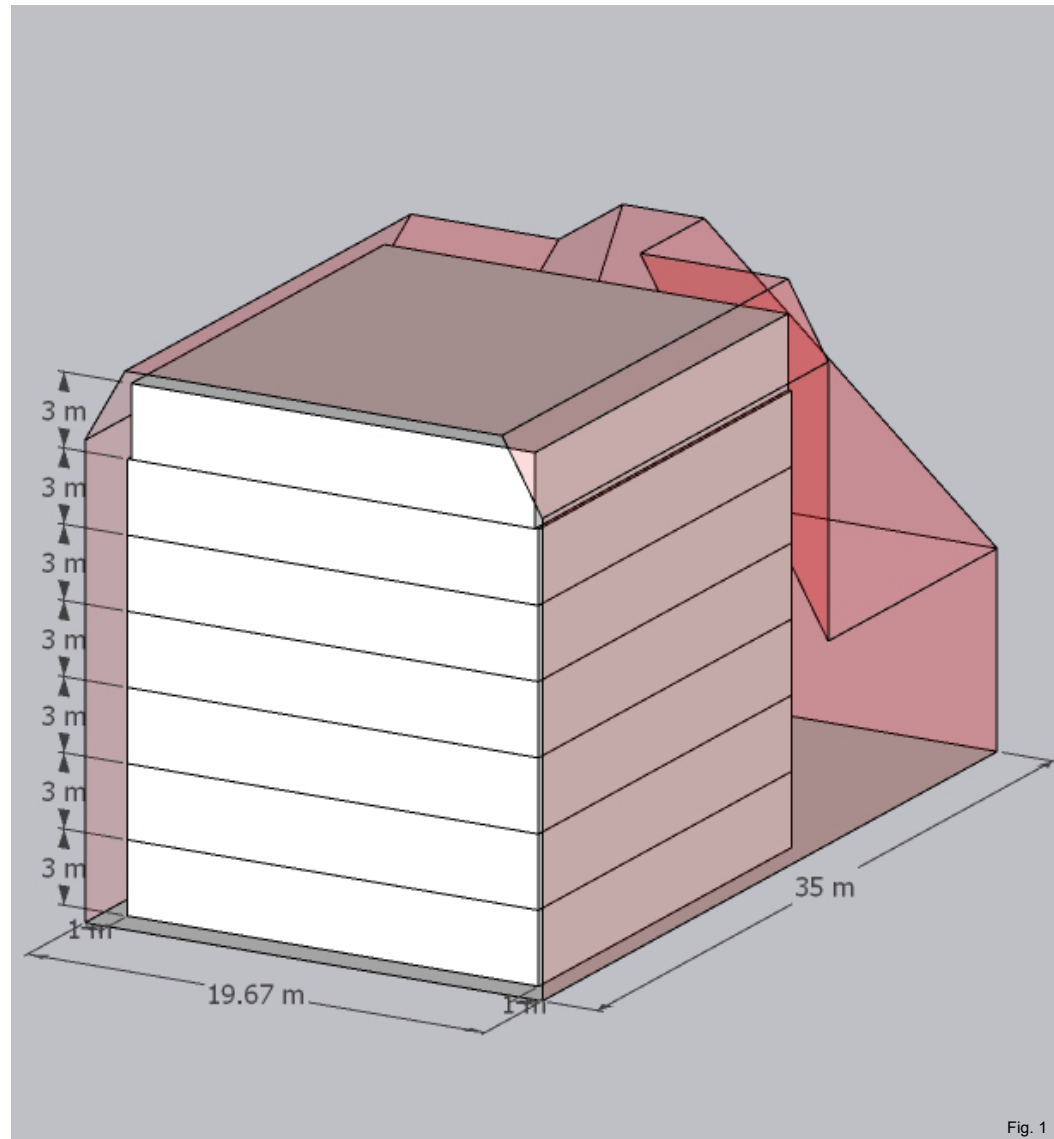
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HIRB CASE STUDY

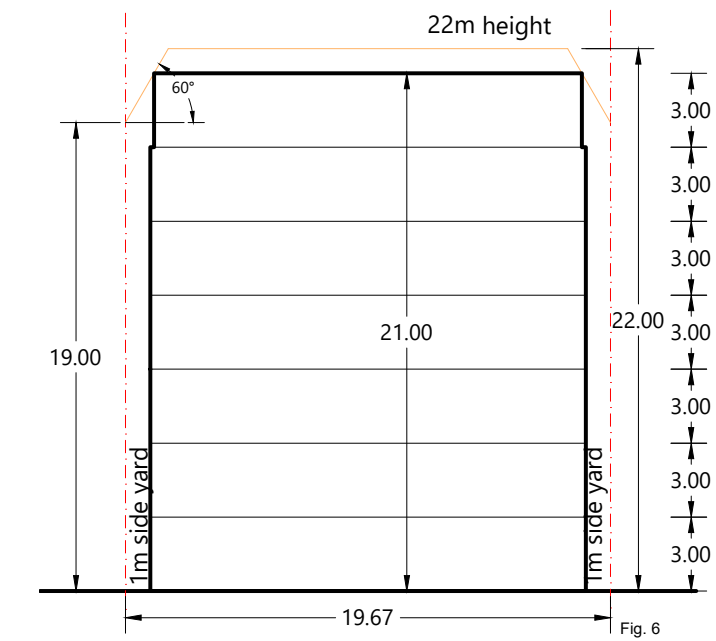
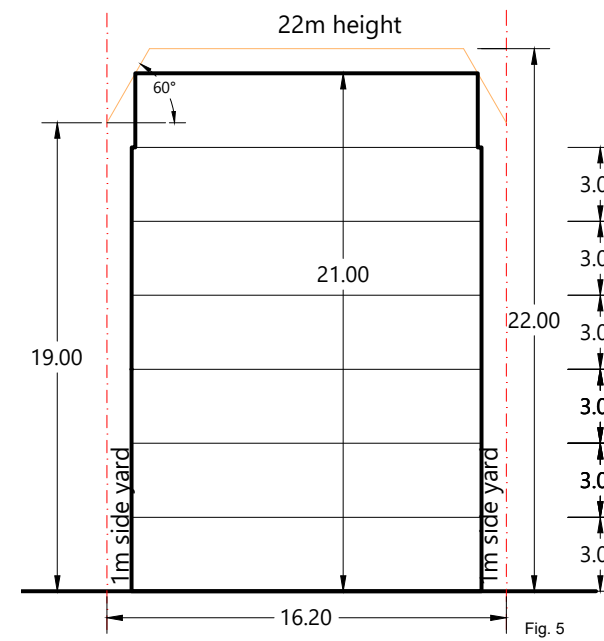
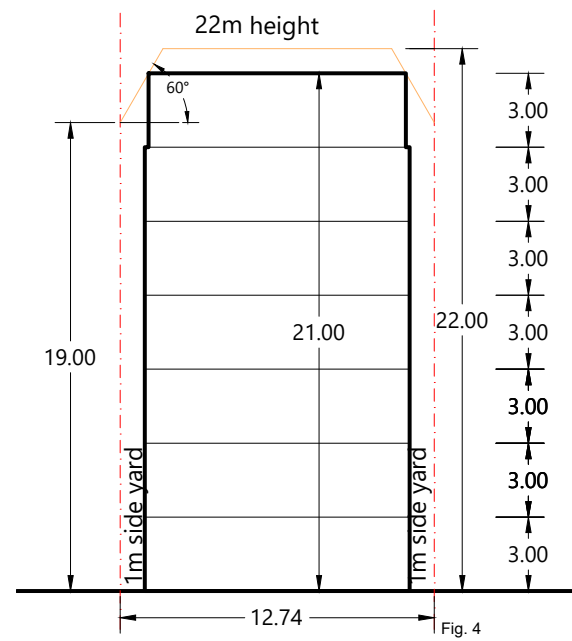
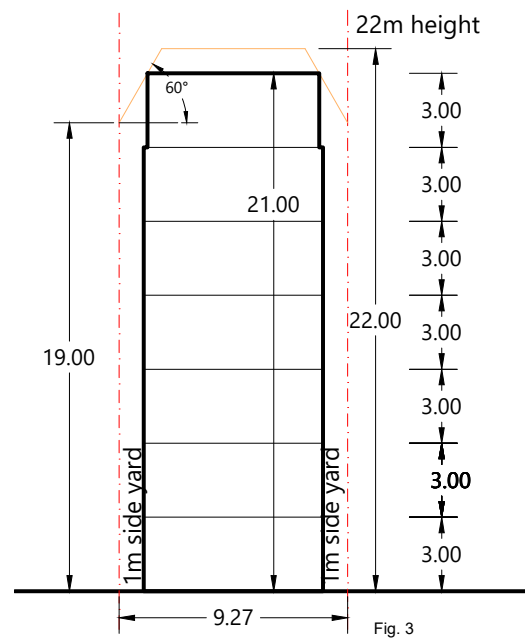
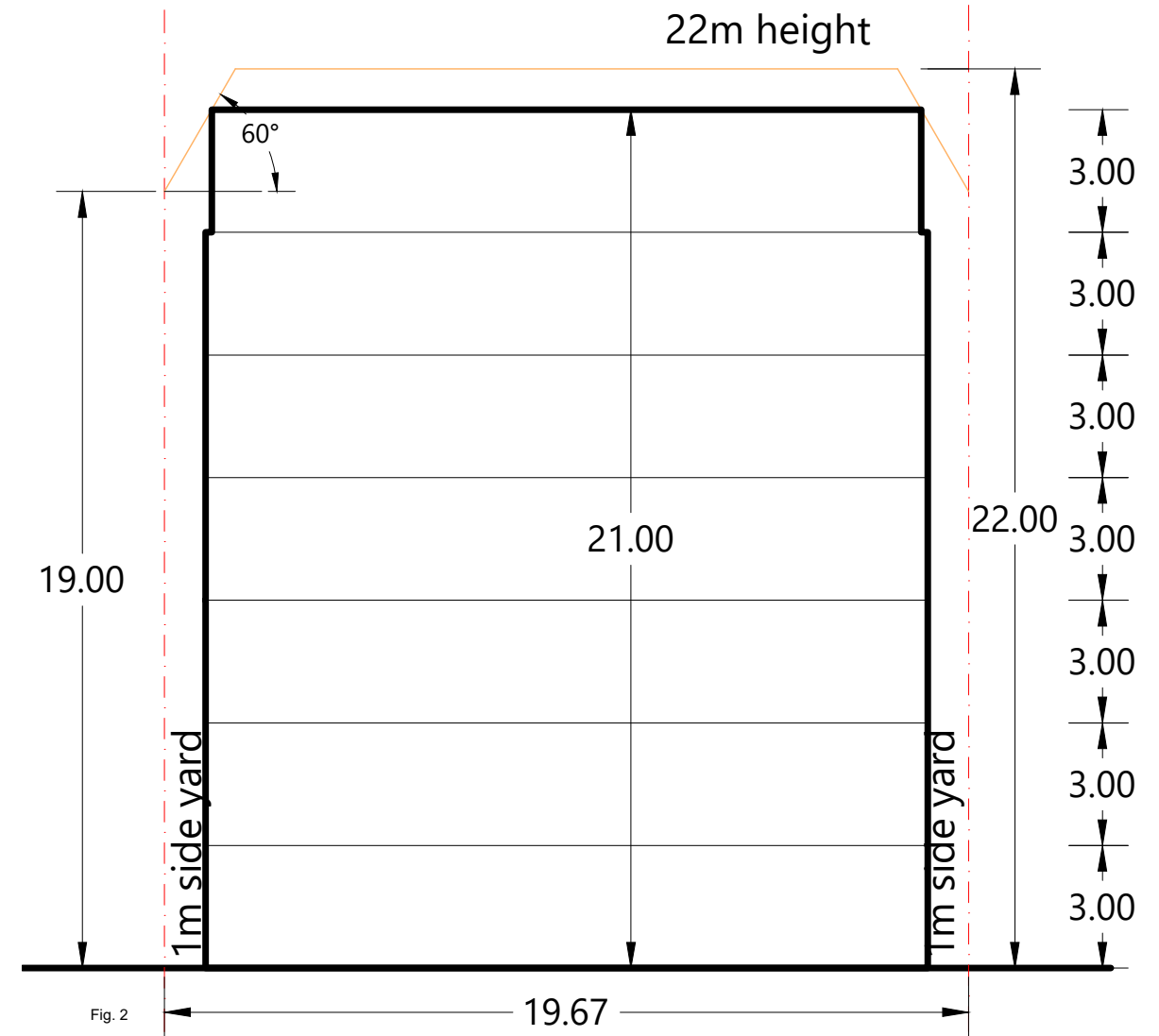
Kainga Ora

Date : 10 March 2023

SK08
Rev 0



HDZ - KO
 Height
 22m
 Building Coverage
 50%
 Yards
 1.5m (front), 1m (side and rear)
 HIRB
 19m+60° (22m) - 8+60°



Disclaimer:
 SketchUp 3D model created using LINZ data (contours and parcels)
 and standards from PDP and Kainga Ora submissions.
 Images generated from the 3D model with no specific scale. This
 images are in perspective, therefore not suitable for measuring.

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HEIGHT VS SITE WIDTH - KO - MINIMUM SITE FRONTAGE TO PERMIT 6-STOREYS

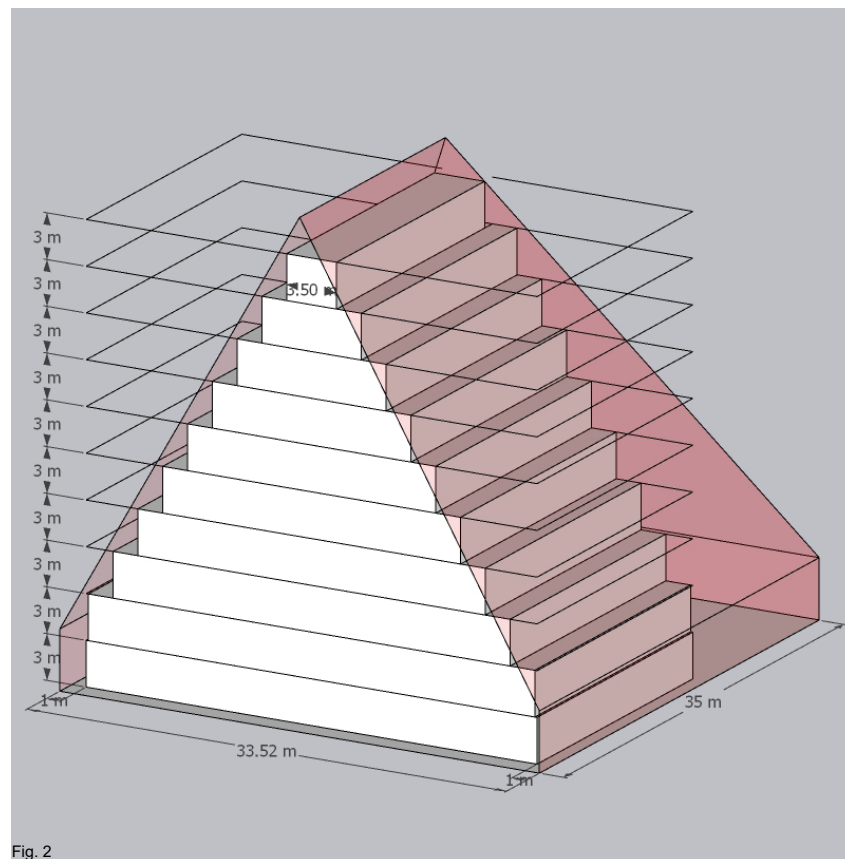
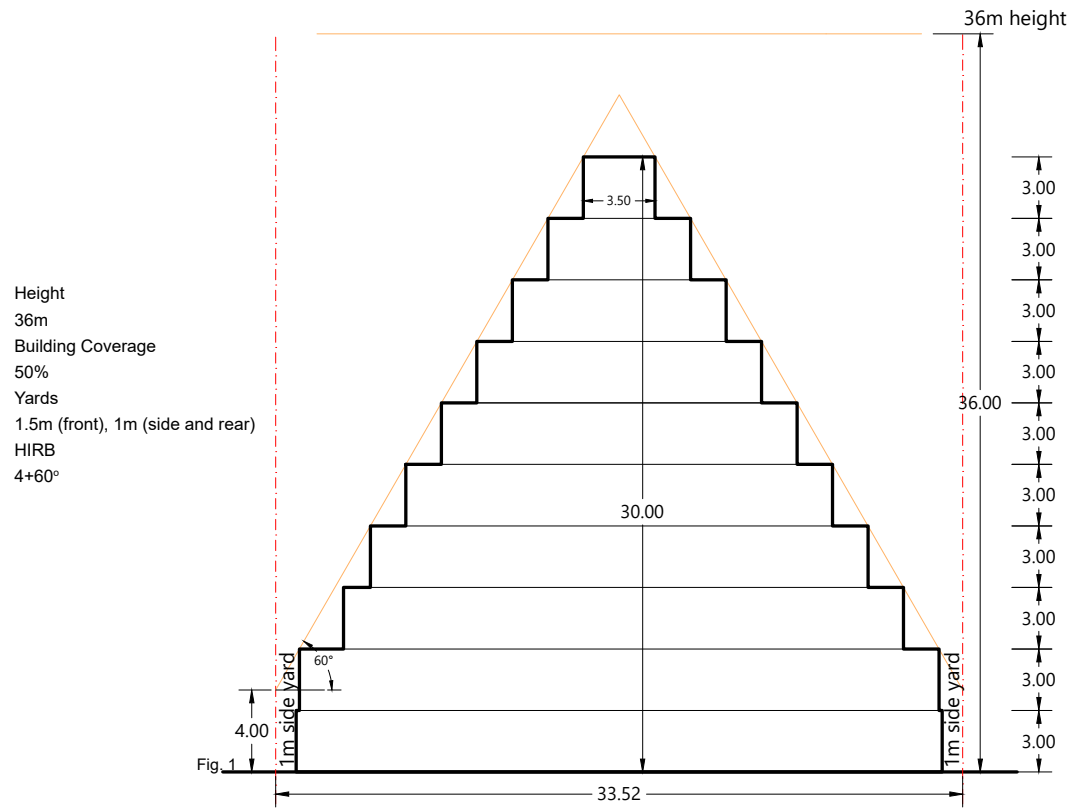
HIRB CASE STUDY

Kainga Ora

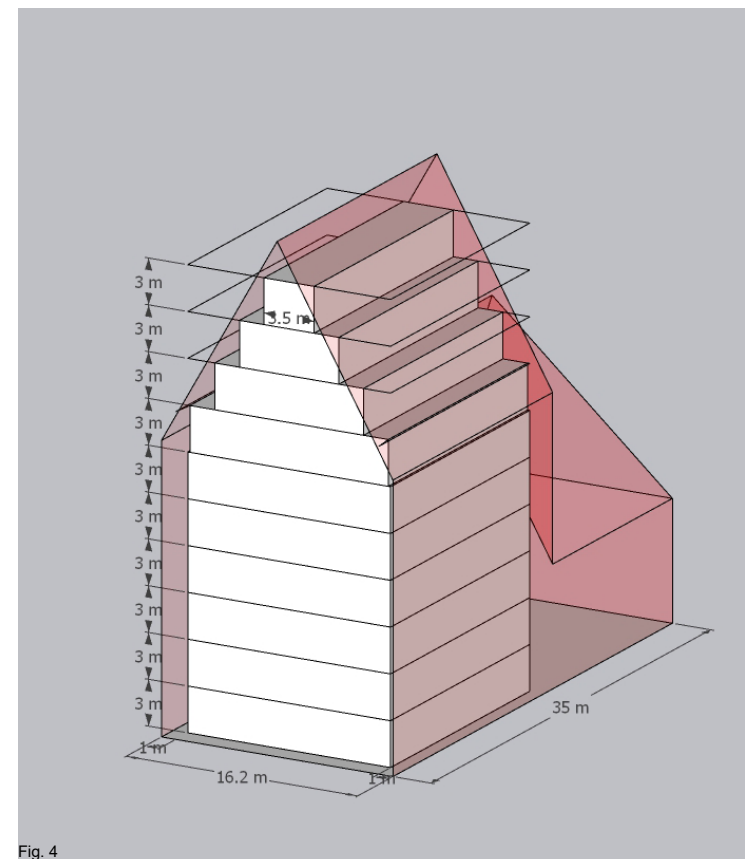
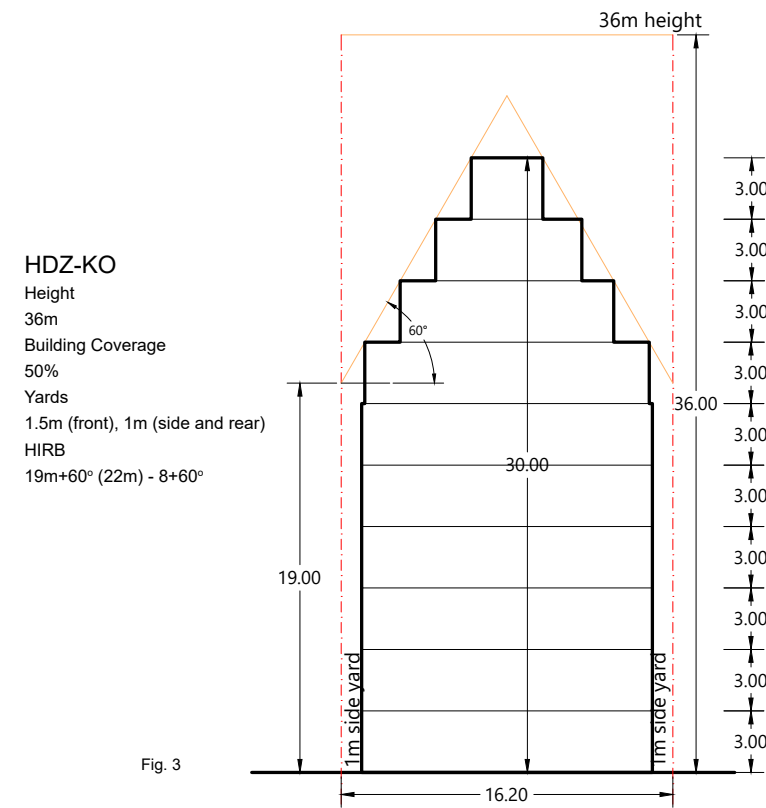
Date : 10 March 2023

SK09
 Rev 0

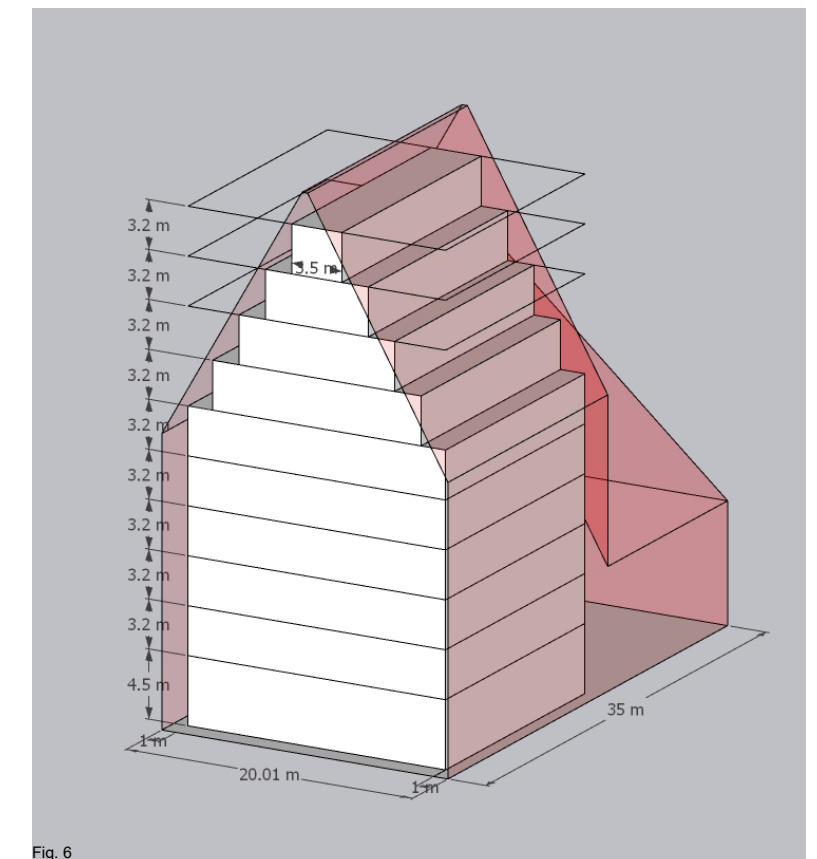
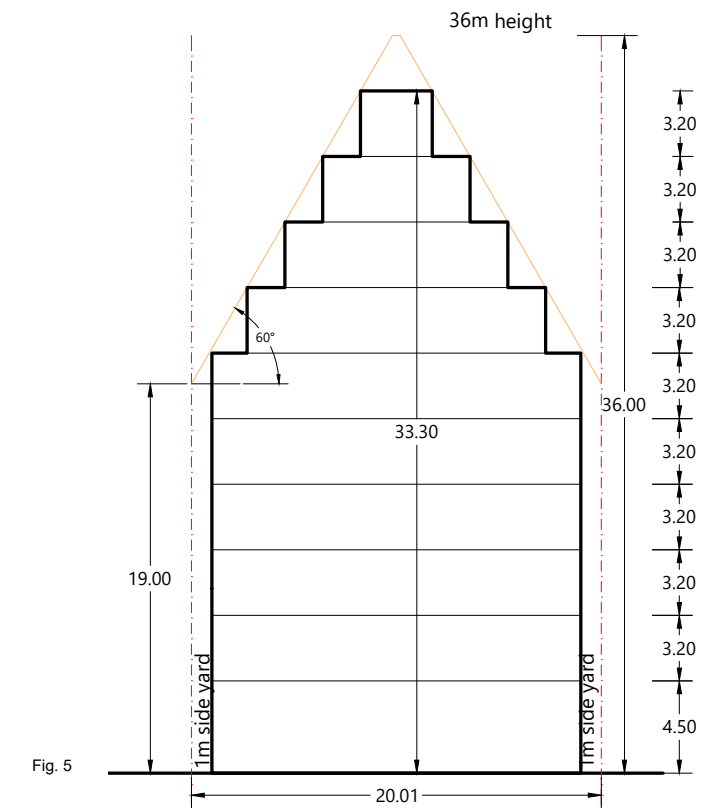
MINIMUM SITE WIDTH TO PERMIT 10-STOREYS
3m floor to floor height



MINIMUM SITE WIDTH TO PERMIT 10-STOREYS
3m floor to floor height



MINIMUM SITE WIDTH TO PERMIT 10-STOREYS
4.5m floor to floor (ground floor)
3.2m floor to floor (above ground floor)



Disclaimer:
SketchUp 3D model created using LINZ data (contours and parcels)
and standards from PDP and Kainga Ora submissions.
Images generated from the 3D model with no specific scale. This
images are in perspective, therefore not suitable for measuring.

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HEIGHT VS SITE WIDTH - 36m Height Overlay

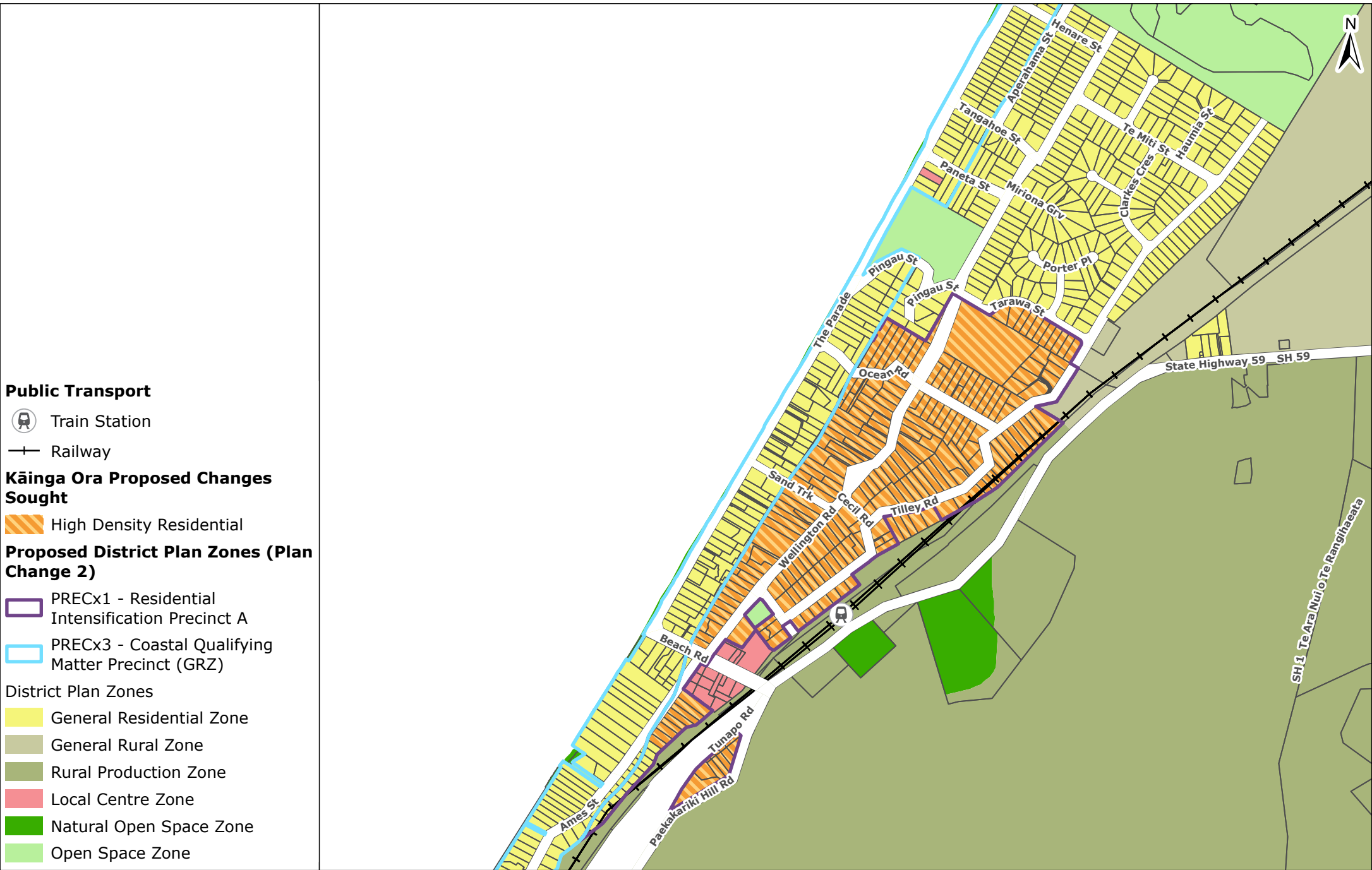
HIRB CASE STUDY

Kainga Ora



Date : 10 March 2023

SK10
Rev 0


ADJUSTED ZONE MAPS





Public Transport

-  Train Station
-  Railway





Kāinga Ora Proposed Changes Sought

-  High Density Residential

Proposed District Plan Zones (Plan Change 2)

-  PRECx1 - Residential Intensification Precinct A
-  PRECx3 - Coastal Qualifying Matter Precinct (GRZ)

District Plan Zones

-  General Residential Zone
-  General Rural Zone
-  Rural Production Zone
-  Local Centre Zone
-  Natural Open Space Zone
-  Open Space Zone

Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

Centre: Paekakariki

PREPARED BY	TPG REF. 718448
Conor McIntosh	SHEET 1 OF 13
DATE 9/03/2023	A4 Scale 1:10,000
0 260 Metres	




Public Transport


—+ Railway

Kāinga Ora Proposed Changes Sought

 Height Variation Control

Proposed District Plan Zones (Plan Change 2)

 PRECx2 - Residential Intensification Precinct B

 PRECx3 - Coastal Qualifying Matter Precinct (GRZ)

District Plan Zones


 General Residential Zone

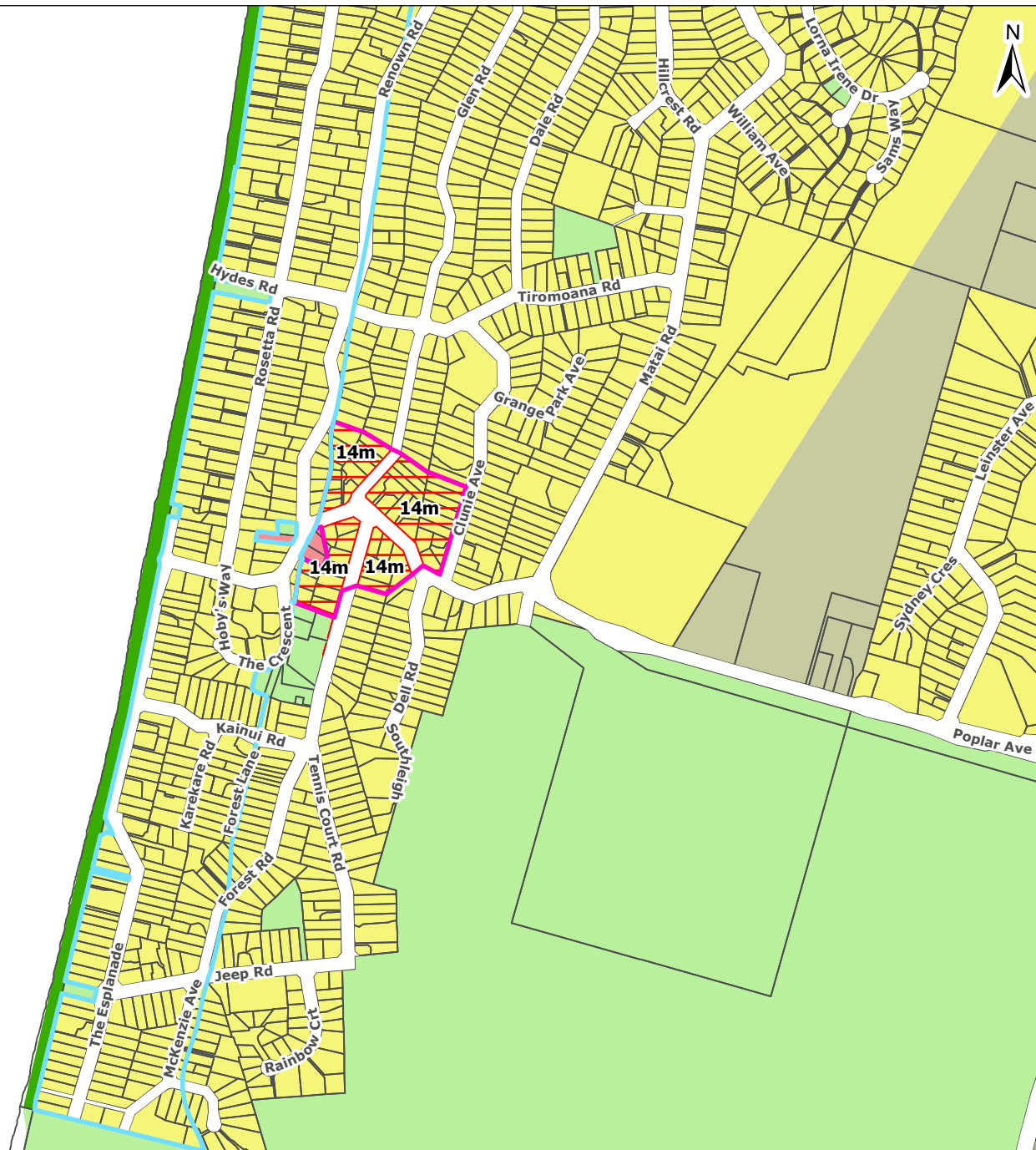
 General Rural Zone

 Rural Production Zone

 Local Centre Zone

 Natural Open Space Zone

 Open Space Zone





Imagery sourced from: LINZ Data Services
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Centre: Raumatī South




PREPARED BY	TPG REF. 718448
Conor McIntosh	SHEET 2 OF 13
DATE 9/03/2023	A4 Scale 1:10,000
0 260 Metres	




Kāinga Ora Proposed Changes Sought

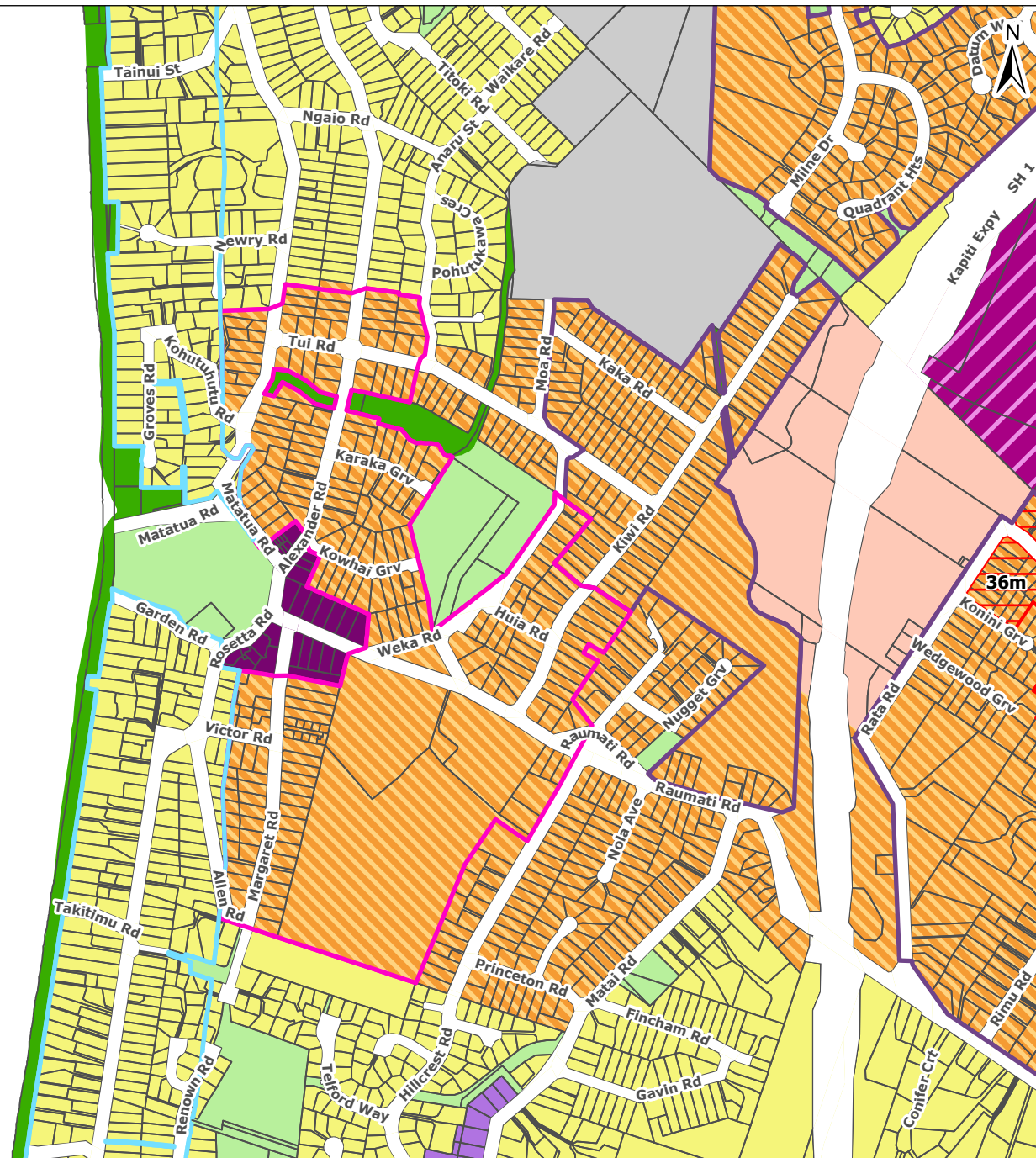
-  Height Variation Control
-  High Density Residential

Proposed District Plan Zones (Plan Change 2)

-  PRECx1 - Residential Intensification Precinct A
-  PRECx2 - Residential Intensification Precinct B
-  PRECx3 - Coastal Qualifying Matter Precinct (GRZ)

District Plan Zones

-  General Residential Zone
-  Rural Lifestyle Zone
-  Town Centre Zone
-  Metropolitan Centre Zone
-  General Industrial Zone
-  Natural Open Space Zone
-  Open Space Zone
-  Airport Zone

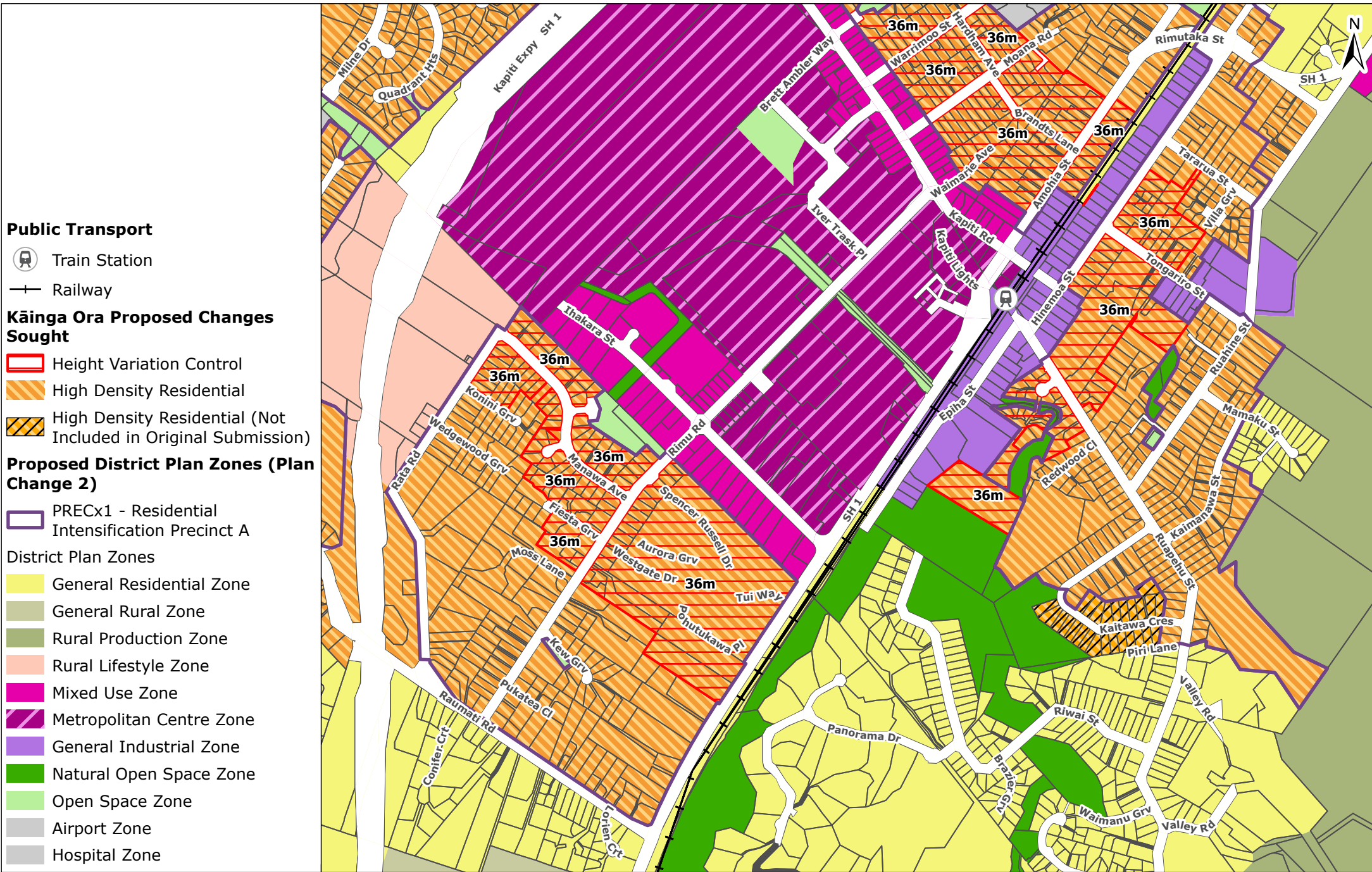


Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

Centre: Raumati Town

PREPARED BY	TPG REF. 718448
Conor McIntosh	SHEET 3 OF 13
DATE 9/03/2023	A4 Scale 1:10,000
0	260 Metres





Public Transport

- Train Station
- Railway

Kāinga Ora Proposed Changes Sought

- Height Variation Control
- High Density Residential
- High Density Residential (Not Included in Original Submission)

Proposed District Plan Zones (Plan Change 2)

- PRECx1 - Residential Intensification Precinct A

District Plan Zones

- General Residential Zone
- General Rural Zone
- Rural Production Zone
- Rural Lifestyle Zone
- Mixed Use Zone
- Metropolitan Centre Zone
- General Industrial Zone
- Natural Open Space Zone
- Open Space Zone
- Airport Zone
- Hospital Zone



Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

Centre: Paraparaumu (South)



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Conor McIntosh	718448
DATE	SHEET
9/03/2023	4 OF 13
A4 Scale 1:10,000	
0 260 Metres	




Public Transport

-  Train Station
-  Railway

Kāinga Ora Proposed Changes Sought

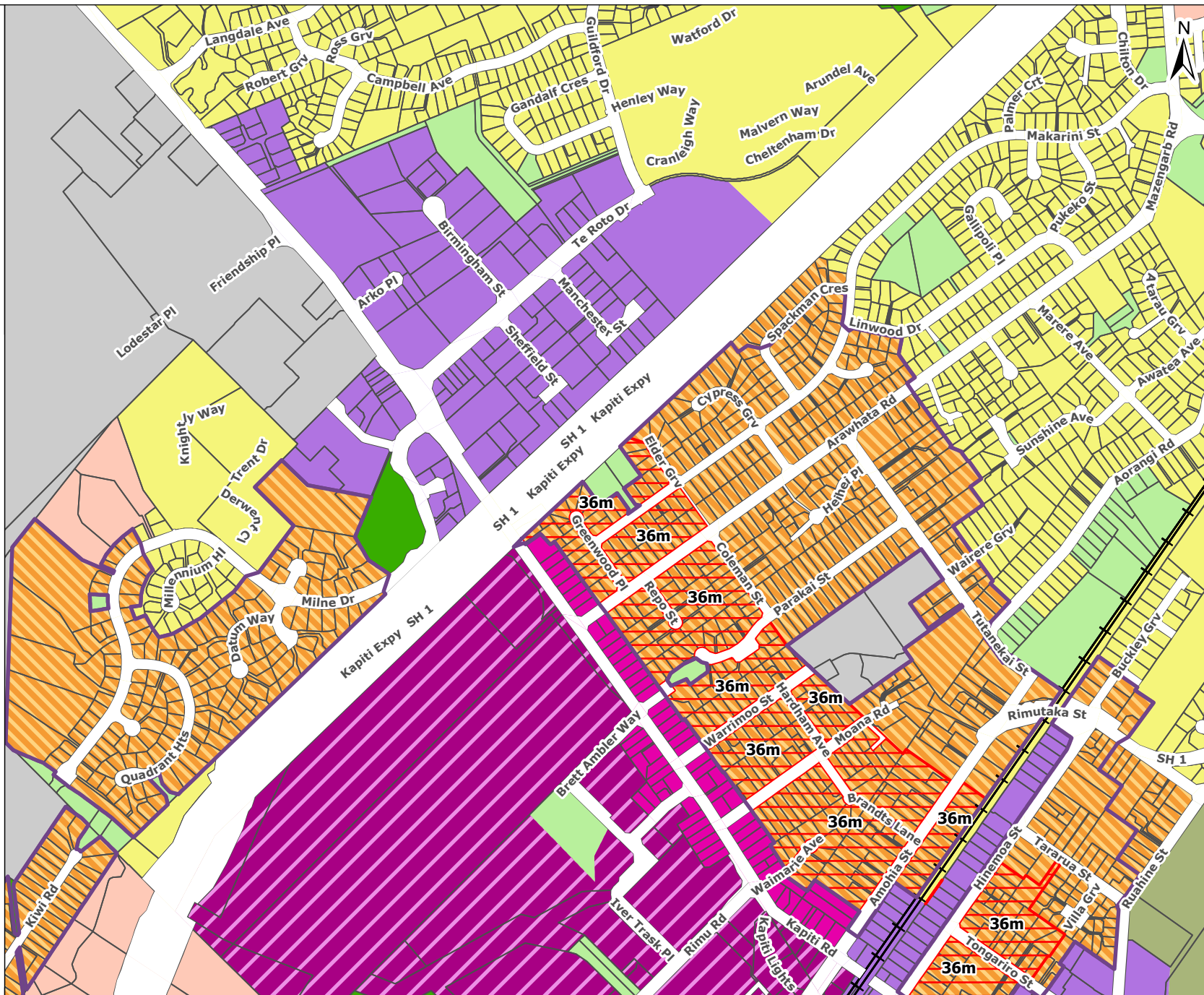
-  Height Variation Control
-  High Density Residential

Proposed District Plan Zones (Plan Change 2)

-  PRECx1 - Residential Intensification Precinct A

District Plan Zones

-  General Residential Zone
-  Rural Production Zone
-  Rural Lifestyle Zone
-  Mixed Use Zone
-  Metropolitan Centre Zone
-  General Industrial Zone
-  Natural Open Space Zone
-  Open Space Zone
-  Airport Zone
-  Hospital Zone





Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

Centre: Paraparaumu (North)



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Conor McIntosh	718448
DATE	SHEET
9/03/2023	5 OF 13
A4 Scale 1:10,000	
0 260 Metres	



Kāinga Ora Proposed Changes Sought

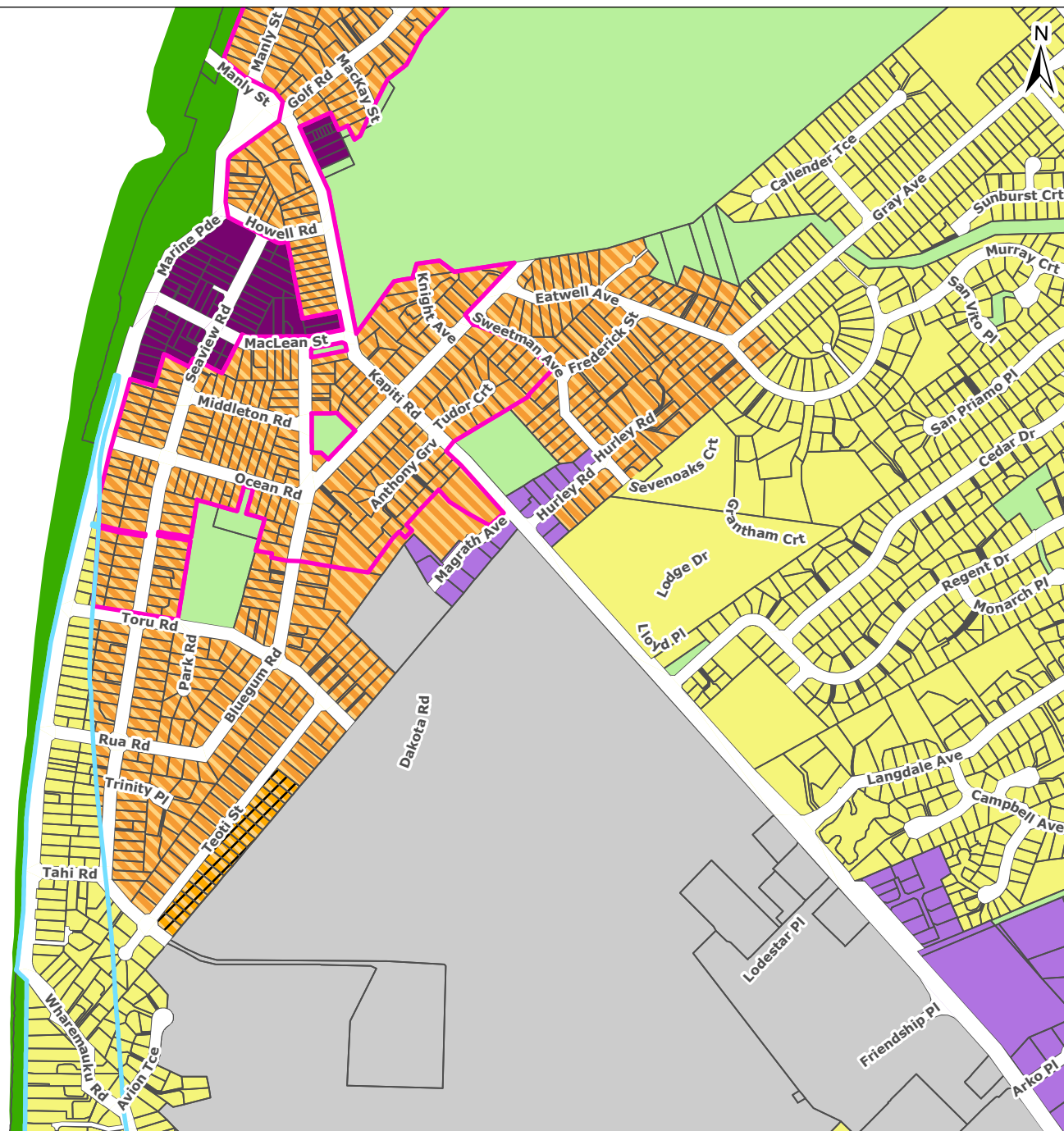
-  High Density Residential
-  High Density Residential (Not Included in Original Submission)

Proposed District Plan Zones (Plan Change 2)

-  PRECx2 - Residential Intensification Precinct B
-  PRECx3 - Coastal Qualifying Matter Precinct (GRZ)

District Plan Zones

-  General Residential Zone
-  Town Centre Zone
-  General Industrial Zone
-  Natural Open Space Zone
-  Open Space Zone
-  Airport Zone





Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

Centre: Paraparaumu Beach



PREPARED BY	TPG REF.	718448
Conor McIntosh	SHEET	6 OF 13
DATE	9/03/2023	
	A4 Scale 1:10,000	
0		260 Metres



Kāinga Ora Proposed Changes Sought

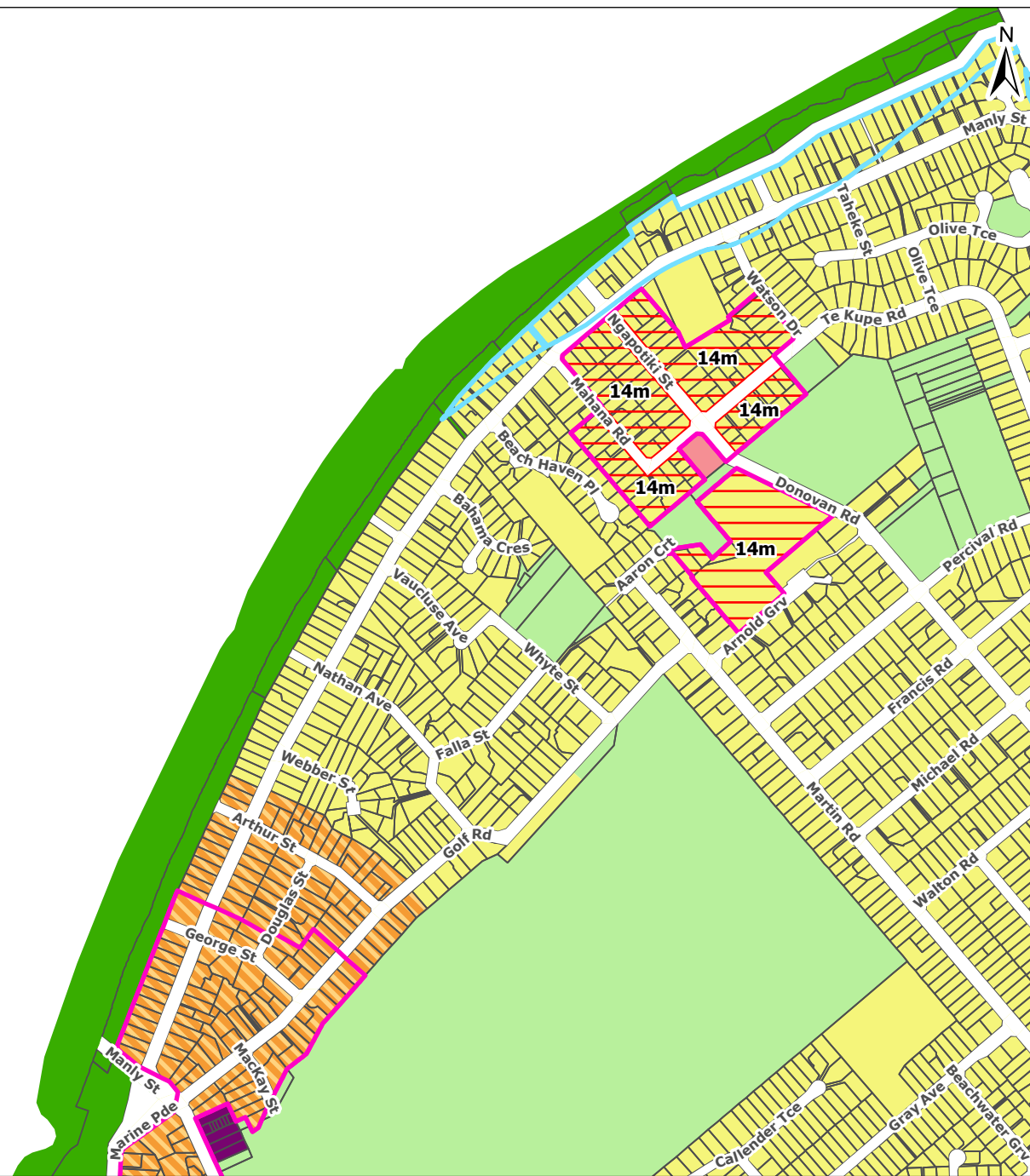
-  Height Variation Control
-  High Density Residential

Proposed District Plan Zones (Plan Change 2)

-  PRECx2 - Residential Intensification Precinct B
-  PRECx3 - Coastal Qualifying Matter Precinct (GRZ)

District Plan Zones

-  General Residential Zone
-  Local Centre Zone
-  Town Centre Zone
-  Natural Open Space Zone
-  Open Space Zone

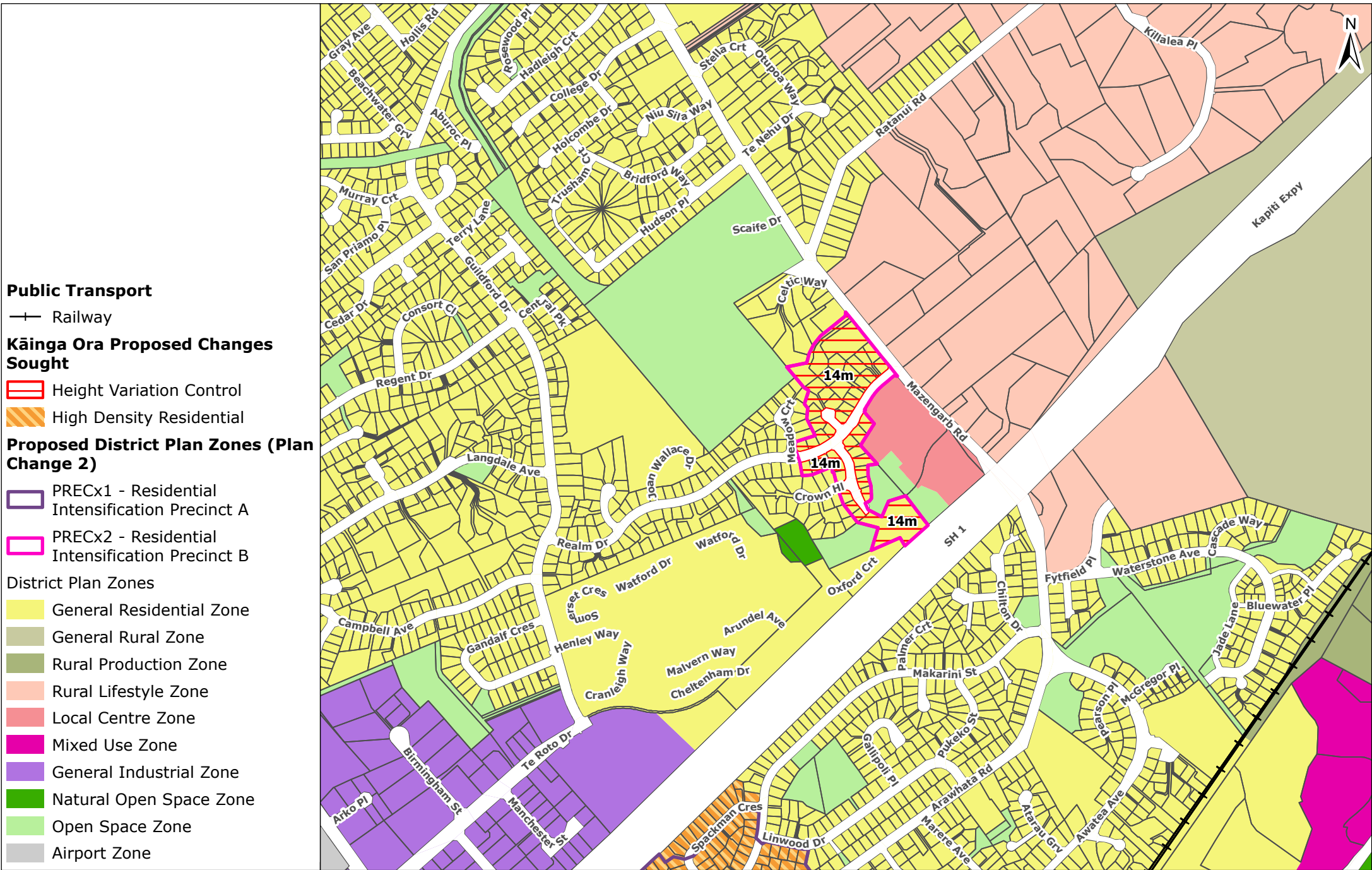


Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

Centre: Kenakena

PREPARED BY	TPG REF. 718448
Conor McIntosh	SHEET 7 OF 13
DATE 9/03/2023	A4 Scale 1:10,000
0 260 Metres	



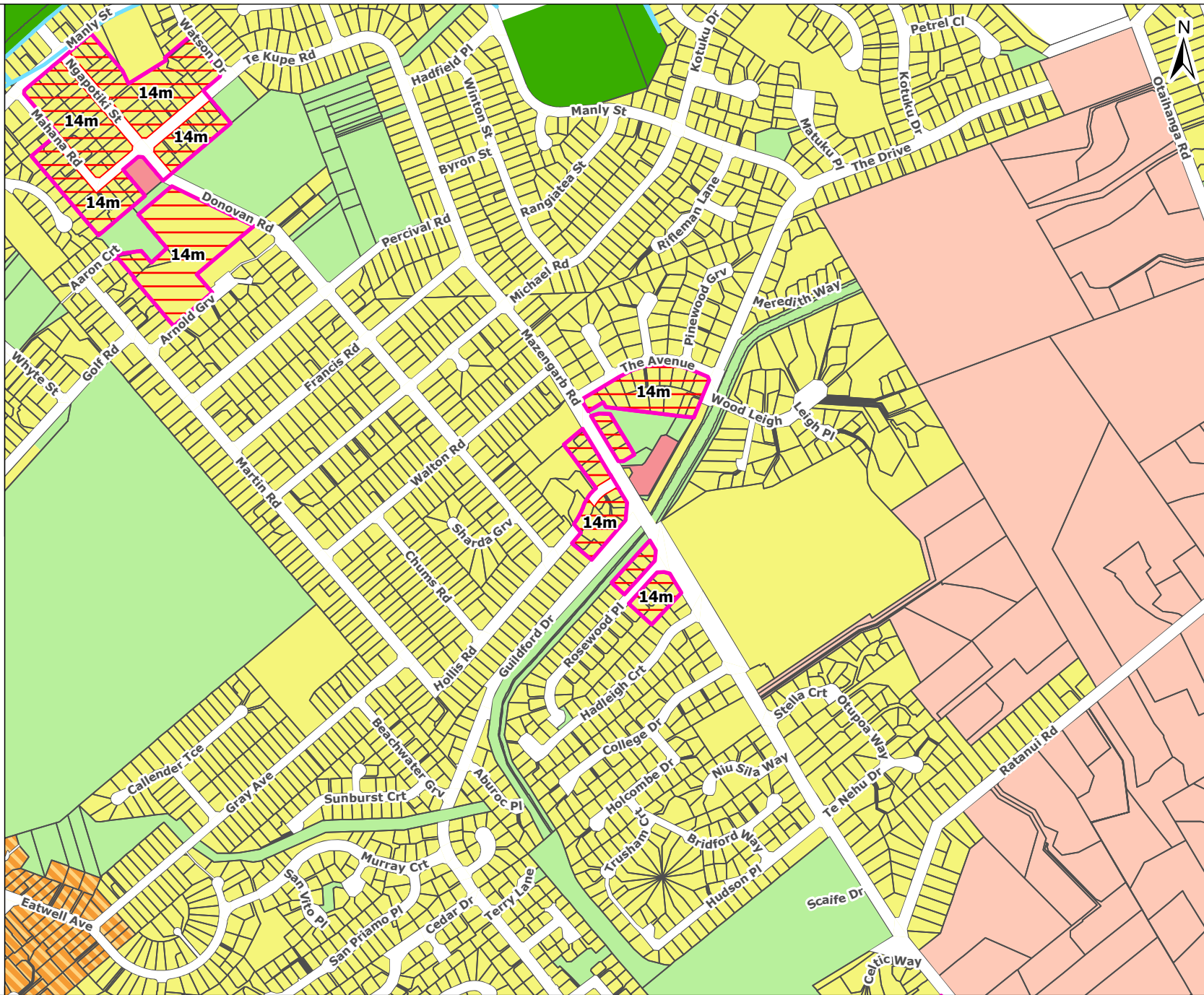


Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).



Centre: Connect Church

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DATE 9/03/2023	SHEET 8 OF 13
A4 Scale 1:10,000	
0 260 Metres	












Kāinga Ora Proposed Changes Sought

-  Height Variation Control
-  High Density Residential

Proposed District Plan Zones (Plan Change 2)

-  PRECx2 - Residential Intensification Precinct B
-  PRECx3 - Coastal Qualifying Matter Precinct (GRZ)

District Plan Zones

-  General Residential Zone
-  Rural Lifestyle Zone
-  Local Centre Zone
-  Natural Open Space Zone
-  Open Space Zone

Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

Centre: The Jolly Pub



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Conor McIntosh	SHEET 9 OF 13
DATE 9/03/2023	A4 Scale 1:10,000
0 260 Metres	









Kāinga Ora Proposed Changes Sought

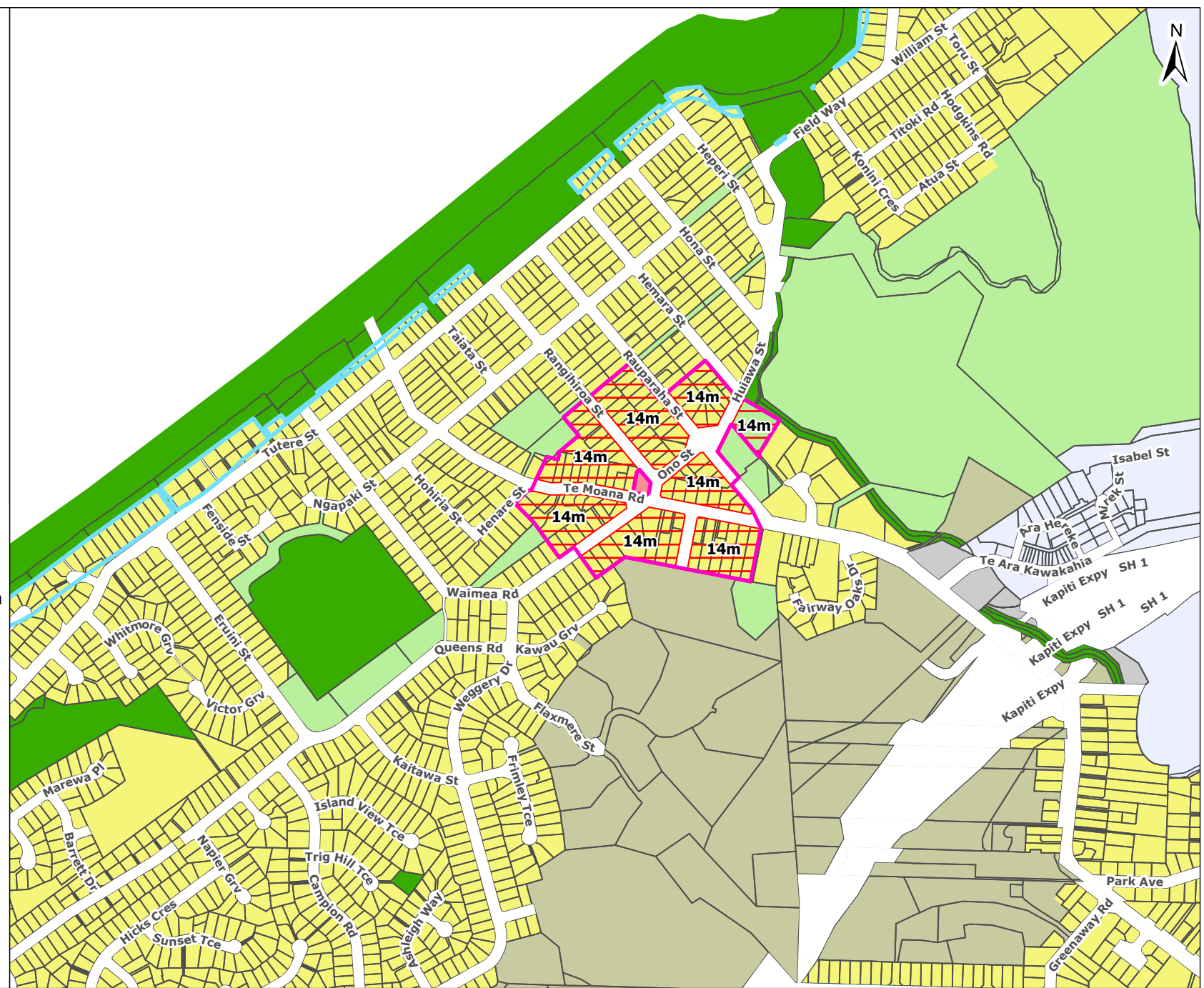
 Height Variation Control

Proposed District Plan Zones (Plan Change 2)

-  PRECx2 - Residential Intensification Precinct B
-  PRECx3 - Coastal Qualifying Matter Precinct (GRZ)

District Plan Zones

-  General Residential Zone
-  General Rural Zone
-  Local Centre Zone
-  Natural Open Space Zone
-  Open Space Zone
-  Future Urban Zone
-  Ngārara Development Area

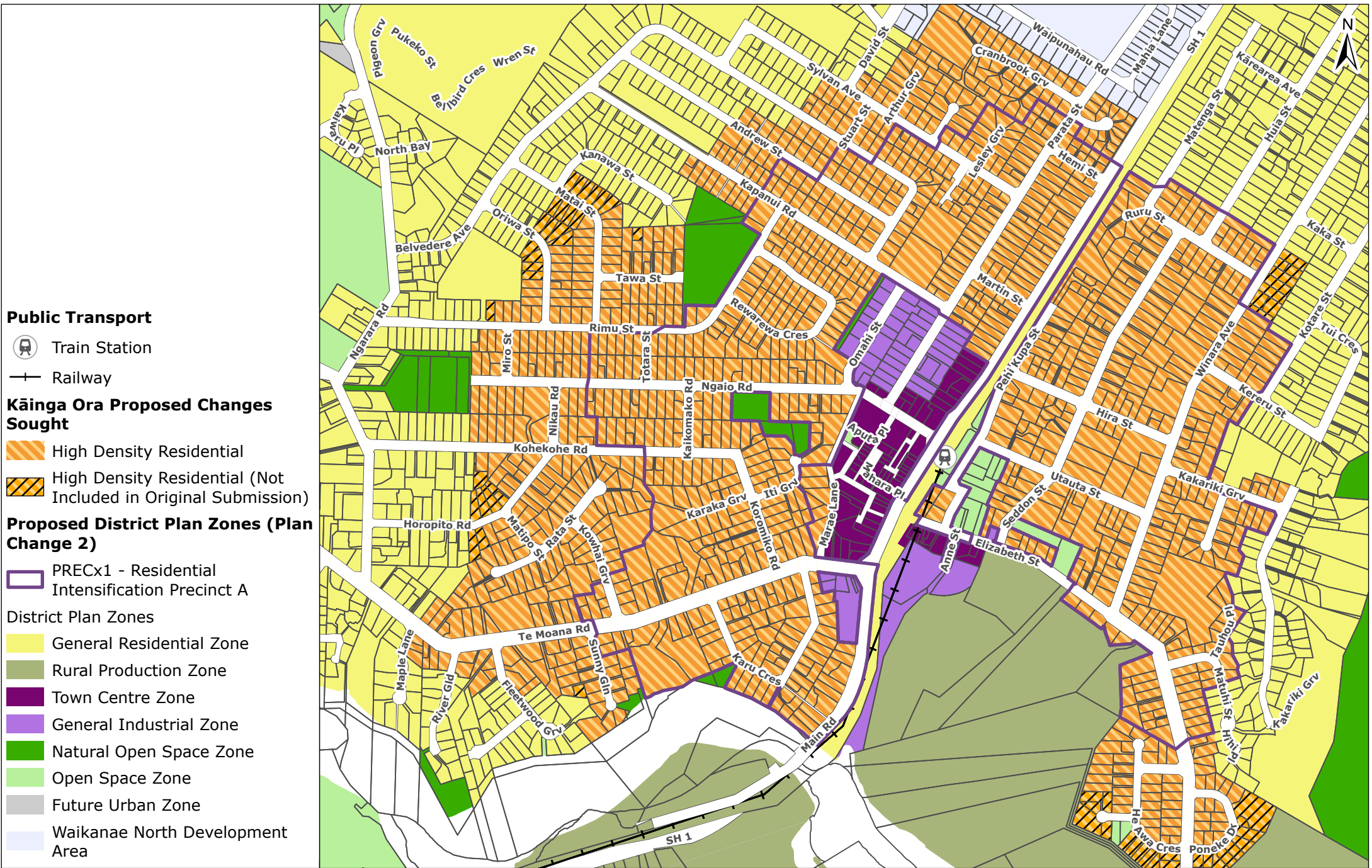


Centre: Waikanae Beach

Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

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Conor McIntosh	718448
DATE	SHEET
9/03/2023	10 OF 13
A4 Scale 1:10,000	
0 260 Metres	





Public Transport

- Train Station
- Railway

Kāinga Ora Proposed Changes Sought

- High Density Residential
- High Density Residential (Not Included in Original Submission)

Proposed District Plan Zones (Plan Change 2)

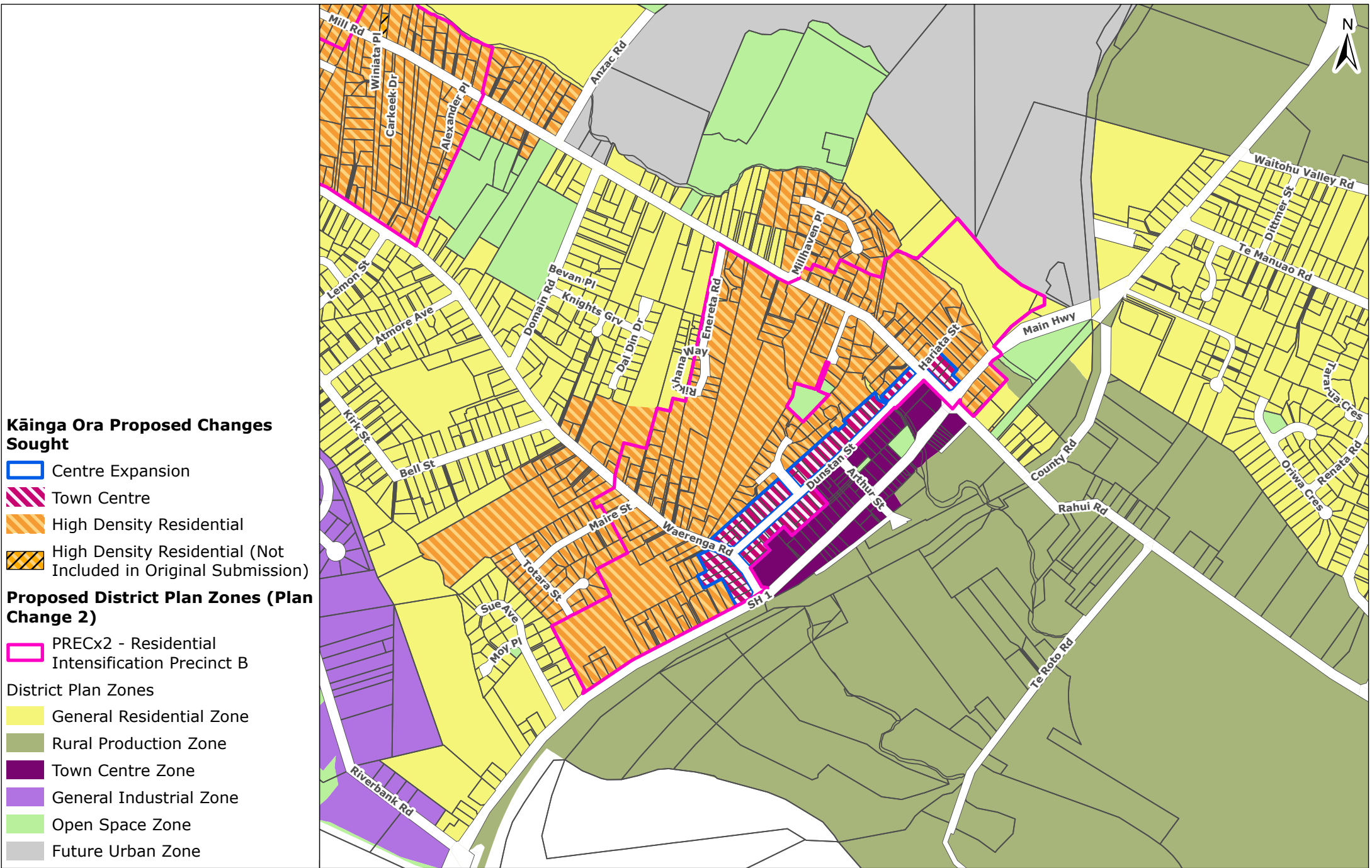
- PRECx1 - Residential Intensification Precinct A
- District Plan Zones**
- General Residential Zone
- Rural Production Zone
- Town Centre Zone
- General Industrial Zone
- Natural Open Space Zone
- Open Space Zone
- Future Urban Zone
- Waikanae North Development Area

Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).





Centre: Waikanae

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Conor McIntosh	SHEET 11 OF 13
DATE 9/03/2023	A4 Scale 1:10,000
0	260 Metres


Kāinga Ora
Homes and Communities



Kāinga Ora Proposed Changes Sought

-  Centre Expansion
-  Town Centre
-  High Density Residential
-  High Density Residential (Not Included in Original Submission)

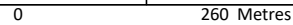
Proposed District Plan Zones (Plan Change 2)

-  PRECx2 - Residential Intensification Precinct B

- District Plan Zones**
-  General Residential Zone
 -  Rural Production Zone
 -  Town Centre Zone
 -  General Industrial Zone
 -  Open Space Zone
 -  Future Urban Zone

Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).





Centre: Otaki (Main Road)

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Conor McIntosh	SHEET 12 OF 13
DATE 9/03/2023	A4 Scale 1:10,000
	











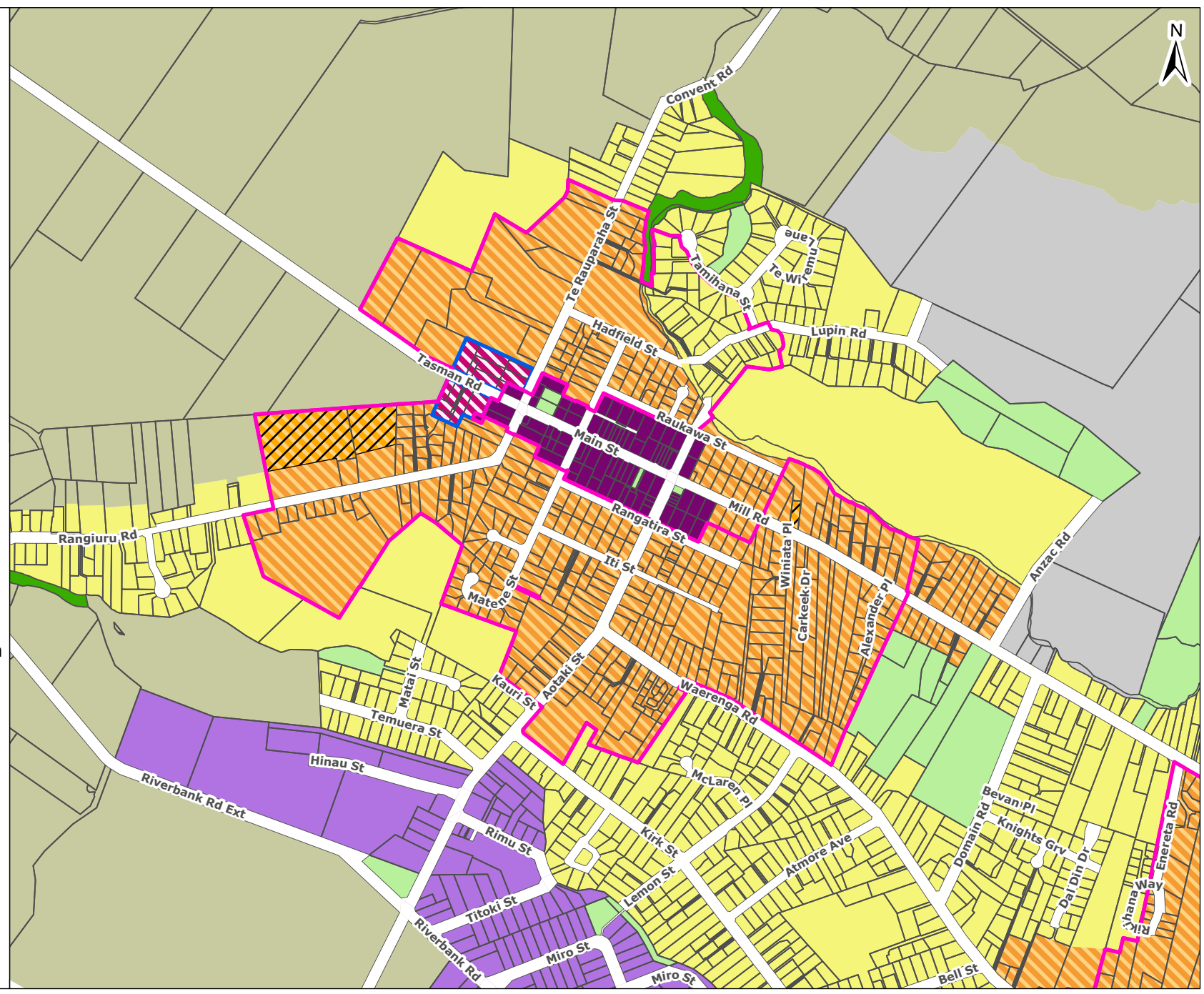


Kāinga Ora Proposed Changes Sought

-  Centre Expansion
-  Town Centre
-  High Density Residential
-  High Density Residential (Not Included in Original Submission)

Proposed District Plan Zones (Plan Change 2)

-  PRECx2 - Residential Intensification Precinct B
- District Plan Zones**
-  General Residential Zone
-  General Rural Zone
-  Town Centre Zone
-  General Industrial Zone
-  Natural Open Space Zone
-  Open Space Zone
-  Future Urban Zone



Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

Centre: Otaki (Township)

PREPARED BY	TPG REF. 718448
Conor McIntosh	SHEET 13 OF 13
DATE 9/03/2023	A4 Scale 1:10,000
0	260 Metres

