3.0

assessment

"Urban design is concerned with the design of the buildings, places, spaces and networks that make up our towns and cities, and the ways people use them. It ranges in scale from a metropolitan region, city or town down to a street, public space or even a single building. Urban design is concerned not just with appearances and built form but with the environmental, economic, social and cultural consequences of design. It is an approach that draws together many different sectors and professions, and it includes both the process of decision-making as well as the outcomes of design."

Urban Design Protocol

MfE, 2005

"Urban design is about making the connections between people and places, between public and private space, between the natural and built environment, between movement and urban form, and between the social and economic purposes for which urban space is used."

People + Places + Spaces, a design guide for urban New Zealand, MfE, 2002

3.1 Approach and Methodology

The proposal is for a comprehensive land use and subdivision consent for a mixed use development creating areas for large format retail activities, smaller scale commercial/ business/retail activity along with sites for residential development across a range of typologies.

The scope of this assessment is limited to urban design outcomes and as such is intrinsically linked to the generally agreed definition and scope of urban design matters and Registered Urban Designers. The Institute of Urban Designers Aotearoa (UDIA) directs that:

"The focus of urban design evaluation should be limited to whether or not a proposal or project reasonably satisfies the outcomes sought by the relevant statutory document or plan. Best practice urban design outcomes should be relied on to guide the assessment but should not be the benchmark to be achieved unless the statutory document or plan itself seeks that."

In this instance, and taking direction from relevant high level statutory documents, aspects of the proposal considered relevant to this urban design assessment include:

- the response to identified site constraints and opportunities;
- the overall urban form and layout of development;
- proposed land uses and distribution;
- residential density, and the extent to which residents can live in a sustainable and more affordable way;
- the relationship of the development to its existing context and integration with the existing and anticipated future structure of the urban area, particularly the town centre; and
- the public space/realm outcomes, namely safety and amenity of public streets and reserves

In addition to national urban design direction (documents identified in the sidebar), the documents which are considered relevant assessment frameworks for this urban design assessment report include:

- National Policy Statement on Urban Development 2022
- Objectives, Policies and Rules for the Metropolitan Centre Zone of the Kapiti Coast District Plan
- Appendix 6 of the Kapiti Coast District Plan - Crime Prevention Through Environmental Design
- Appendix 19 of the Kapiti Coast District Plan - Metropolitan Centre Zone Structure Plan, including both spatial map and provisions
- Appendix 20 of the Kapiti Coast District Plan - Centres Design Principles
- Appendix 24 of the Kapiti Coast District Plan - Residential Design Guide
- Appendix 25 Kapiti Coast District Plan - Centres Design Guide



Aerial view of proposal (DCM Urban)

3.2 National Policy Statement on Urban Development 2022

The overall alignment of the proposal with this high level document is discussed in the application document by Scope Planning.

From an urban design perspective, the key direction is considered to be Policy 1 as follows:

Policy 1: Planning decisions contribute to well-functioning urban environments, which are urban environments that, as a minimum:

(a) have or enable a variety of homes that:

(i) meet the needs, in terms of type, price, and location, of different households; and

(ii) enable Māori to express their cultural traditions and norms; and

(b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and

(c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and

(d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and

(e) support reductions in greenhouse gas emissions; and

(f) are resilient to the likely current and future effects of climate change

From an urban design perspective, environmental outcomes that can be considered to support the above direction also include:

- good opportunities for social, cultural and economic exchange between people;
- and expression of local identity characterised by context specific planning and development;
- good connectivity and integration with the surrounding urban environment;
- the efficient use of land, resources and infrastructure;
- a higher density in areas that are supported by and can help to support, public transport services;
- a higher density in places that have good access to community services and facilities;
- a higher density in places that have good access to nature and green space;
- a safe and attractive public realm comprised of streets and other public open spaces;
- a mixed use neighbourhood that can support walking and other active modes, with associated benefits for health and reduced dependence on private vehicles;
- street trees in all roads that can contribute to urban cooling and biodiversity; and
- an adaptable spatial structure and land use distribution.

Aspects of the proposal which will contribute to achieving a well-functioning environment (from an urban design perspective) include:

- a wide variety of land uses, creating a mixed use neighbourhood which promotes walkability and reduces the need for vehicle use;
- a range of residential typologies (including detached houses, duplex and terraces and apartment buildings) which will appeal to a range of potential residents;
- residential densities higher than those traditionally achieved within the District, supporting the efficient use of urban land and given its town centre location;
- a significant new residential community in close proximity to the existing town centre, supporting its ongoing function, vitality and range of activities;
- locating a significant residential community within walking and cycling distance of Paraparaumu railway station, supporting access to public transport and providing greater transport choice;
- a new multi-modal link road for the development as well as the wider town centre, supporting greater accessibility and connectivity and futur proofing potential connection to the airport;
- opportunities for commercial and retail development which will strengthen the wider district and reduce need for Paraparaumu residents to travel further afield;
- providing flexibility within the ground floors of selected residential buildings to accommodate future non-residential activities, supporting adaptability over time and opportunities to access services and facilities by active modes;
- a connected and legible street network integrated with the wider transport system;
- a shared path network which connects the site to its wider context, enabling safe and convenient walking and cycling;
- integration of natural systems and open spaces providing opportunities for cultural expression and recognition of mana whenua values;
- a connected public open space network offering a variety of recreation opportunities for both for the new community and wider district;
- incorporates rain water tanks for each dwelling; and
- a stormwater and flood management area which accommodates weather events, reduces

In conclusion, the proposed land uses and spatial structure are considered to offer a positive contribution to the existing town centre and the wider district, successfully accommodating growth and promoting a well functioning urban environment.

3.3 KCDP - Objectives, Policies and Rules for the Metropolitan Centre Zone

The site is zoned Metropolitan Centre Zone in the Kapiti Coast District Plan (Operative 2021) and identified as Precinct C.

3.3.1 Objectives

In its strategic context, and at the neighborhood scale, objectives for development of sites within this centre include:

DO-O8 Strong Communities

To support a cohesive and inclusive community where people:

- have easy access and connectivity to quality and attractive public places and local social and community services and facilities;
- have increased access to locally produced food, energy and other products and resources;
- have improved health outcomes through opportunities for active living or access to health services; and
- have a strong sense of safety and security in public and private spaces.

From an urban design perspective, the proposal aligns with this objective by:

- making strong connections to the existing town centre and surrounding road networks;
- future proofing potential future connections to the town centre and/or recreation facilities (through Road 2 and 3) and to the Airport;
- including retail and commercial activities which can reduce the dependence of residents on the use of private cars to meeting some of their daily convenience needs;
- including a connected network of open spaces with different functions which promotes outdoor recreation;
- including a network of shared paths which promote walking by being safe, legible and comfortable;
- adopting a "street based" spatial structure with good long distance sight lines and where buildings actively front streets, provide active edges and passive surveillance to promote public safety;
- clearly identifying private movement spaces as such and having designs and management mechanisms to control access (if required);
- promoting "backs to backs" for residential blocks where private outdoor areas are safely located behind the public front of dwellings; and
- where private outdoor areas are located between the dwelling at the street in response to orientation/solar access, managing privacy and balancing passive surveillance through a combination and layering of level change, planting and fencing.

DO-O11 Character and Amenity Values

To recognise the unique character and amenity values of the District's distinct communities, while providing for character and amenity values to develop and change over time in response to the diverse and changing needs of people, communities and future generations, resulting in:

- residential areas characterised by the presence of mature vegetation, a variety of built forms and building densities, the retention of landforms, and the recognition of unique community identities;
- vibrant, lively metropolitan and town centres supported by higher density residential and mixed use areas;
- local centres, village communities and employment areas characterised by high levels of amenity, accessibility and convenience;
- productive rural areas, characterised by openness, natural landforms, areas and corridors of indigenous vegetation, and primary production activities; and
- well managed interfaces between different types of land use areas (e.g. between living, working and rural areas) and between potentially conflicting land uses, so as to minimise adverse effects

From an urban design perspective, the proposal aligns with this objective by:

- adopting a wide variety of building forms and typologies, from detached houses to 10+ storey apartment buildings;
- providing for a residential density higher than that typical in Paraparaumu;
- providing a network of attractive, landscaped and safe public streets;
- creating a "community heart" with high residential density, active edges and a variety of public spaces, including play spaces;
- reflecting existing topography by including elevated land form and vegetating it to create a highly visible green backdrop;
- providing public access and /focussing visual connections with Kapiti Island through the location of roads and the provision of a Look Out track;
- proposed planting and wetland restoration, and multi-stage stormwater treatment to improve the water quality on site and at the downstream receiving environments;
- improving access to and ecological values of the Wharemauku Stream;
- reflecting current drainage patterns by including a central swale feature;
- using natural stormwater management practices (swale and rain gardens) to add amenity to the public realm;
- through the distribution of land uses and use of land form, adopting a transition across the site to promote residential amenity in the central area; and
- managing the interface (through landscaping) with Kapiti Road, between Large Format Retail uses and the road and adjacent residents.

DO-O12 Housing Choice and Affordability

To meet diverse community needs by increasing the amount of housing that:

- is of densities, locations, types, attributes, size and tenure that meets the social and economic wellbeing needs of households in suitable urban and rural locations;
- is affordable and adequate for lower income households; and
- can respond to the changing needs of residents, regardless of age, mobility, health or lifestyle preference while enhancing the amenity of living environments and contributing to the sustainability of communities and compatibility with the goals of environmental sustainability, in particular resource, water and energy efficiency.

From an urban design perspective, the proposal aligns with this objective by:

- including a wide range of housing typologies and designs, including detached houses, duplexes, terraces, and apartments which delivers a rage of price points and lifestyle options for people over time;
- promoting a higher residential density than that existing in Paraparaumu;
- promoting active modes and less dependence on private vehicles (and associated resource use and carbon emissions) through varied land use and providing for a safe and convenient network for active travel modes;
- including nature based stormwater management practices, restoring the natural wetland and including significant areas of planting (Hill Precinct) as well as street trees;
- incorporating rain water tanks for reach dwelling/building; and
- avoiding (to the extent practical) physical effects on wetlands and adopting a range of monitoring and mitigation measures are proposed to monitor the hydrological integrity in the existing wetlands from the proposed works.





Illustrative renders of some of the proposed terraced units (Rendered using GenAi, refer to architects plans for accurate detail)

DO-O14 Access and Transport

To ensure that the transport system in the District:

- integrates with land use and urban form and maximises accessibility;
- improves the efficiency of travel and maximises mode choice to enable people to act sustainably as well as improving the resilience and health of communities;
- contributes to a strong economy;
- avoids, remedies or mitigates adverse effects on land uses;
- does not have its function and operation unreasonably compromised by other activities;
- is safe, fit for purpose, cost effective and provides good connectivity for all communities; and
- provides for the integrated movement of people, goods and services.

From an urban design perspective, the proposal aligns with this objective by:

- providing direct and legible connections to the existing town centre for all modes, including public transport and active travel modes;
- future proofing future connections to town centre and to potential community facilities (future Recreation Centre/Courts and play space);
- providing a road link (Road 1) between Ihakara Street and Kapiti Road which has benefits for the wider centre through greater resilience and traffic movements;
- avoids potential effects on the functioning of Kapiti Road by preventing further intersections and ensuring adequate capacity in the intersection with it;
- provides for a land use (large formal retail) that contributes to the economic health of the centre and wider district and helps to reduce vehicle trips out of the district;
- considers and provides for access to and servicing of commercial uses without
- including a network of shared paths to promote walking and cycling;
- including separated cycle ways on the Link Road (Road 1); and
- including a range of retail and commercial land uses that reduce the need for residents to travel in order to meet their daily requirements.

DO-O16 Centres

To have vibrant, safe and economically sustainable centres that function as key employment and economic nodes and as a focus for social and community life, as public transport and local service hubs, and as places for living, entertainment and recreation that:

- provide the primary focus for commercial (excluding industrial), retail and community activities within the District;
- support community cohesion and a sense of place;
- reinforce a compact, well designed and sustainable District and regional form, through promoting and reinforcing a close proximity and good accessibility between living, business and employment areas;
- encourage economic opportunities and business activities in a manner which promotes the Paraparaumu Sub-Regional Centre as the principal commercial, retail, cultural, civic and tourist centre for the District, to be developed in a manner that:
  - achieves an integrated and compact Metropolitan Centre Zone, linking all Precincts through a well-connected pedestrian and transport networks offering a choice of efficient routes and a quality built environment;
  - provides for a broad range of mutually compatible activities that are integrated with pedestrian and public transport;
  - is supported by opportunities for higher density residential living;
  - provides for commercial (excluding industrial) and retail activities in Precincts A1, A2 and C, with some restrictions on the scale and nature of retail activities in Precinct C
  - provides for higher density urban built character and high-quality development, including buildings up to 15-storeys within the Metropolitan Centre Zone.

From an urban design perspective, the proposal aligns with this objective by:

- including a range of retail and community uses that complement the economic health of the centre and the wider district (please refer to Economics Report);
- creates a clear community heart that fosters cohesion, social interaction and a sense of place or identity;
- includes 10 buildings which have apartments, some of which reach 10+ storeys in height, delivering a residential density higher than that typical in Paraparaumu and one appropriate/ anticipated for the Metropolitan Centre Zone;
- includes a strong all mode connection through the site and to Brett Ambler Way to link development to the Aquatic Centre, ;
- Future proofs a strong community connection along Iver Trask Place Ext (Road 3);

In conclusion, the proposal is considered to align well with the objectives for the Metropolitan Centre Zone of the Kapiti Coast District Plan.

3.3.2 Policies

The following policies for the zone are considered relevant and assessed in this section:

- MCZ-P1 Metropolitan Centre Zone
- MCZ-P2 Zone Precincts - Precinct C
- MCZ-P6 Intensification of Centres
- MCZ-P7 Housing in Centres
- MCZ-P8 Urban form and design of centres
- MCZ-P9 Connectivity to and within Centres

MCZ-P1 Metropolitan Centre Zone

The Metropolitan Centre Zone will be developed for a range of activities which recognises its importance as the core of the Paraparaumu Sub-Regional Centre. This zone will be developed in a way which achieves an integrated and compact core, ensures all precincts are well connected through pedestrian and transport networks, and provides for a broad range of mutually compatible activities that are integrated with public transport, and that provide a strong community focal point.

The following land uses will be provided for in the Metropolitan Centre Zone consistent with the Metropolitan Centre Zone Structure Plan in Appendix 19:

- commercial (excluding industrial), limited retail and residential activities in Precinct C which do not adversely affect the role, function and vitality of Precinct A;
- a large consolidated stormwater management area and, if practicable, wetland to provide for flood storage, ecological values and amenity values; and
- recreational opportunities along the Wharemauku Stream, Drain 3, other stormwater management and wetland areas, and in Precinct B.

The proposed land uses are consistent with those anticipated in Precinct C of the Town Centre, namely large format retail/commercial, a small amount of speciality retail (3800m^2), medium and high residential uses and multi-functional open spaces that accommodate wetlands and passive recreation.

The structure of the development and the distribution of these land uses serve to spatially connect to Rimu Road and the civic precinct, Kapiti Road and Inhaka Road. These connections support active transport modes, particularly the Link Road (Road 1) which also has separated on-road cycleways. The proposal also achieves an integrated and compact urban form, with higher density development and a concentration of activity located around a defined community focal point. A highly connected and legible movement network is provided, integrating with the wider transport system and existing public transport infrastructure. The distribution and design of land uses provide for compatible relationships between residential, commercial and open space activities. The proposal complements the wider Metropolitan Centre while maintaining the role and function of Precinct A as its primary retail and commercial core.. The proposal incorporates a large, consolidated stormwater management and wetland area that delivers flood storage, ecological enhancement, and amenity values, alongside recreational opportunities associated with the Wharemauku Stream and wider open space network.

MCZ-P2 Metropolitan Centre Zone Precincts - Precinct C

Manage Precinct C to provide development areas, some being subject to the resolution of stormwater management, to reinforce the sub-regional status and the vitality and functioning of the Metropolitan Centre. Precinct C shall be developed to provide strong connections within the Metropolitan Centre Zone and to accommodate development that is compatible with and complementary to the balance of the Centre and reinforces the role and function of the Sub-Regional Centre.

Precinct C will be developed in the following manner:

- accessibility to active or public transport, transport circulation and integration within the surrounding Metropolitan Centre precincts will be provided for;

The new Link Road and future local roads are proposed to link to key surrounding town centre connector roads and destinations and accommodate a shared path which is devoid of private access/driveway crossings which supports safety and amenity. More broadly, the proposal reinforces the sub-regional role and vitality of the Metropolitan Centre by providing a complementary mix of commercial, retail and residential activities that support, rather than compete with, the core functions of the wider centre. The distribution and design of land uses ensures compatibility with surrounding precincts, including maintaining the primacy of Precinct A.

- adverse effects that would otherwise decrease the efficiency and effectiveness of Kāpiti Road as a transport corridor, including for public transport, will be managed;

Signalised intersections on Kapiti Road and along the Link Road (Road 1) with sufficient capacity are proposed to prevent adverse effects on the function of Kāpiti Road (see Traffic Report). No individual access points are proposed on the Kapiti Road frontage.

- amenity values of Kāpiti Road will be maintained or enhanced;

A landscaped interface treatment is proposed along the Kapiti Road frontage to support good visual outcomes along the road as well as soften views of the development from existing residents on the northern side of Kapiti Road. (Please refer to Landscape Drawing package for detail). Furthermore, the detail design of the future tenants of the Large Format Retail structure along Kapiti Road is proposed to be subject to a future Design Review Panel at which time the proposed architectural design and claddings etc. will be assessed with respect to how the building will appear from and relate to Kapiti Road.

- adverse effects on the landscape and amenity values of the dune system will be avoided to the extent practicable having regard to the development outcomes provided for in Precinct C and, where adverse effects cannot be avoided, they will be mitigated or offset by environmental enhancements within Precinct C that are commensurate with the scale of the adverse effects.

Adverse effects on the landscape and amenity values of the dune system have sought to be minimised to the extent practicable through the creation of some landform elements within the development. Where complete avoidance is not practicable, the proposal adopts a mitigation and offsetting approach, including environmental enhancements within Precinct C that are commensurate with the scale and nature of effects.

While the dune areas are proposed to be removed/modified to enable an efficient and integrated urban form within the walkable catchment of the train station and existing town centre, the development reinterprets elements of the dune landform. These are incorporated into the design to provide a buffer to the motorway, maintain topographic variation, and

contribute to the visual character and identity of the site, including views from the motorway.

The elevated land form incorporates a shared path trail which links to the wetland and other recreation spaces and also provides a Look Out facility from which views to Kapiti Island and over the whole development can be enjoyed.

The new western landform will be revegetated using species that reflect the original coastal dune character, contributing to both landscape and ecological outcomes.

In addition, the proposal includes the establishment of an integrated wetland and open space network, which enhances biodiversity, improves water quality, and provides publicly accessible recreational and trail connections. Opportunities to further integrate pedestrian access through the dune areas can be explored at the detailed design stage, ensuring these features contribute to both amenity and ecological function.

- the establishment of complementary activities, including commercial and residential activities (excluding industrial and retail activities), will be provided for where activities remain compatible with the role and function of Precinct A as the primary retail and commercial core of the Metropolitan Centre Zone;

- allowance for retail activities will be limited in type and scale, to ensure adverse effects on the vitality and viability of the Metropolitan Centre will not be significant;

Please refer to the Economic Assessment which concludes that "*this integrated mix of uses optimises the site's locational advantages by co-locating housing, employment, retail, and services. In doing so, it enhances accessibility, supports agglomeration economies, and improves the overall performance and efficiency of the primary centre*".

- higher density residential activities will be enabled in conjunction with commercial activities (excluding industrial and retail activities); and

A variety of medium and high residential typologies is proposed, including compact detached dwellings, duplexes and terraces, and apartments up to 10+ storeys.

- stormwater management will be provided to address stormwater concerns and, where practicable, will also support ecological and recreational value**s**

The proposed wetland and flood management area will adequately accommodate stormwater as well as promote biodiversity and be accessible to the general public for passive recreation. Swales and rain gardens support the stormwater management strategy. *(Please refer to the engineering and ecological reports for detail in this regard)*.

MCZ-P6 Intensification of Centres

The growth and development of centres will be provided for in a manner which contributes to their vibrancy, vitality, efficiency and amenity values. Subdivision, use and development which increases the concentration of business activities within a centre will be provided for where it:

- does not undermine the role, function and viability of other higher or similar centres;
- is consistent with the identified role and function of the centre;
- increases the range of compatible and complementary land uses and activities within the centre;
- supports a high level of access and connectivity within the centres and between the centres,

recreational and residential areas;

- contributes to a high amenity environment and provides a strong sense of place; and
- supports increased residential living opportunities, where appropriate.

Please refer to the Economic Assessment which concludes that "*the commercial component, anchored by approximately 18,000m² of LFR and supported by 5,000m² of specialty and convenience retail, reflects an expansion of the Paraparaumu town centre, rather than a competing centre. As such, it does not result in any adverse distributional effects, but instead strengthens the role, scale, and functionality of the primary centre by increasing its diversity, accessibility, and critical mass*".

and

"The residential component represents a significant contribution toward meeting medium -term housing demand under the National Policy Statement on Urban Development (NPS -UD)..... and is expected to deliver housing at the more affordable end of the new -build market and supporting improved housing accessibility and market efficiency".

From an urban design perspective, the proposal aligns with Policy MCZ-P6 by delivering a compact, mixed-use and well-connected extension to the metropolitan centre that reinforces its vibrancy, vitality and functionality. The integration of commercial, residential and open space uses, together with a legible movement network and a strong community focal point, contributes to a high amenity environment and a distinctive sense of place. Overall, the proposal supports intensification in a manner that is consistent with the role of the centre, enhances its efficiency and accessibility, and delivers a coherent and well-functioning urban outcome.

MCZ-P7 Housing in Centres

Medium and high-density residential development will be enabled in centres where this:

- Contributes towards accommodating anticipated growth in the District;
- Offers a range of housing types, price, size and tenure that is accessible to people of all ages including the aging population and a range of 'lifestyles', cultures and abilities.

The Economic Report states "*... the proposal is considered to meet the needs of a market segment that is currently underrepresented (e.g. low -middle income households). This demonstrates the proposal's ability to provide comparatively affordable new housing in the Kapiti Coast and the wider region, which has significant economic and social benefits."*

From an urban design perspective, the proposal aligns with Policy MCZ-P7 by integrating medium and high-density residential development within a walkable, mixed-use centre environment that supports a diverse range of housing typologies and living arrangements. The spatial layout illustrated in the masterplan enables efficient use of land while maintaining amenity through access to open space, outlook, and a well-connected movement network. Overall, the proposal aims to deliver residential intensification in a manner that is well-integrated, of high-amenity, and supportive of a well-functioning metropolitan centre.

MCZ-P8 Urban form and design of centres

Subdivision, use and development in centres must be undertaken in a manner that achieves efficient integration with necessary infrastructure, reinforces the District's consolidated urban form and sense of place, and provides for a high quality interface between built form and public space.

A higher density of urban built form will be enabled in the Metropolitan Centre Zone, including buildings up to 15-storeys, where development fulfils the intent of the Centres Design Guide in Appendix 25.

The proposal illustrates the future movement network which connects new land uses to the existing urban area. The development of the site fulfils an opportunity to expand the District's primary centre in an integrated and efficient way.

Even though the housing market has diversified over the last few years, demand for apartments is considered relatively limited (refer to Economic Assessment) and a variety of housing typologies are considered appropriate and feasible. As such, 37% of proposed dwellings are identified for apartments, likely to be developed towards the end of the delivery programme. While buildings of up to 15 storeys are enabled within the MCZ, this does not create an expectation that such heights will be delivered uniformly or at the outset. The proposed apartments are located across buildings with a variety of heights, up to 10+ storeys. Building heights have been designed with consideration of potential shading, numbers of car parks that can be accommodated within their blocks, and their ability to reinforce the legibility of the community heart.

The remaining 63% of dwellings are of a "fee simple" type, and delivered in either detached, duplex or terraced forms. Of these, approximately half are terraces, approximately 35% are fully detached dwellings and 15% are duplexed homes.

The proposed urban form represents a deliberate and appropriate response to short and long term market conditions, staging considerations, and urban design outcomes. The predominance of terrace housing (a third of the total yield) supports efficient intensification while enabling the delivery of a cohesive, human-scaled environment. Importantly, the spatial structure also retains the ability to accommodate further higher density development, including apartment buildings, if future demand develops.

MCZ-P9 Connectivity to and within Centres

Subdivision, use and development will be designed and located to enhance connectivity and access to public transport, shops and services and centres in general accordance with the following principles:

- effective and efficient transport routes and facilities will connect new developments with the surrounding context;

The proposed Link Road and proposed Roads 2 and 3 will function as the primary connectors to the existing town centre. The primary function of the Link Road is to carry/distribute wider town centre traffic (and a bus route) and therefore is proposed to have significant capacity, signalised intersections and limited access for individual sites.

While still a key connector to town centre/civic precinct and train station, the future local road connecting with Iver Trask Place (Road 3) is proposed to balance its movement and place function, managing traffic volumes and speed while prioritising pedestrian and cycle amenity and amenity landscaping through a shared path on the southern berm which is not crossed by vehicles. This road may also connect to future community facilities to the west (on KCDC land).

Provision has been made to future-proof a new road to provide access to Kapiti Coast Airport.

In addition to these primary connections, the proposal provides a permeable and legible internal movement network that prioritises walking and cycling, with shared paths and local street connections linking residential areas to commercial, civic, and open space destinations. This ensures convenient access to shops, services, public transport, and recreational areas, supporting a well-connected and accessible urban environment.

- public spaces and streets will be designed to support a mix of land uses and activities;

The proposal includes a wide range of land uses and activities and distributes them in a way that promotes legibility, economic efficiency and adjacency and residential amenity. There is a variety of public spaces, including a more urban style plaza and neighbourhood play spaces. A number of street typologies are included to support the proposed land uses and are designed to reflect their hierarchy in the overall movement network. All successfully accommodate relevant travel modes and street trees.

(Please refer to the Landscape Drawing Package for details)

- the provision of transport routes and nodes will be designed to integrate with adjoining land uses;

As above - the Link Road provides for both "through traffic" and new activities along with a bus route and active mode pathways (both shared path and on-road cycle paths). This route also provides access to apartment buildings located along it and bus stops are centrally placed to service these higher density typologies.

The proposed future local road (Road 3) connecting to Iver Trask Place provides for all a future connection to the existing civic precinct, Rimu Road and onwards to the mall and train station. It accommodates a shared path which is seldom traversed by moving vehicles, providing a highly safe route for pedestrians and cyclists.

(Please refer to the Open Space Strategy for details)

- opportunities for active modes and integration with public transport routes will be provided for where it is appropriate;

Shared paths and separated on-road cycleyays are proposed along the Link Road (with bus route) and future local Road 3 connecting to Iver Trask Place.

- missing transport links will be completed;

The proposed Link Road will function as an alternative/additional town centre connector/ distributor.

The proposal anticipates that future roads and/ or pedestrian/cycle links may be provided within KCDC land along the eastern edge of the proposal site. Linkage spaces have been provided to enable future connections and residential typologies identified which will appropriately "front" any public street or movement space, thereby enabling passive surveillance and active frontage in due course (if/ when any future public facilities are developed.

- high traffic-generating activities and busy roads which divide centres or act as a physical barrier to the connectivity of a centre will be managed to avoid, remedy or mitigate adverse effects; and

Large format retail and "drive thru" facilities are logically located along that portion of the Link Road that is wider and carries the greatest volume of traffic. Further south, it is designed to be a higher amenity route, with the adjacent swale, active frontages and regular crossing points for pedestrians.

- landmarks and transport nodes will be linked with well-defined pedestrian pathways where appropriate.

Key shared paths are proposed along the Link Road (which has indicative bus stops) and adjacent to the apartment sites and public square which will function as landmarks/ destinations.

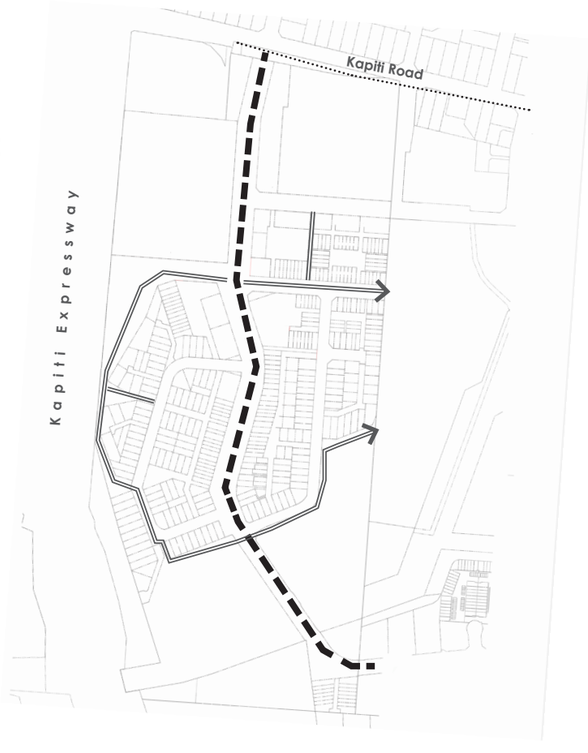


Figure 19. key active transport routes

existing shared path
proposed bus route and cycleways
proposed key shared path

In conclusion, the proposal is considered to align well with the policies for the Metropolitan Centre Zone of the Kapiti Coast District Plan.

3.3.3 Rules and Standards

The Metropolitan Centre Zone includes a range of activity and development standards applying to residential, commercial and retail activities, including standards specific to Precinct C. A detailed assessment of the proposal against the relevant District Plan provisions is provided in the Statutory Assessment appended to the Substantive Application.

For the purposes of the urban design assessment, the proposal has been divided into a series of activity areas reflecting the different land uses, built forms and implementation pathways proposed across the site, as illustrated on the adjacent diagram. This enables the relevant District Plan provisions and urban design considerations to be applied in a manner that reflects the nature and level of design detail available for each component of the development.

- **Large Format and Retail Outlet area**- includes fast food tenancies, petrol station and large "big box" tenants, all of which are still to be confirmed.

  This area provides for large format retail and associated activities, including potential food and beverage/drive-through activities, a service station and large-format 'big box' tenants. The final tenant mix is not expected to be confirmed prior to the determination of the substantive application.

  Accordingly, the application establishes a reference design and defined development parameters for this area, including building footprints and envelopes, access and circulation arrangements, parking and servicing areas, landscaping and key interfaces with streets and adjoining activities. This provides sufficient certainty to assess the urban design and other effects of the LFR component at the substantive application stage, while retaining appropriate flexibility for the detailed design to respond to the operational requirements of future tenants.

Any subsequent detailed design will be required to remain within the development parameters and effects envelope assessed and authorised through this application. Where a future activity or design falls outside those parameters, any additional approval required will need to be obtained separately.

Given the level of detailed architectural and landscape design that will necessarily occur following confirmation of individual tenants, a subsequent design review and certification process is proposed. Final architectural and landscape plans will be reviewed against the relevant consent conditions, approved development parameters and applicable design criteria. The purpose of this process is to confirm that the detailed design achieves the urban design outcomes established through the substantive application, rather than to defer assessment of the overall scale, form or effects of development.

The relevant activities and built form within this area have been assessed against the applicable provisions of the Metropolitan Centre Zone, including **MCZ-R10 and MCZ-R14**, as relevant to the particular activities proposed.



Figure 20. precincts identified for assessment

- **Town Centre** - covers two blocks including:
  - residential units above ground and commercial/retail activities at ground floor;
  - residential typologies with the ability to adapt to accommodate non-residential use at ground floor level in the future; and
  - along with terraced blocks of two and three storeys

The Town Centre Precinct is an important component of the overall masterplan given its location at the interface between the residential development and the large format retail (LFR) area, and its potential to provide a strong physical and functional connection with the existing Paraparaumu Town Centre.

The precinct is proposed as a higher-intensity mixed-use area comprising residential development, including apartments above ground-floor retail, commercial and service activities. This combination of activities will provide an active and complementary interface with the adjoining LFR area, while also providing an appropriate transition in built form, scale and activity to the predominantly residential parts of the Site.

The precinct has been designed around a walkable street and open space network, with residential activity above and alongside commercial uses contributing to activation, overlooking and passive surveillance.

The location of the precinct also provides significant opportunities for connectivity with the existing Paraparaumu Town Centre. In particular, if the proposed Iver Trask connection is delivered, the Town Centre Precinct will benefit from direct and convenient walking, cycling and vehicle connections between the Site, the LFR area and the existing town centre, supporting the integration of the Project with the wider metropolitan centre.

The detailed design of buildings incorporating ground-floor retail, commercial and service activities will be particularly important to the quality and activation of the adjoining public realm. While the location, scale, building envelope and key urban design outcomes for these buildings are established through the current application, further architectural and landscape design will occur at detailed design stage. Final plans will therefore be subject to a design review and certification process to confirm consistency with the approved development parameters, relevant consent conditions and applicable design criteria.

These two town centre precinct blocks are assessed against **MCZ-R5 and MCZ-R7** and against Appendix 20 of the Kapiti Coast District Plan - **Centres Design Principles** later in this report.

- **Residential neighbourhoods** - standard and medium density housing typologies.

The residential neighbourhood south of the town centre precinct is conceived as two separate but complementary areas:

  - Hill Precinct - comprising housing designed to respond to the proposed landform as well as a laneway housing concept for housing adjacent to the Link Road;
  - Wetland Precinct - designed to respond to and positively interface with the adjoining wetland area;
  - Ihakara Precinct - a southern gateway precinct

A broad range of residential typologies is proposed and included within the Architectural Design Package, together with the standard on-lot landscape treatment. The drawings demonstrate the intended built form and the extent of compliance and non-compliance with relevant development standards based on typical sites, including the minimum site dimensions required to accommodate each typology. Minor variations will occur as individual typologies are applied across the varying lot sizes and geometries established by the subdivision plan, including in relation to yards and private outdoor living space.

The architectural plans establish the proposed scale, form and articulation of the dwellings, including roof form, fenestration and relationships with streets and adjoining sites. Detailed façade treatments, including final cladding materials and colours, are not prescribed for every dwelling. Instead, an architectural language and material palette is established to provide for variation and visual interest while maintaining a coherent overall character across the development.

Given the scale of the residential development and anticipated implementation period, some variation in dwelling design and typology is expected over time. The application therefore seeks approval for the residential development shown in the Architectural Design Package while providing a controlled mechanism for subsequent detailed design changes that remain consistent with the approved development parameters and urban design outcomes.

At building consent stage, final Architectural Design Plans will be submitted for certification in accordance with the proposed conditions of consent. These will include final façade and architectural detailing and schedules of materials and colours.

Where changes to an approved housing typology are proposed, the conditions establish a process for demonstrating that the amended design remains consistent with the approved development parameters and urban design outcomes. This includes identification of the proposed changes, comparison with the approved plans, identification of any changes to District Plan compliance, and an assessment by a suitably qualified and experienced urban designer and/or planner where required. Any change falling outside the scope of the consent or approved development parameters will require any further statutory approval necessary.

A similar implementation approach was adopted through the Plimmerton Farm Stage One fast-track consent, recognising the need to provide appropriate flexibility for the detailed delivery of a large, comprehensively planned residential development over an extended implementation period.

Residential development, together with buildings containing residential activities above ground-floor retail or commercial activities, has been assessed against **MCZ-R5 and MCZ-R7**, as applicable, and the relevant residential and centres design guidance in Appendices 24 and 25 of the District Plan.

Importantly, the Hill and Wetland residential neighbourhoods are spatially and functionally distinct from the LFR and commercial components of the development. They comprise residential neighbourhoods in their own right rather than residential activities incorporated into a development containing retail or commercial activities. Accordingly, those MCZ-R5 standards that apply specifically to residential activities incorporated into a development containing commercial activities are not applicable to these areas. The remaining residential standards of MCZ-R5 have been assessed as applicable.

Assessing the Urban Design Outcomes in the Precincts

Heading for relevant standards for each component of the proposal are reproduced in **blue bold** text below. Where the project complies with an individual standards, they are indicated in green text and may or may not be followed with additional comment. Where there are non-compliances with the standard, they are indicated in red text and followed with further commentary on urban design matters/outcomes.

Where compliance of an individual standard is subject to further assessment of a condition of consent, it is retained as blue text.

3.3.3.1 Large Format and Retail Outlet Area

The proposal includes two sites for Large Format Retail uses and "drive-through" activities and there are specific standards relating to this activity. Given that future tenants have not been finalised for the proposed activities in this area (nor their operational requirements), it has been assumed that compliance cannot be achieved. As noted, it is proposed to subject these activities to a future Design Review Process where these outcomes can be addressed and assessed in detail. This will ensure there are no 'consenting gaps' when those tenants are confirmed.

MCZ-R10: Trade supply retail, home improvement retail, yard based retail, food and beverage outlets, retail outlets selling convenience goods but not comparison goods and service stations in Precinct C

- Food and beverage outlets shall have a maximum gross floor area (including any outdoor seating areas) of 300m^2.
- Retail outlets selling convenience goods but not comparison goods shall have a maximum gross floor area or retail display area of 150m^2.

Individual tenancies will be detailed during the later design review and building consent stage.

MCZ-R7 - Large Format retail activities in Precinct C that are not permitted by MCZ-R10 - relevant building standards

- Height - Buildings and structures must not exceed 21 metres in height.
- Height in relation to boundary - Buildings and structures must not project beyond a 60° recession plane measured from a point 8 metres vertically above ground level along all boundaries.

Not shown on drawings but assumed to be complaint/appropriate given the surrounding environments/conditions.

- Commercial façade glazing - In Precinct C, buildings for commercial uses must contain at least 50% of the ground level road boundary façade and facades on desired connector roads as active frontages, including pedestrian entrances and clear glass with views to activities in the building.

This outcome will be confirmed and assessed at a detail design and design review stage. It is however noted that the four smaller activities sleeve the entry and Link Road and have the opportunity to provide visual interest and significant glazing.

- Front yard landscaping - Any building or structure which is setback 2 or more metres from the road boundary must provide (or, in respect of existing trees, retain) at least one specimen tree capable of growing to 5 metres in height within 10 years of planting for every 10 metres of site frontage. Any landscaping provided in accordance with this standard must be included in the landscaping car park requirement.

All buildings in this precinct are set back further than 2m from the road boundary. Whilst outcome will be confirmed and assessed at a detail design and design review stage, the layout and landscaping plans indicates compliance with this standard can be easily achieved. With respect to the Kapiti Road frontage, a detailed planted mound and buffer is proposed, along with an acoustic fence to mitigate any potential amenity effects associated with the rear of LFR2 on users of Kapiti Road (particularly those on the shared path) and the existing residents on the other side of the road.

- Lighting - All buildings, other than temporary or accessory storage buildings, must be lit with exterior lighting at pedestrian entrance areas at a minimum of 10 lux.

It is assumed that future activities can design lighting to comply with this standard, and proposed that a condition of consent require lighting plans to confirm compliance.

- Verandahs - In Precinct C, along frontage to main pedestrian routes, verandahs shall be provided to the following standards, except in situations where the adjoining buildings on both sides do not have a verandah (excluding roads fronting the Wharemauku Stream reserve where all buildings must provide a verandah) and where the building is set back from the frontage by more than 3 metres:

  a. The verandah shall have a minimum depth of 3 metres; and

  b. The verandah shall be at least 0.5 metres behind the kerb face.

This precinct is not considered to have any buildings to which this standard logically applies. All buildings are set well back from road boundaries due to the need for car parking and landscaping is proposed to soften the interface between these large footprint buildings and the Link Road and Kapiti Road.

- Verandahs must extend along the entire frontage of the building and shall adjoin existing verandahs on adjacent buildings.

As above - these structures are not consistent with the type of town centre building typology to which this standard logically applies.

- Verandahs must have exterior lighting at pedestrian entrance areas at a minimum of 10 lux.

N/A

- In Precinct C, buildings and structures shall be set back less than 2 metres from the legal road boundary or main internal pedestrian route edge, or shall be set back more than 10 metres where the setback is not used for vehicle access and parking. Any setback less than 2 metres must be entirely paved for pedestrian circulation (except for ancillary landscaping). This rule does not apply to ancillary buildings and structures; that is buildings and structures used for a purpose which is secondary to the main use of the subject site, provided that the ancillary buildings are located to the rear of the main building on the subject site.

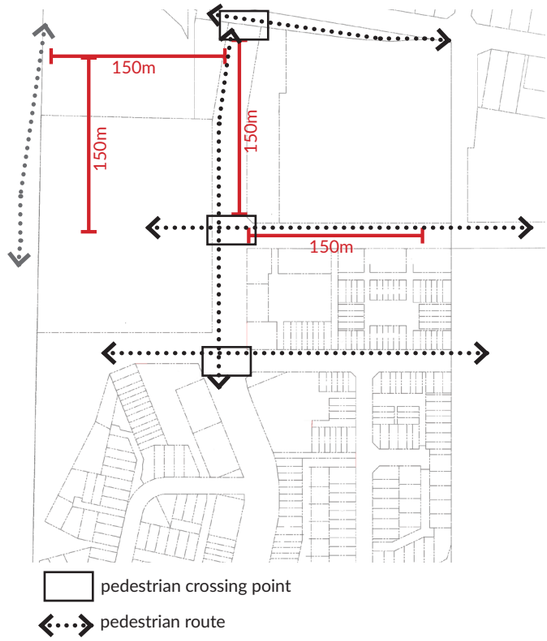
This standard is presumably intended to ensure retail/commercial frontages enclose and actively front the street. It is not considered relevant to apply this standard to large format buildings or drive-through uses.

- The maximum block length of the development shall be 150 metres. For the purposes of this standard, the maximum block length shall also apply to any internal roading proposed.

Although relatively large, the blocks generally comply with this dimension, with some minor infringements. The KCDC requirements for the Link Road (restriction on the number of intersections and/or crossing points) has also influenced this outcome. However, this area of the proposal is not considered to have the same need for pedestrian convenience and permeability as that of a typical town centre environment.

As such, the level of permeability is considered appropriate and supported from an urban design perspective.

- No vehicle entrances to car parking or loading areas shall be located on Kāpiti Road in Precinct C.



Summary of urban design outcomes in the Large Format and Retail Outlet Area

This precinct is identified as an important part of the economic feasibility and benefit of the project and has been located to adjoin the busy Kapiti Road and future Link Road. Given the nature of the proposed use and proposed building footprints, operational/ servicing requirements and public car parking need, it infringes some of the standards contained in MCZ-R7. However, it is supported from an urban design perspective given:

- its location, where potential visual dominance and other effects (e.g. traffic) are likely to be less (i.e. next to the motorway and existing stormwater management area);
- the benefit it has for the economic health of the town centre and wider district;
- the benefit it has for the financial feasibility of the project;
- the potential reduction in vehicle kilometres travelled by meeting more of the local communities needs within the town centre;
- the proposed activities and built form are relatively consistent with the existing nature of Kapiti Road further to the west and the Coastlands Aquatic Centre to the east;
- the high quality landscaping which ensures amenity along Kapiti Road and the Link Road; and
- the opportunity to assess architectural and landscaping details and site layout issues at a future Design Review process once future tenants have been confirmed.

3.3.3.2 Town Centre Precinct

MCZ-R5 – Commercial and Residential Activities in Precinct C

- Where residential activities (excluding visitor accommodation that is not temporary residential rental accommodation) are incorporated into a development that includes commercial activities they must be located above ground floor level or separated from all street frontages by commercial activities.

Careful consideration has been given to the location of residential use at ground floor and a transition between large format retail, commercial tenancies and residential use has been provided. Many of the proposed residential units are located above ground level along the key frontages of Brett Ambler Way Ext and the Link Road. However, given the limit to feasible retail/commercial use at ground floor, other buildings within the town centre precinct are purely residential. Some buildings (T9 and T27) have been designed to accommodate non-residential use at ground level should it become viable in the future.

As such, given the location of and transition to residential use at ground floor, along with the adoption of appropriate setbacks and landscaping, no adverse urban design outcome is considered to eventuate from residential activity at ground floor.

- Residential activities (other than those incorporated into a development that includes retail or commercial activities) must meet the following standards (excluding visitor accommodation that is not temporary residential rental accommodation):
  - a. comprise at least one residential unit (as measured by the residential unit measurement criteria);
  - b. a ground floor habitable room must face the street in any residential building that fronts the street;
  - c. residential buildings that front a street must have a main pedestrian 'front door' accessed from the street;

Every building on the perimeter of these town centre blocks contains a number of habitable room windows at ground floor. There are only two instances (In Typology T19) where a habitable room is not provided for every unit at ground level. In this 6 unit block, other units provide the necessary passive surveillance and real and perceived safety.

In addition, the terraces adjoining KCDC land to the east provide habitable rooms overlooking that public space.



Illustrative render of low rise apartment A3 (Rendered using GenAi, refer to architects plans for accurate detail)

All units have access from either a public street or private laneway (which functions like a street). Where dwellings adjoin a public street, as well as a laneway, primary access is provided from the street in the first instance.



Figure 21. ground floor uses

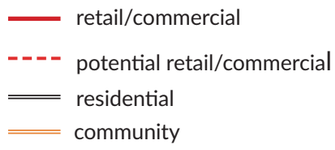




Figure 22. habitable (residential) room windows at ground floor

d. garages, irrespective of access, must be recessed a minimum 1.0 metre behind the front façade of a residential buildings (irrespective of whether the front façade fronts a street, a common lane, a rear boundary, etc.);

In the town centre precinct, only Block T19 has garaging (x 2) accessed from the street, and these garages are in line with the front facade. Given they are the minority in the block and adequate surveillance is provided by other units and the overall bulk and scale of the block mitigates the garage doors, this is considered acceptable form an urban design perspective. T27 also has garaging, provided as detached structures on a rear laneway and away from any pedestrian routes.



Indicative render of T19 street elevation (produced using GenAI, indicative only)

e. the maximum height (above original ground level) of a front boundary fence, or any fence within the front yard, shall be 0.8 metres;

No fences are proposed in front of buildings dwellings where commercial use is proposed.

There is only one terrace typology in the town centre which has fencing on a street boundary, namely T9 which has 6 units. This is a three storey north facing block with balconies on the first or second floor and bedrooms on the ground floor facing the street. This typology is identified as capable of accommodating small scale retail/commercial use at ground level. However, in the first instance, balancing privacy and surveillance at ground level is required. As such, a visually permeable fence of 1.5m in height, along with hedging is proposed.

In general, and given the extent and nature of proposed residential activity, adopting the fencing standard for the High Density Residential Zone, through a condition of consent is considered appropriate. This is as follows:

HRZ-R3 Fences and Walls - Fences, walls and retaining structures adjoining any Natural Open Space or Open Space Zone, esplanade, access strip or public walkway, or within 1.5 metres of the road boundary shall have a combined height of:

- 1.2 metres; or
- 1.8 metres for no more than 50 percent of the site frontage and 1.2 metres for the remainder; or
- 1.8 metres if the fence is at least 50 percent visually permeable as viewed perpendicular to the boundary.

Any fence or standalone wall, retaining wall or combination of these structures, must not exceed a maximum height of 2 metres above ground level where within 1 metre of any side or rear boundary.

Please refer to Landscape Drawing Package for detailed information.

f. building coverage must not exceed 50%.

In the town centre precinct, all mixed use buildings exceed this standard along with the following terraced lots:

- T1 (52%)
- T9 (68%)
- T20 (53%)
- T21 (55%)
- T30 (55%)
- T31 (59%)
- T34 (54%)
- T37 (60%)

However, when assessed collectively across the two blocks, this standard is not considered to be exceeded. This is due to the compliance by the apartments and the large areas of parking, manouevering and planted areas. The terraced blocks are generally positioned around the perimeter of these blocks, providing a strong built form to the street. Given the location of this precinct, and the intended intensity/density, this is supported from an urban design perspective.

Furthermore, It is noted that building coverage across the whole development is approximately 40%, indicating that sufficient open areas are provided.

MCZ-R7 - New buildings and structures and additions and alterations to existing buildings and structures:

- Height - Buildings and structures must not exceed 21 metres in height.

Two apartment buildings in this precinct exceed 21m in height, namely A4 and M1. All these buildings are both located along the Link Road. Building M1 is 36.5m high, 10 full storeys + 1 (partial floor and roof forms) while Building A4 is 29m in height, has 3 or 7 floors + roof and shared roof area.

The architectural design statement describes these buildings as follows:

> **A4** - *provides a complementary but more substantial square form at the centre of the block. Its gridded façade is flanked by lower three-storey wings that define the block edges and screen off-street parking. Most shadows cast by A4 fall across the parking area. At certain times, including late summer, the building also provides useful partial shade to the adjoining public space.*
>
> **M1** - *The building is composed as a slender vertical form whose appearance changes subtly as people move past it. An angled western corner divides the longest elevation into two vertical components. Each is detailed in a different material and catches the light differently. A pitched roof accentuates the fold and reinforces the corner as a landmark. The narrower southern elevation limits shading of the open space on the opposite corner. The built form provides some seasonal shade—a useful amenity in Kapiti—while maintaining good overall access to sunlight.*

Additional building height up to 53m is a discretionary activity in the MCZ and subject to the following relevant assessment criteria/matters of discretion apply:

- Location, layout, size and design of the proposed development;
- Visual, character, amenity, historic heritage and streetscape effects;
- The relevant matters in the Centres Design Guide in Appendix 25 (e.g. visual monotony and dominance);
- Effects on landform and landscape; and
- Traffic and transport effects.

The additional height of these buildings is supported from an urban design perspective for the following reasons:

- they reinforce the location and legibility of the community heart when viewed and/or accessed from either northern or southern entries and from Iver Trask Place;
- they reinforce and celebrate their corner locations, wrapping active frontages and visually interesting elevations to both street frontages:
- they provide three dimensional variety in the overall development in general and along the Link Road in particular;
- they increase residential density around the heart and on the site and in the town centre generally, promoting, in particular, walkability and public transport use;



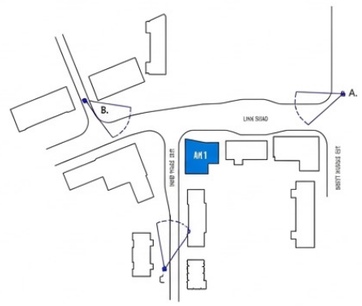
View A.



View B.



View C.



Building M1 - 21m maximum height level indicated in white
indicative render only - refer to Architects drawings for detail)





Building A4 - 21m maximum height level indicated in white
indicative render only - refer to Architects drawings for detail)

Figure 23. illustrations of over-height Buildings A4 and M1

- they will be perceived as spatially separate from both the existing town centre and the "reformed" dune landscape so will not have negative effects on the scale of those environments and instead create a new "place";
- the floor plate of A4 varies, as does the building height, creating visual interest and reinforcing the corner location;
- the building articulation and facade detailing is of high quality and of sufficient visual interest to mitigate any potential dominance;
- all buildings have balconies and varied roof forms which create shadow lines and visual interest; and
- all buildings have side elevations with adequate windows and facade detail.

The additional height also:

- renders some of the buildings more elegant/vertical;
- enables more people to benefit from views out to the coast and Kapiti Island;
- for M1, allows a slimmer vertical form which does not unduly shade adjacent streets or public open spaces;
- provides a greater number of residents to better support shared spaces and/or retail uses on the ground floor which activate the street; and
- generally supports the overall objective for higher density/intensity in the metropolitan town centre.

The shading associated with built form over 21m has been assessed and illustrated in the architectural drawing package. In summary, this study shows:

- In general, the buildings avoid shading public open spaces at midday and cast only partial shade early and late in the day. Most shadows fall across roads and private parking courtyards.
- The tallest buildings are grouped around the central junction. Their configuration allows people to choose between sunny and shaded edges within this key public node.
- Sun studies indicate that these valuable corner spaces would experience similar shading if the buildings were limited to 21 metres. The additional height enables more generous separation between buildings, and these spaces provide useful access to sunlight.

(Please refer to the Architectural design statement for more detail on building height.)

The application seeks land use consent for the location, height and general form of these apartment buildings. Detailed architectural design matters, including how the façade composition and articulation, materials and colours responds to, and mitigate the additional height may be refined and finalised through the future certification process.

At that time, final architectural design plans must be accompanied by a Design Statement prepared by a suitably qualified and experienced architect and/or urban designer which address how these buildings respond to:

- Façade design: Publicly visible elevations incorporate an appropriate degree of architectural modulation, articulation, glazing, variation in materials and detailing having regard to the scale and length of the building, so as to avoid extensive blank or monotonous façades.
- Building scale: The apparent scale and visual mass of larger buildings is appropriately managed through building form, façade composition, modulation, materiality, fenestration, balconies, roof form and/or other architectural devices.

Height in relation to boundary

a. Buildings and structures must not project beyond a 60° recession plane measured from a point 8 metres vertically above ground level along all boundaries, as shown on the following diagram.

A number of mixed use buildings within this precinct infringe this development standard, namely:

- M1 (11 storey building and relationship with adjacent M2 and T27)
- M3 (in relation to adjacent M2)
- M8 (very minor, in relation to adjacent M7)

These infringements are illustrated in the Architectural Drawing Package. They are a result of the design approach for town centre precinct blocks to establish strong perimeter built form to address the street, while accommodating parking in the interior. For M3 and M8 these infringements are considered very minor. These buildings have been designed to front/outlook over either the street or the block interior, many with dual aspect. Infringements due to the proximity of these buildings along side elevations is not considered to generate any poor outcomes with respect to outlook or shading.

Arguably, the greatest infringement is associated with Building M1, which also exceeds building height. The design of the apartments in this building ensures units adjacent to M2 have aspect/outlook either to the street or the block's interior. Similarly, apartments in M2, look out over the street or the interior, and not towards Building M1. Given it is located to the south of M2, the potential shading associated with this infringement is considered negligible.

HiRB infringements of Apartment building A4 is not assessed as it is located well away from other sites .

In summary, no adverse effects associated with the infringement of this standard are considered to eventuate.

- Outdoor living space - a residential unit at ground floor level must have an outdoor living space that is at least 20 square metres and that comprises ground floor, balcony, patio, or roof terrace space that:

    a. where located at ground level, has no dimension less than 3 metres; and

    b. where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; and

    c. is accessible from the residential unit; and

    d. may be:

        i. grouped cumulatively by area in 1 communally accessible location; or

        ii. located directly adjacent to the unit; and

    e. is free of buildings, parking spaces, and servicing and manoeuvring areas.

- Outdoor living space for residential units above ground level (i.e. above commercial units)

    a. is at least 8 square metres and has a minimum dimension of 1.8 metres; and

    b. is accessible from the residential unit.

There are two buildings in the town centre precinct with 4 apartments that do not comply with this standard as they employ only juliette balconies. These are one bedroom units (+ media room/office). Their orientation is such that these units will not suffer from hot afternoon sun and can therefore enjoy open living spaces with juliette balconies. Given the number of units and the size of the unit, this is supported from an urban design perspective.

There are also four (3 bedroom) units (two each in buildings M2 and M4) which have two small balconies but these collectively meet the 8m^2 requirement and provide valuable surveillance to both front and back of these buildings and options for solar gain.

- Outlook Space - An outlook space must be provided for each residential unit as specified in this standard:

    a. An outlook space must be provided from habitable room windows as shown in the diagram below:

    b. The minimum dimensions for a required outlook space are as follows:

        i. a principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and

        ii. all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.

        c. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.

The project architects have indicated that all dwellings comply with outlook space requirements.

Other Standards – commercial façade glazing

- In Precinct C, buildings for commercial uses must contain at least 50% of the ground level road boundary façade and facades on desired connector roads as active frontages, including pedestrian entrances and clear glass with views to activities in the building.

Compliance with this standard will be confirmed and assessed at a later design review stage but the drawings indicate a high level of glazing to the ground floor retail/commercial tenancies.

Other standards – front yard landscaping

- Any building or structure which is setback 2 or more metres from the road boundary must provide (or, in respect of existing trees, retain) at least one specimen tree capable of growing to 5 metres in height within 10 years of planting for every 10 metres of site frontage. Any landscaping provided in accordance with this standard must be included in the landscaping car park requirement.

There are a variety of front yard setbacks in this precinct, depending on the ground floor uses of the proposed buildings. All non-residential ground floors of M2, 3, 4, 7 and 8 buildings are located close to the street boundary (less than 2m). Building M1 has a varied setback given its angle and provides some additional hard landscaped space between the frontage and the street for outdoor dining etc. Building A1 has a setback from the boundary with the plaza (N3) of about 4m to allow for outdoor dining etc. This boundary also adjoins the landscaped plaza which provides planted amenity. Its setback from the Link Road is also greater than 2m, but this is appropriate given there is residential use in this part of the building and landscaping to the boundary.

Other standards – lighting

- All buildings, other than temporary or accessory storage buildings, must be lit with exterior lighting at pedestrian entrance areas at a minimum of 10 lux.

It is proposed that a condition of consent require lighting plans to confirm compliance. Prior to the lodgement of a building consent application for any A or M typology building, the Consent Holder shall submit Final Architectural and Landscape Design Plans for that building and its associated external areas to the Manager Resource Consents and Monitoring for certification in accordance with relevant conditions, including lighting.

Other standards – verandahs

- In Precinct C along frontage to main pedestrian routes, verandahs shall be provided to the following standards, except in situations where the adjoining buildings on both sides do not have a verandah (excluding roads fronting the Wharemauku Stream reserve where all buildings must provide a verandah) and where the building is set back from the frontage by more than 3 metres:

    b. The verandah shall have a minimum depth of 3 metres; and

    c. The verandah shall be at least 0.5 metres behind the kerb face.

- Verandahs must extend along the entire frontage of the building and shall adjoin existing verandahs on adjacent buildings.

- Verandahs must have exterior lighting at pedestrian entrance areas at a minimum of 10 lux.

All M buildings have verandahs of at least 3m. Whilst Building A1 is technically setback from the street/reserve on the north and the Link Road by more than 3m, it has a verandah created by the balconies at upper floors.

- In Precinct C, buildings and structures shall be set back less than 2 metres from the legal road boundary or main internal pedestrian route edge, or shall be set back more than 10 metres where the setback is not used for vehicle access and parking. Any setback less than 2 metres must be entirely paved for pedestrian circulation (except for ancillary landscaping). This rule does not apply to ancillary buildings and structures; that is buildings and structures used for a purpose which is secondary to the main use of the subject site, provided that the ancillary buildings are located to the rear of the main building on the subject site.

In the town centre blocks, buildings are positioned to address the street and create perimeter blocks. All M buildings are positioned close to the street boundary. M1 has a varied setback with some landscaping and A4 has a setback greater than 2m but this is acceptable given its an extension to the public plaza which has planting.

- The maximum block length of the development shall be 150 metres.

The pedestrian ROW through the town centre block enables compliance with this standard and ensures pedestrian convenience.

- No vehicle entrances to car parking or loading areas shall be located on Kāpiti Road in Precinct C.

N/A

Summary of urban design infringements and outcomes in the Town Centre Precinct

The town centre precinct is essentially the heart of this proposal and connects easily and legibly to the existing civic precinct and town centre.

This precinct is a mixed use area. Retail/commercial use is proposed as an interface to Large Format Retail uses, where it can relate to shared car parking areas, connect into the town centre through Brett Ambler Way, adjoin the public plaza and reinforce a legible community heart. Opportunities for additional small scale retail activity on the ground floor of residential terraces has been identified and future proofed.

Residential activity in apartments and terraces interface easily with the ground floor uses.

Whilst mixed use and high residential density are anticipated is the Metropolitan Centre Zone and recognised as desirable urban design outcomes, the proposal aims to deliver buildings and uses which are feasible and deliverable in Paraparumu in the foreseeable future. Consenting a very high number of apartments, and excessive commercial floor space risks a development which is either unfeasible, requires a high number of variations of re-design or takes a very long time to eventuate. Narrow lifestyle and housing choice, and empty/unleased commercial premises are a poor urban design outcome.

The perimeter block arrangements of this precinct provide a strong street-based built form, supporting active and safe streets. Varied building height provides visual interest and aligns with the location of food and beverage outlets and public plazas and playgrounds.

Infringements to residential development standards include:

- residential use at ground floor
- 2 garages which are not recessed from the front face of the building
- building height (3 buildings)
- building coverage on some individual sites
- height in relation to boundary (3 “M” buildings)
- fencing for T9
- outdoor space (6 x one bedroom units)

The implications of these infringements on residential amenity and the public realm have been assessed and considered to create no significant adverse urban design effects.

3.3.3.3 Residential Precincts (Hillside, Wetland and Ihakara)

MCZ-R5 – Residential Activities in Precinct C

- Where residential activities (excluding visitor accommodation that is not temporary residential rental accommodation) are incorporated into a development that includes commercial activities they must be located above ground floor level or separated from all street frontages by commercial activities.

Given the large size of the site, a large area of it is identified for "pure" residential use and this is supported due to the benefit residential activity brings to the town centre and the wider district. It also aligns with the District Plan's Structure Plan for the site. Proposing commercial use at ground floor of every residential building is not practical given the extent of retail/ commercial activity that is supported by the project's economic assessment. This would also restrict residential typologies to above ground units and apartments and restrict the choice of dwelling, along with the price range of dwellings.

The residential neighbourhoods to the south comprise separate residential areas/lots, with their own streets and no commercial activities incorporated into those areas. On this basis, the standard should not require every dwelling there to have commercial premises between it and the street.

- Residential activities (other than those incorporated into a development that includes retail or commercial activities) must meet the following standards (excluding visitor accommodation that is not temporary residential rental accommodation):

  a. comprise at least one residential unit (as measured by the residential unit measurement criteria);

  b. a ground floor habitable room must face the street in any residential building that fronts the street;

There are a number of house designs where a habitable room is not provided at ground level. The intention of this rule is presumably to ensure passive surveillance is provided over the public street and and ensure sufficient visual interest.

There is a wide variety of house designs within the residential precinct. Those that do not comply with this standard include:

- D3
- H1
- H2
- H6
- H9
- H14
- H15/15A

Approximately 18% of houses, duplexes and terraces do not have a habitable room facing the street, the vast majority of which are in the residential precincts (28 units, as shown in Figure 23).

The urban design implications of these infringements are considered acceptable for the following reasons:

- they are in the vast minority of the total dwellings proposed;
- they are generally dispersed through the development and located adjacent to, and over the road from, other typologies which do have habitable rooms overlooking the street which collectively provide passive surveillance and visual interest;
- all dwellings are double storey and provide habitable rooms at first floor level overlooking the street;
- all street facing elevations of these designs have at least 20% of the facade as glazing, which is a current and common minimum for adequate passive surveillance and visual interest;
- some units provide windows at first floor level in a side elevation (close to the street boundary) that provide oblique opportunities for overlooking (e.g. H15),
- in many instances, front doors have glazed side lights providing views out from entry spaces;
- some dwellings (e.g. H15) have a balcony at first floor providing for passive surveillance and activation; and
- all units are architecturally designed with a good level of facade articulation and visual interest.

Please refer to architectural drawing package for illustrations of these units in context.



Figure 24. lack of habitable room windows at ground floor

c. residential buildings that front a street must have a main pedestrian 'front door' accessed from the street;

All units have access from either a public street or private laneway (which functions like a street). Where dwellings adjoin a public street, as well as a laneway, primary access is provided from the street in the first instance.

There are a small number of detached house designs where the front door is accessed from the street but does not directly face the street. These include Type H7, H13, H14A and H15A (if not on a corner site), H17, D10,

This outcome is typically a result of utilising narrow sites and detached houses and employing a wide range of house designs. The proportion of units where the front door is located on the side of the dwelling is very small and they are dispersed throughout the development. Other design moves are employed to ensure a legible entry, including having a balcony at first floor level which draws the eye, a demarcation in hard surfacing which leads pedestrians to the front door, landscaping and glazing. Given the number of instances of this condition (which is not strictly an infringement) and the other measures used in mitigation, this is not considered to result in an unsupportable urban design outcome.

d. garages, irrespective of access, must be recessed a minimum 1.0 metre behind the front façade of a residential buildings (irrespective of whether the front façade fronts a street, a common lane, a rear boundary, etc.);

The adopted standard lot typology/width is 9 or 10m x 24m (216 to 240sqm). This is intended to provide a relatively high residential density while delivering detached or duplexed homes which are considered marketable in Paraparaumu. There are a number of house designs which have garages forward of the front face of the dwellings.

This infringement occurs in 26 dwellings fronting public roads and 30 dwellings fronting a private laneway. This equates to a total of approximately 20% of the 260 detached or duplexed dwellings in the residential precincts.

The urban design implication of infringing this standard is that garages could dominate the streetscape, prevent passive surveillance and reduce visual interest. In order to minimise the risks associated with these infringements and ensure an acceptable urban design outcome:

- windows have been provided in the garages themselves, to assist with "perceived" surveillance;
- windows have been prioritised in other elevations to provide for passive surveillance and visual interest;
- these dwellings have been distributed along the streetscape (i.e. not adjacent to each other) to enable adjacent units and those over the road to provide visual interest;
- the majority of these dwellings are located on privately owned lanes where access and safety can be better controlled if necessary;
- building elements (like canopies and/or balconies) and landscaping are used to promote legibility of access to the front door and/or soften the view of garage walls.



Figure 25. garages forward of front facade

these garages not counted as they are rear access units

It is noted that just less than **10%** of the total number of units in the residential precincts (excluding apartments) have both habitable room and garage infringements. The majority of the infringements occur in houses.

Streetscape outcomes with respect to surveillance and visual interest are illustrated on the adjacent renders. These views are taken along streets where the majority of infringements occur. They show that sufficient glazing is provided from upper floors to provide real and perceived passive surveillance. Where private outdoor living areas are located between the dwelling and the street, the proposed fencing strategy balances privacy and surveillance and thereby encourages the use/occupation of these spaces which also helps with street activation.

Please refer to architectural drawing package for further detail.



Figure 26. location of street views/renders



View 1 - Indicative render of streetscape adjoining the wetland (produced using GenAI, indicative only)



View 2 - Indicative render of streetscape with detached houses (produced using GenAI, indicative only)

e. the maximum height (above original ground level) of a front boundary fence, or any fence within the front yard, shall be 0.8 metres;

Proposed fencing is indicated on the landscaping plans. It is noted that given residential use at ground floor is not anticipated in the MCZ, this fencing rule is intended to maintain a good spatial connection between retail/commercial activities and the street. In response to the introduction of residential activity, a variety of fence heights are proposed in response to dwelling design (particularly ground floor uses and private outdoor space), orientation and activity. The application of the fencing standard from the High Density Residential Zone is logically applied to this aspect and in doing so, it is noted that the proposal generally complies.

However, given the topographic variation associated with the central swale and the hill houses, there are some instances where a greater combined height of retaining wall and fencing is proposed. As such, a condition of consent is proposed for any dwelling in a residential precinct that requires compliance with the proposed standard as follows:

Fences and Walls - Fences, walls and retaining structures adjoining any Natural Open Space or Open Space Zone, esplanade, access strip or public walkway, or within 1.5 metres of the road boundary shall have a combined height of:

- 1.2 metres; or
- 1.8 metres for no more than 50 percent of the site frontage and 1.2 metres for the remainder; or
- 1.8 metres if the fence is at least 50 percent visually permeable as viewed perpendicular to the boundary.
- Any fence or standalone wall, retaining wall or combination of these structures, must not exceed a maximum height of 2 metres above ground level where within 1 metre of any side or rear boundary.

At this time, the exact height of retaining walls cannot be determined nor assessed. Therefore, an additional clause has been added to the fencing standard as follows:

If the combined height of a wall and fence is higher than 2.0m, and less than 2.5m:

- the maximum fence height must be no higher than 1.0m; and
- when the retaining wall is higher than 1m in height, the fencing must be at least 50% visually permeable as viewed perpendicular to the boundary.

This is considered to provide for a balance between on-lot privacy, passive surveillance and avoid visual dominance.

Furthermore, the standard has recognised that many lots have corner locations which make it particularly difficult to balance passive surveillance with on-lot privacy. Therefore, the following additional clause is proposed:

- For sites with a frontage to more than one road, fencing and the combined height of fences and walls on secondary road frontages is to be no higher than 1.8m in height and at least 30% visually permeable for a maximum of 50% of the frontage. The primary frontage is where primary pedestrian access is taken.
- For sites which have primary road frontage and a secondary frontage adjoining a public reserve, fencing on secondary/reserve boundaries is to be no higher than 1.8m in height for a maximum of 50% of the frontage.

Compliance with this condition is considered to deliver an appropriate and supportable urban design outcome.

Please refer to Landscape Drawing Package for detailed information.



Figure 27. example of landscaping and fencing (DCM Urban)

f. building coverage must not exceed 50%.

It is noted that the maximum building coverage standard within the High Density Residential Zone is also 50%

There are very few instances of dwellings infringing this standard in the residential precincts and when considered collectively/as an average, the proposal easily complies with this standard. There are significant open space areas within the development, including the wetland area, central swale, hill and other public reserves which provide green amenity and off set any individual infringements of this standard.

MCZ-R7 - New buildings and structures and additions and alterations to existing buildings and structures:

- Height - Buildings and structures must not exceed 21 metres in height.

Apartment building A2 exceeds 21m in height by 500mm. Additional building height up to 53m is a discretionary activity in the MCZ and subject to the following relevant assessment criteria/ matters of discretion apply:

- Location, layout, size and design of the proposed development;
- Visual, character, amenity, historic heritage and streetscape effects;
- The relevant matters in the Centres Design Guide in Appendix 25 (e.g. visual monotony and dominance);
- Effects on landform and landscape; and
- Traffic and transport effects.

The minor additional height of this building is supported from an urban design perspective for the following reasons:

- it reinforces the location and legibility of the community heart when viewed and/or accessed from either northern or southern entries and from Iver Trask Place;
- it provides three dimensional variety in the overall development in general and along the Link Road in particular;
- it increases residential density around the heart and on the site and in the town centre generally, promoting, in particular, walkability and public transport use;
- the building articulation and facade detailing is of high quality and of sufficient visual interest to mitigate any potential dominance;
- the buildings has balconies which create shadow lines and visual interest; and
- the building has side elevations with adequate windows and facade detail.

The additional height also:

- enables more people to benefit from views out to the coast and Kapiti Island;
- provides a greater number of residents to better support shared spaces and/or retail uses on the ground floor which activate the street; and
- generally supports the overall objective for higher density/intensity in the metropolitan town centre.

The shading associated with built form over 21m has been assessed and determined to result in no discernible additional shade. In any event, shade from this building generally falls over either the building's internal parking area (mornings) or the Link Road (afternoons).

- Height in relation to boundary - Buildings and structures must not project beyond a 60° recession plane measured from a point 8 metres vertically above ground level along all boundaries.

The architects have indicated that all detached houses, duplexes and terraces in these residential precincts comply with this standard.

Apartment A2 infringes this standard in relation to A1. This is essentially a result of the angle between these two buildings and the way they address the corner. The units within them have been designed to orientate towards the front or back and bedroom windows have been positioned to avoid any sight lines between these buildings.

- Outdoor living space - a residential unit at ground floor level must have an outdoor living space that is at least 20 square metres and that comprises ground floor, balcony, patio, or roof terrace space that:
  - a. where located at ground level, has no dimension less than 3 metres; and
  - b. where provided in the form of a balcony, patio, or roof terrace, is at least 8 square metres and has a minimum dimension of 1.8 metres; and
  - c. is accessible from the residential unit; and
  - d. may be:
    - i. grouped cumulatively by area in 1 communally accessible location; or
    - ii. located directly adjacent to the unit; and
  - e. is free of buildings, parking spaces, and servicing and manoeuvring areas.
- Outdoor living space for residential units above ground level (i.e. above commercial units)
  - a. is at least 8 square metres and has a minimum dimension of 1.8 metres; and
  - b. is accessible from the residential unit.

The architects have indicated that all dwellings comply with outdoor living space requirements.

- Outlook Space - An outlook space must be provided for each residential unit as specified in this standard:
  - a. An outlook space must be provided from habitable room windows as shown in the diagram below:
  - b. The minimum dimensions for a required outlook space are as follows:
    - i. a principal living room must have an outlook space with a minimum dimension of 4 metres in depth and 4 metres in width; and
    - ii. all other habitable rooms must have an outlook space with a minimum dimension of 1 metre in depth and 1 metre in width.
  - c. The width of the outlook space is measured from the centre point of the largest window on the building face to which it applies.

The architects have indicated that all dwellings comply with outlook space requirements.

Other Standards – commercial façade glazing

- In Precinct C, buildings for commercial uses must contain at least 50% of the ground level road boundary façade and facades on desired connector roads as active frontages, including pedestrian entrances and clear glass with views to activities in the building.

Not considered relevant for this precinct.

Other standards – front yard landscaping

- Any building or structure which is setback 2 or more metres from the road boundary must provide (or, in respect of existing trees, retain) at least one specimen tree capable of growing to 5 metres in height within 10 years of planting for every 10 metres of site frontage. Any landscaping provided in accordance with this standard must be included in the landscaping car park requirement.

Not considered relevant for this precinct and it is noted that the High Density Residential Zone does not have a standard for front yard landscaping. That said, all typologies in the residential precincts comply with a 1.5m front yard setback to public streets and accommodate landscaping which contributes to overall residential amenity and attractive streets.

Other standards – lighting

- All buildings, other than temporary or accessory storage buildings, must be lit with exterior lighting at pedestrian entrance areas at a minimum of 10 lux.

While it is assumed that future activities could design lighting to comply with this standard, it is proposed that a condition of consent require lighting plans to confirm compliance at building consent stage.

Other standards – verandahs

In Precinct C along frontage to main pedestrian routes, verandahs shall be provided to the following standards, except in situations where the adjoining buildings on both sides do not have a verandah (excluding roads fronting the Wharemauku Stream reserve where all buildings must provide a verandah) and where the building is set back from the frontage by more than 3 metres:

b. The verandah shall have a minimum depth of 3 metres; and

c. The verandah shall be at least 0.5 metres behind the kerb face.

- Verandahs must extend along the entire frontage of the building and shall adjoin existing verandahs on adjacent buildings.
- Verandahs must have exterior lighting at pedestrian entrance areas at a minimum of 10 lux.

Not considered relevant for this precinct.

In Precinct C, buildings and structures shall be set back less than 2 metres from the legal road boundary or main internal pedestrian route edge, or shall be set back more than 10 metres where the setback is not used for vehicle access and parking. Any setback less than 2 metres must be entirely paved for pedestrian circulation (except for ancillary landscaping). This rule does not apply to ancillary buildings and structures; that is buildings and structures used for a purpose which is secondary to the main use of the subject site, provided that the ancillary buildings are located to the rear of the main building on the subject site.

Not considered relevant for this precinct.

- The maximum block length of the development shall be 150 metres.

Where necessary, public routes and Right of Way are provided to ensure a permeable and connected environment.

- No vehicle entrances to car parking or loading areas shall be located on Kāpiti Road in Precinct C.

N/A

Summary of urban design infringements and outcomes in the Residential Precincts

The proposal includes a residential neighbourhood that is designed to nestle between hill side and wetland areas on either side of the Link Road (Road 1). A very high number of housing typologies and designs will ensure a wide choice and variety of lifestyles and price points.

Specific architectural and landscape architectural design will provide a cohesive built form language across the development.

Whilst not technically relevant, the dwellings have been designed to generally comply with the development standards for the High Density Residential Zone in order to deliver a built form that exhibits the appropriate amenity and character.

In addition to the requirements for residential use to be located on upper floors or away from the street frontage, and the adoption of a different fencing strategy, there are a number of minor infringements of the development standards of the Metropolitan Centre Zone, namely:

- building height and HiRB for Building A2
- dwellings with garages forward of the front facade (approximately 13% of total, 15% of houses)
- dwellings which have no habitable rooms facing the street at ground level (18% of houses, townhouses and duplexes)
- dwellings with garages forward of the front facade (11% of houses and duplexes)
- dwellings with both garages forward and a lack of habitable rooms (9%)
- individual building coverage exceeded, but overall compliance achieved

Residential standards that contribute to amenity and which are achieved include:

- outdoor space
- outlook
- built form

Dwellings also have privacy, a legible sense of address, and make a positive contribution to the streetscape.

Given the architectural and landscape variety and quality, the minor nature of these infringements and. where possible, the mitigation measures adopted, the urban design outcomes in the residential precincts is supported.

3.4 KCDP - Appendix 6 - Crime Prevention Through Environmental Design

1 Access: Safe movement and connections

Spaces should be designed and development in a manner that achieves:

- clear routes for different transport modes.
- maximised movement safety, especially after dark.
- safe access between key destinations and elimination of entrapment spots.
- routes which lead to destinations that people want to reach.
- Transport modes clearly defined

2 Layout: Clear and logical orientation

- design and layout support safe movement and help with orientation and way-finding.
- design and layout are appropriate for the identified crime risk, maintain or improve environmental conditions and enhance personal safety.
- ground level building facades are of a high design quality and provide active frontages to the street (e.g. windows, doors, displays and visible indoor activity).
- public spaces are of a high quality, serve a purpose and support an appropriate level of legitimate activity.
- entrances and exits are clearly sign posted and easily accessible.
- signage is legible and informative of the surrounding development, public facilities and access routes.
- landscaping supports legibility.

3 Activity mix: Eyes on the street

- informal surveillance is supported and the legitimate use of public space is maximised.
- mixed use/activity generators are incorporated with various uses successfully integrated.
- uses in an area are compatible with any potential conflicts being thoroughly addressed.
- strategies for encouraging residential population in town and city centres are promoted.
- encouraging appropriate night-time uses is considered.

4 Sense of ownership: Showing a place is cared for

- spaces are clearly indicated as to whether they are public, communal, semi-private or private.
- boundaries between these spaces are appropriately indicated to support their intended use.
- elements that delineate ownership boundaries are well designed and do not restrict visibility.
- property numbering and identification are incorporated within the design.
- community engagement in the planning and design process is encouraged.
- people who feel ownership of a place are involved in defining its identity.

5 Quality environments: Well designed, managed and maintained environments

- care is taken to create good quality public areas.
- appropriate management and maintenance systems are in place.
- design and layout support management and maintenance.
- materials and fixtures are vandal resistant.
- users, businesses and residents are involved in management.
- integrated approach to design, involving a range of disciplines, is taken.
- alliances or partnerships between stakeholders are promoted.

The proposal has the following characteristics which promote safety:

- a strongly connected "street-based" grid layout, with "front to fronts" and "backs to backs" promoting public street activation;
- a legible layout with clear sight lines and way finding between key destinations, including the town centre, transport nodes and open space network;
- a road hierarchy with clear roles/functions and provision for shared paths where required;
- public roading (Wetland Precinct), apartments (Ihakara Precinct) and elevated private outdoor areas (Hillside Precinct) adjoining the proposed wetland areas to ensure activation and surveillance of this publicly accessible space;
- Shared paths along key routes which are (relatively) straight, open and connect the destinations of existing town centre and civic precinct, train station with proposed high density residential sites, new public plaza and also wetland recreational areas;
- Shared paths which are generally not crossed by private vehicle accesses and therefore safe for users;
- A proposed public plaza which is open to surrounding streets, overlooked by high density residential and adjoined by publicly accessible retail/commercial uses;
- A mix of uses on the site which will contribute to activity during the day and night;
- a careful distribution of different uses to maximise proximity advantages while avoiding potential conflict, particularly between large format retail and residential activity;
- maximising the east-west orientation for residential blocks and avoiding north facing sections to limit the likelihood of private outdoor space between the dwelling and the street which risks high fencing and/or planting to achieve on-lot privacy and which then reduces opportunity for real and perceived passive surveillance;
- a fencing strategy which balances passive surveillance with on-lot privacy to promote occupation of spaces and discourage ad-hoc privacy treatments;
- a clear strategy for long term surveillance and maintenance of the wetland interface (See DCM Urban drawings); and
- clear delineation between public, communal and private spaces.

3.5 Appendix 19 of the Kapiti Coast District Plan - Metropolitan Centre Zone Structure Plan

The focus of the Structure Plan is to provide strategic planning to achieve the following for Precinct C:

- Provide for residential activities to encourage medium density residential development to occur close to the town centre;

Over half of the developable site area is proposed for residential use, including both high and medium density dwelling typologies. While the Structure Plan identifies areas for residential development, the proposal (in line with advice from the Economics Report) expands this extent to respond to the significant opportunity the site presents to locate housing within a walkable catchment of the town centre and public transport. This approach supports increased residential intensity in an accessible location, reinforces the role and function of the Metropolitan Centre, and contributes to a vibrant, well-functioning urban environment.

- Provide for commercial, limited retail and residential activities (in Precinct C);

The proposal includes a mix of activities, including large format retail, speciality retail and a variety of residential options.

- Provide for a large consolidated stormwater management area and if practicable, wetland to provide for ecological and amenity values;

Stormwater management areas have been integrated in the proposal and will be highly integrated assets with the development. The extent of the proposed stormwater management area aligns closely with that of the Structure Plan Map. A central swale adjoins the Link Road, as indicated on the Structure Plan Map and leads to the consolidated wetland area which is actively fronted by adjoining residential use. The ecology report outlines the high value this wetland as well as providing outlook for adjacent dwellings.

- Recreational opportunities along the Wharemauku Stream, Drain 3, other stormwater management and wetland areas, and in Precinct B;

Walkways around the wetlands will promote passive recreation and use of this area. A shared pathway is proposed along the central swale and there is public access to the dune. The proposed pedestrian network connects closely with the existing path along the stream.

- Increased connectivity (the road, cycle and walkway network) throughout the area which does not impede proposed link roads and desired connector roads shown on the Structure Plan;

All "desired connector roads" on the Structure Plan Map have been included in the proposal. Walkways along the Wharemauku Stream, Kapiti Road and Brett Ambler Way/Iver Trask Place have been incorporated. Intersections and crossing points have been limited on the Link Road in order to support its "through route" function. The walkway along the eastern side of the Kapiti Expressway has not been proposed as it lies outside the application site area, but this connection has not been precluded.

The future Ihakara Street Extension/Airport Link Road is in the intended location/alignment and the Link Road reserve and adjacent sites future proofed to enable this link in the future.

- The proposed movement network is closely aligned with that of the Structure Plan.

Please refer to adjacent Image which illustrates the high degree of alignment of the proposed movement network with the Structure Plan Map.

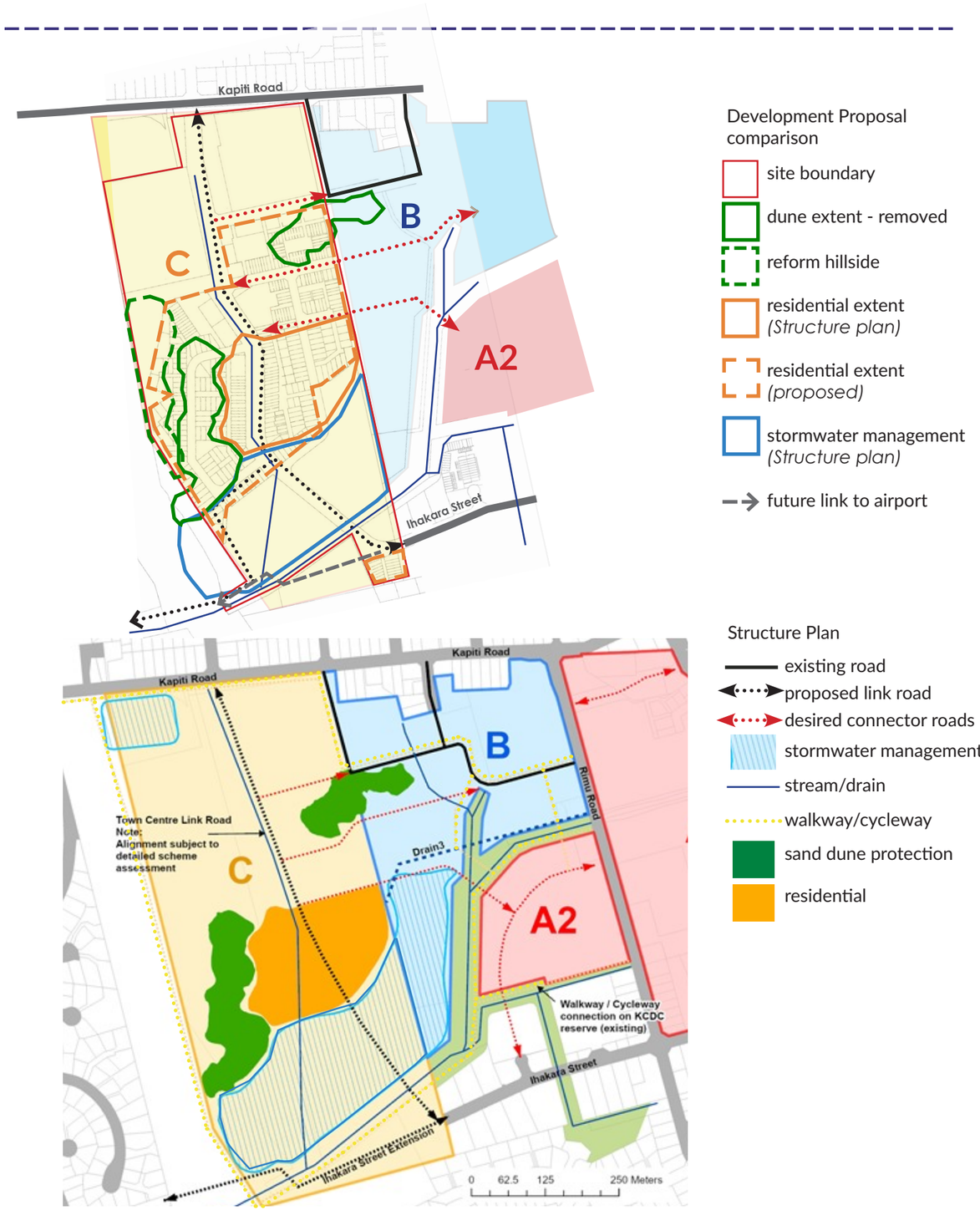


Figure 28. comparison between proposal and Structure Plan Map (KCDC District Plan App 14)

- A link road between the Kapiti Road/Arawhata Road intersection and the Ihakara Street extension that provides a strategic east-west transport and freight connection, alleviates traffic issues on Kapiti Road, and enables connections to desired connector roads.

The proposed Link Road is a key structuring element of the proposed proposal and is intended to prioritise traffic flows/capacity. It includes intersections which provide links to Brett Ambler Way and Iver Trask Place as intended.

The Metropolitan Centre Zone Structure Plan identifies Precinct A, B and C within the Metropolitan Centre Zone. Part of Precinct B is located within the Open Space Zone. The precinct boundaries shown on the Structure Plan are indicative and precise precinct boundaries are identified in the District Plan Maps. The purpose and role of each precinct is set out in MCZ-P2. The key elements of the Metropolitan Centre Zone Structure Plan are:

- an integrated transport network including the proposed link road, the Ihakara Street Extension and desired connector roads;
- land use activities (including retail, commercial, community and civic, residential, open space/ stormwater and landscape buffer);
- dune protection area;
- walkways/cycleways;
- streams/drains; and
- stormwater management areas.

Precinct C is the commercial precinct. Commercial, limited retail and residential activities are provided for within Precinct C in a manner that integrates with the natural dune landform and indicative stormwater management.

Residential activities are permitted activities (subject to standards) throughout the Metropolitan Centre Zone and opportunity for medium density housing is specifically provided for in Precinct C.

The image on the previous page illustrates a comparison between the proposal and the Structure Plan Map. The key aspects that are aligned include:

- the movement network, including the Link Road, other desired connectors and walkways/ cycleways
- a mix of uses in Precinct C including a variety of retail and commercial use, office and medium density residential and in a distribution that aligns closely with the map
- streams, drains and stormwater management/wetland areas which align closely with the map

The only key point of difference between the proposal and the Structure Plan Map is the removal of the sand dunes.

The Landscape and Visual Impact Assessment (DCM Urban) that accompanies the application "*recognises the dune modifications while placing appropriate weight on the positive contribution of the new western landform and the wider landscape framework*" states:

> *"This landform will retain an elevated topographical element along the western boundary, provide a green backdrop to future development and contribute visual relief and*

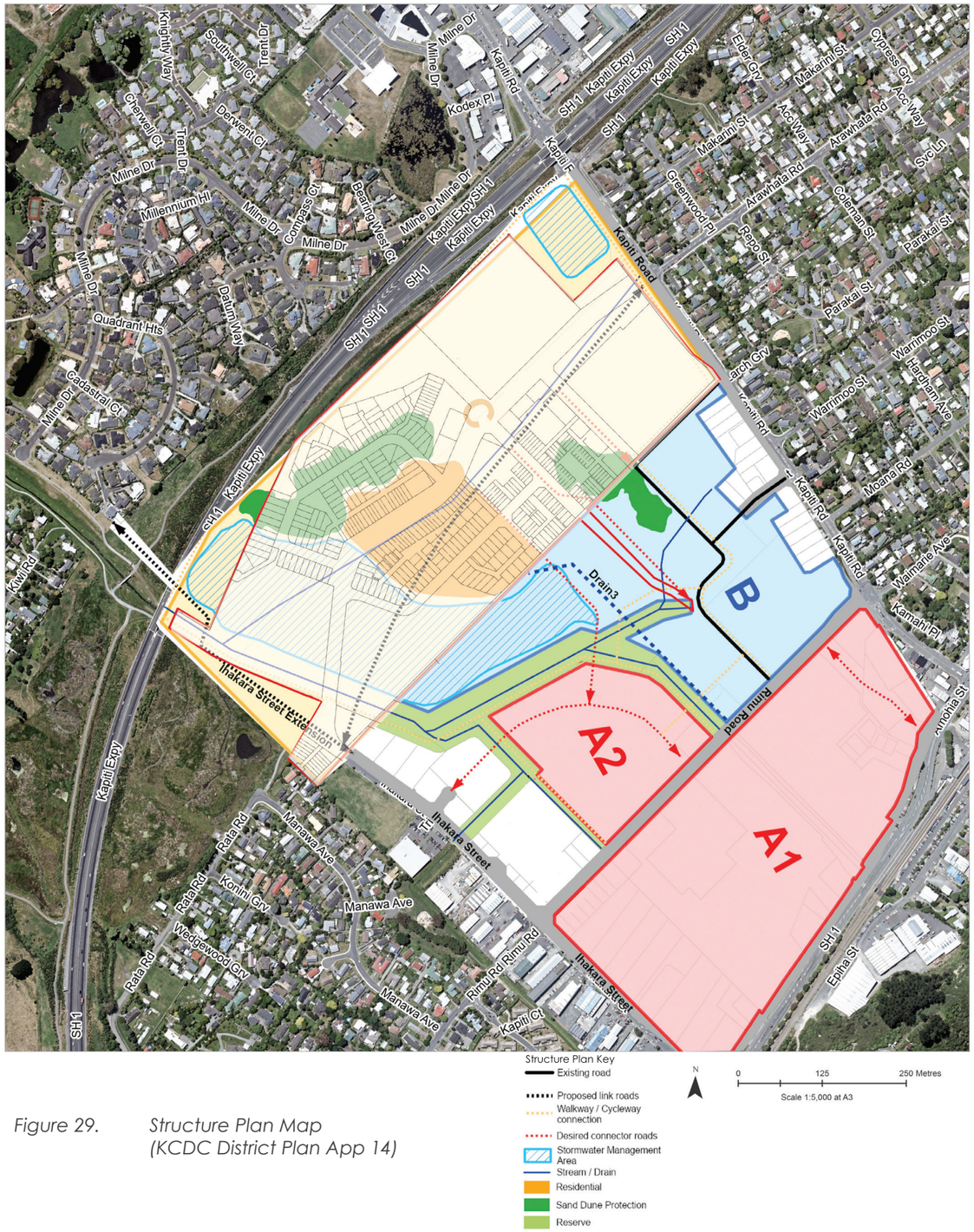


Figure 29. *Structure Plan Map (KCDC District Plan App 14)*

separation from the transport corridor. Together with the stream, wetlands and public open spaces, it forms a purposeful landscape structure for the new neighbourhood.

At the locations of the dunes, the magnitude of physical change is high: the existing profiles will not remain intact. The completed landscape will retain a prominent planted landform on the western boundary, with an improved indigenous vegetation cover and a coordinated blue-green network across the site. The assessment weighs the loss of the existing dune profiles against the localised scale of their influence, the site's highly modified urban setting, the planned land-use transition and the visual and amenity functions of the replacement landform".

and concludes:

"The landscape response provides positive, site-defining features. Although the eastern dune will be removed and the western dune regraded, a new western landform will remain as a prominent planted topographical edge along the Kāpiti Expressway. This feature will contribute visual relief and separation from transport infrastructure, form a green backdrop to new development and reinforce the site's coastal-derived landscape identity.

The cross-sections establish that the western dune will be reconfigured, not preserved in its existing form. That physical change is acknowledged with the proposed landform being an intentional landscape-design response, with a shaped profile, indigenous planting and a clear role within the public open-space framework. The proposal balances constraints with a purposeful, landscaped western edge and substantial enhancements to the wider blue-green network."

From an urban design perspective, retention of the existing dune landforms in their current extent and configuration has also been considered through the master planning process. Their location and footprint within the site would significantly constrain the establishment of a coherent and connected urban structure, including the configuration of development blocks, the continuity and legibility of the street and movement network, the relationship between residential and commercial activities, and the efficient use of land within the Metropolitan Centre.

In particular, retention of the eastern dune would not simply result in the loss of an equivalent area of development. Its location within the planned urban structure would create a substantial undeveloped landform around which streets, blocks and development would need to be arranged, reducing connectivity and creating less efficient and potentially fragmented development patterns. This would constrain the ability of the site to accommodate the scale and intensity of development anticipated within Precinct C and to establish strong physical and functional connections across the site and with the existing town centre.

Overall, the proposal aligns closely with the key elements and intent of the Metropolitan Centre Zone Structure Plan, resulting in supportable urban design outcomes, particularly connectivity, and functionality for the town centre.

The masterplan therefore responds to the existing landform at a broader site scale rather than seeking to retain each dune in its existing form. The western dune is reshaped and retained as a substantial landscape feature adjoining the Expressway, where it continues to provide visual and physical separation and contributes to the landscape identity of the development. This is complemented by the Wharemaukū Stream corridor, wetland and open space network, which together provide a strong landscape structure through and around the proposed urban development.

Given the findings of the Landscape and Visual Assessment, and having regard to the strategic role of the site within the Metropolitan Centre, the modification and partial removal of the dune landforms is considered supportable from an urban design perspective. While this represents a departure from the indicative landform outcomes shown on the Structure Plan, it enables a more coherent, connected and efficient urban structure that better supports the role and function of Precinct C.

Importantly, the proposal does not seek to remove the landscape identity of the site entirely. Rather, the existing landscape is reinterpreted through the reshaped western dune, the Wharemaukū Stream corridor and the integrated wetland and open space network. These features remain legible components of the site structure and contribute to landscape character, amenity, recreation and the identity of the new neighbourhood.

Please refer to the LVA (DCM Urban) and Appendix 1 for more discussion of this issue.

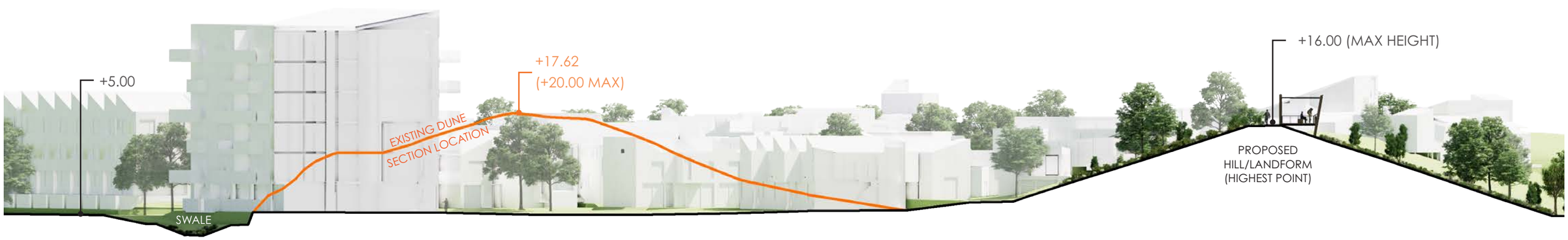


Figure 30. Cross section through Hillside Precinct (DCM Urban)

This assessment is considered appropriate for the proposed town centre precinct only.

The proposal includes a variety of land uses across a large area. It is impractical to expect all streets in this area to be lined with active business frontages; there is insufficient demand for speciality retail. In addition, large format retail has been identified (by the Economic Assessment) as key to supporting both the town centre and the wider district, and this commercial typology does not generally deliver significant active ground floor frontages nor opportunities for residential activity.

Mixed use activities in centres

- a streetscape character with active ground-floor business activities will be developed and maintained;

Given the likely feasible types of business, the proposal seeks to cluster active ground floor uses along key routes, transition to the large format retail area and support future public open spaces. As such, active business frontage is anticipated along some portions of the Link Road, along the southern side of Road 2, adjacent to the proposed public open space/plaza (N3), where it can contribute to a community heart and gateway location.

Two terraced typologies are future proofed for non-residential use at ground floor, should it be sustainable in the future (particularly once Iver Trask Ext is delivered).

- residential activities in mixed use developments will be designed to:
  - be located above or behind business activities;
  - provide a high level of on-site amenity for residents and adequate private outdoor space;
  - minimise nuisance effects from business activities;
  - have good access to public transport and support the safety, accessibility and efficiency of the transport network;

Dwellings are proposed over retail units fronting the Link Road where they would have good outlook towards the west and Kapiti Island, along the southern side of Road 2 and above retail floor space in Apartment A4 and Building M1.

Care has been taken to avoid future dwellings sharing address with business use and/ or overlooking large car parking areas. In addition, access to large format retail has been separated from roads which serve residential areas. Initial consideration has been given to servicing requirements for typical large format retail uses and these constraints and the design solutions for them will be developed at detail design stage in line with proposed conditions of consent which address relevant issues. It is anticipated that both customer and service/delivery traffic will be separated from residential traffic as much as possible.

The dwellings in the town centre precinct (in mixed use buildings or apartments) are generally north facing and/or dual aspect and benefit from good solar access. They all have functional balconies and some apartments have shared residents spaces.

- commercial and residential entrances will be clearly separated and distinguished with residential entries provided directly from the public street; and

This separation is provided and all A and M buildings have direct access to surrounding public streets/spaces.

- loading and access and (where provided) on-site parking will be provided away from the street.

Residential development fronting the Link Road will have rear access as this is a restricted access route. As such, parking and servicing for dwellings adjoining the Link Road will be screened behind buildings. Car parking areas are generally located within blocks, with buildings creating perimeters with strong built form enclosing the street.

Urban form and integration with infrastructure

- the scale, intensity and form of development will be consistent with the role of the centre within the centres hierarchy (LCZ-P3) and with the capacity of local infrastructure networks;

The Economic Assessment has detailed the viable uses for the site which includes large format retail, speciality retail and medium to high density residential. These uses have very different scales and built form requirements and uses have been located to create clear precincts to enable efficient servicing and promote legibility and amenity. The proposed building height of three apartments (over 21m) serve to reflect the hierarchy of the proposed community focus and support its connection to the existing town centre.

- development will provide for, and where practicable enhance, connectivity within the centre in which it occurs;

All desired connectors and active mode connections anticipated by the Structure Plan have been provided through the proposal.

- development that is well integrated with the surrounding public environment – including public spaces, reserves, facilities and streets – will be promoted;

The proposal integrates with the adjacent public facilities and supports the extension of the current civic precinct through potential linkages.

- practicable, development will be integrated with public transport networks and facilities;

The proposed Link Road supports a bus route and bus stops. The spatial structure of the plan supports all-mode connection to the train station.

- edge conditions will be actively managed to support the overall integrity of each centre's boundaries.

The interface with Kapiti Road is landscaped to mitigate any potential visual effects of large format retail uses. The modified landform along the Expressway will help to buffer the residential precinct from heavy traffic. +-.306

Built form, streetscape and sense of place

- built form will be responsive to and reflect the unique identity, heritage and sense of place of the centre in which it is located and the immediate and surrounding environment, including natural features and landforms;

The proposal represents an extension of the existing town centre but also seeks to establish a more street based and human scale retail experience as well as clearly defined and activated outdoor public open spaces. The proposed landform constructed closer to the western site boundary provides some topographical variation and echoes coastal landscape character. The large wetland area and connections to the Wharemauku Stream will be the primary contributors to the sense of place.

- the location, scale and size of large format retail (including supermarkets) will be appropriate to the role and function of the centre;

In line with the Economic Assessment, 6ha of large format retail has been proposed. two areas of approximately 3ha each have been identified and can accommodate either one large tenant (e.g. Bunnings) or a combination of smaller tenants.

- building design will be attractive and, where practicable, demonstrate innovative and sustainable building design;

The architectural drawing package illustrates the proposed design strategy for built form and materials in all precincts other than the Large Format Retail Precinct. Building design in the LFR precinct is subject to further detailing and assessment for compliance with this principle.

- built form will promote the integration of public spaces, reserves and streets with developments to add visual interest and diversity to the appearance of the centres;

The proposal clusters higher built forms and various uses around a centrally located public open space and along the Link Road. Building A5 supports a gateway experience at the southern end of the site and provides good surveillance over the Wharemauku Stream.

- development of both public and private areas will support the valued characteristics and, wherever possible, add to the visual interest and uniqueness of centres;

The proposal represents a unique and contemporary extension to the town centre, including apartments and mixed use buildings not typical in the existing centre. The elevated land form and wetland area lend identity to the development.

- built form will recognise and provide for existing local character values including those associated with identified character areas and precincts;

As above.

- a positive relationship between development and the street will be achieved in accordance with the Streetscape Strategy and Guidelines set out in the Council's Land Development Minimum Requirements, the Crime Prevention Through Environmental Design Guidelines set out in Appendix 6, and the following principles:
  - buildings will provide well-defined, active edges to streets, public spaces and frontages to public car parking;
  - buildings located at key street intersections will have a strong presentation to the intersection;
  - effective lighting will be provided to enable night-time use and safety;
  - service lanes will be provided where direct front access cannot be achieved;
  - street design will ensure the safe movement of public transport, private vehicles, bicycles and pedestrians;
  - generous on-street parking will be provided for efficiency, convenience and as a means to keep the public realm active and safe;
  - trees and landscaping will be designed to provide relief from the built form; and
  - building and site design will provide for public shade and shelter.

It is noted that not all streets in the proposal are aligned with the above principles as, given their uses and the scale of the development (and the variety of land uses anticipated in the MCZ Structure Plan), they are not proposed to function as true town centre streets.

The town centre precinct of the proposal aligns well with these principles as follows:

- along key routes, mixed use buildings are built on or close to the street boundary, providing spatial definition, weather protection, active edges and visual interest;
- multi-storey apartments up to 10+ levels are located at the key intersection; reinforcing the hierarchy of the community heart;
- streets accommodate shared paths where they fulfil an important pedestrian and/or cycle connection;
- on street parking is provided where important for shopping or visitors but otherwise located inside blocks and away from street frontages; and verandahs are provided along key retail/ active frontages.

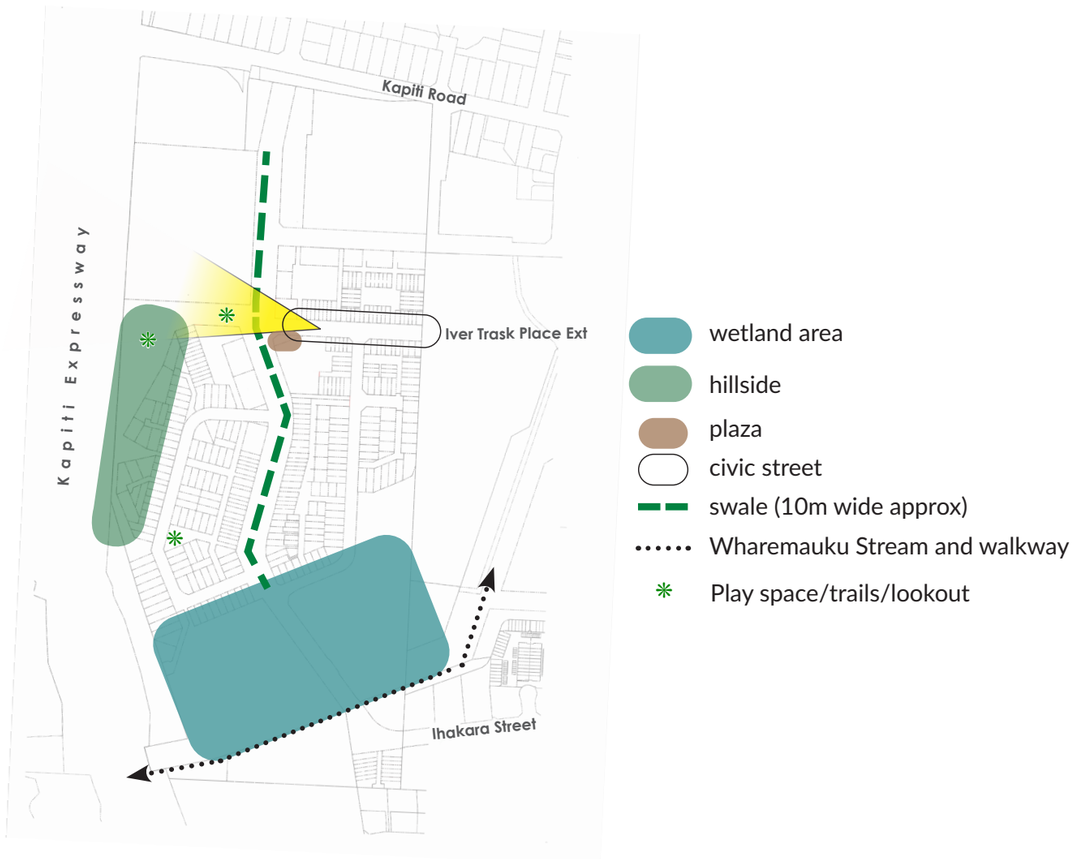


Figure 31. key placemaking features

As part of assessing the overall outcomes for commercial and residential use on the site, Appendix 24 and 25 have a significant overlap with respect to design principles so are combined for assessment. This guideline assessment is applied to only the proposed town centre and residential precincts.

PROVIDE FOR VARIETY AND CHOICE

- Ground floor uses contribute positively to the street and public realm

The proposal adopts a spatial structure and "street based" approach which promotes activation and engagement with public streets and spaces. Although the potential for active retail use at ground level is limited, this activity has been located to contribute to key routes, corners and spaces, leverage off attraction of large format retail and transition to residential areas. Where car parking and/or large format retail adjoins streets, landscaping can support street amenity.

- Provide opportunities for residential activities which are successfully integrated with commercial use

While residential use is located predominantly in the southern portion of the site, apartments and terraces are located within the town centre precinct. Apartments are provided in all "Type A" and "Type M" buildings. Type M buildings successfully integrate apartments with ground floor commercial uses. Behind these buildings, dwellings are clustered within the town centre blocks, with high amenity landscaped shared spaces.

- Provide for a range of dwelling sizes and types

A wide variety of residential typologies is anticipated, ranging from detached dwellings, duplexes and terraces to low and medium rise apartments. Units over retail tenants and are also included.

- Provide clear definition between public and private spaces, and clear building entrances

All apartments and mixed use buildings have clear entries for either commercial spaces or residential lobbies or both. Lobby spaces are accessed directly from the street in the first instance and secondary access to parking and/or service areas is also indicated.

INTEGRATE WITH PUBLIC REALM AND SURROUNDINGS

- Improve connectivity to town centres and local public spaces by creating through-site walking and cycling links where possible

The proposed Link Road and Road 3 connecting to Iver Trask Place include dedicated shared paths which are generally free of individual vehicle accesses (there is one inter onto Road 3). These routes connect the proposed development to the existing town centre. The proposed plaza and wetland area are well connected to the shared path network. Provision is made for multi-modal access to KCDC land which may include publicly accessible open space and/or public facilities.

- Respond to the surrounding environment and open-up developments to front public spaces and amenities

The proposal illustrates local roads (and potentially the future Airport Link Road) adjoining the wetland area which provides for active frontage, passive surveillance and easy access for

the wider community. The layout allows for future connections with KCDC land which may accommodate public facilities or open spaces in the future.

- Consider the existing environment (built and natural) when designing to the anticipated level of residential intensification

The area of the town centre zoned Metropolitan Centre currently has no residential activity. There are some recent examples of medium density residential development in proximity of the site (Florian and Kamahi Place). The proposed residential typologies build on these developments but extend the range further to include some detached dwellings and apartments. This is appropriate given the location of the site, the current and projected market trends/demands and the long term nature of the delivery of the development.

- Consider the potential for development on neighbouring sites

There is essentially only one neighbouring development site (KCDC land) and the proposal future proofs connections through Road 2 to Brett Abler Way, Road 3 to Iver Trask Place as well as an additional pedestrian connection (from Road 4). Furthermore, the wetland boardwalk connects to the site boundary and allows for extension through KCDC land in the future.

- Provide for passive surveillance of the public domain through windows and building orientation

All dwellings have habitable room windows which overlook the proposed streets and public spaces. Some dwellings have primary living spaces at first floor, providing elevated views of roads and wetlands. Others have dual aspect to enable views to both front and back, depending on location.

- Create an environment that enables, supports and encourages sustainable transport behaviour

The Link Road and Road 3 include a safe shared path for pedestrians and cyclists. Pedestrian and cycle connection to the train station is promoted along Iver Trask Place. The mixed use nature of the development, including the provision of neighbourhood level shops increases the ability of residents to meet some of their daily convenience needs without the use of a private vehicle. The primary school and kindy are also within easy walking distance and the proposed wetland area will provide for passive recreation opportunities.

PROVIDE APPROPRIATE BUILT FORM AND DESIGN

- Achieve bulk, massing and scale appropriate to the anticipated design patterns of the surrounding neighbourhood

Land uses, and correlating likely building bulk/scale have been carefully distributed over the site to:

- transition from large footprints in the north, through to a mix of building forms in the centre and smaller residential typologies in the south;
- place larger, less sensitive uses adjacent to the expressway and Kapiti Road;
- provide a landscape interface to manage the effects of building scale on properties to the north of Kapiti Road; and
- transition to and echo the existing scale of the Aquatic Centre and potential future facilities on Brett Ambler Way.

- Use design features such as modulation, articulation, building materials and colour to integrate the built form into the surrounding area and provide visual interest

The proposal is relatively spatially distinct from surrounding urban areas. Proposed built form and height varies to provide visual interest.

- Ensure built form and design enables accessibility that provides for the day-to-day living and needs of future residents

The proposal provides a highly connected legible network to enable residents and visitors to access its mix of activities, including large format retail (potentially a supermarket, speciality retail (potentially other daily convenience offerings) and food and beverage outlets.

CREATE A COMFORTABLE AND SAFE ENVIRONMENT

- Provide accessible external and internal design that caters for people of all ages and abilities

The proposal provides for the needs of a wide range of people by including:

- sites/housing typologies that can suit families;
- public open space which can appeal to all people, including a play space and passive walking trails.

- Provide amenity through a balance of green, private and communal spaces

A variety of public spaces are proposed including a plaza, a play space, pocket park, hillside walk and wetland walkways. All dwellings are proposed to have private outdoor space, either at ground floor level or as a balcony.

- Orientate outdoor living spaces and buildings to maximise solar benefits

The spatial layout of the proposal promotes blocks with orientations that maximise solar access (i.e. east or west facing private outdoor areas or north or west facing balconies). House designs have responded to location and orientation (hence the very high number of bespoke house plans).

- Provide for housing that serves the needs of different communities, ages, budgets and lifestyles

The wide variety of housing types (detached, duplex, terrace, apartment, and potentially retirement units) will appeal to a range of people and have a range of price points.

PROVIDE FOR AN ACTIVE STREET EDGE

- Locate buildings along the street boundary, or as close as the planned street frontage allows
- Create lively street environments through locating cafes, shops, businesses and other community facilities along the ground floor with glazing that creates a safe and engaging streetscape ....and ..... seek to avoid residential development at the ground floor, but where proposed, designed to provide adequate privacy for future residents
- Provide balconies on upper storeys to provide passive surveillance and interest outside of business hours

The proposal adopts a targeted approach to active street edges, concentrating retail and commercial activity in key locations such as the community heart, along key road frontages, where it can be most effective and sustained. Active street frontages have been prioritised in the town centre precinct, namely along the Link Road and Road 2. These frontages have retail/ commercial use at ground level, apartment balconies above, verandahs and street designs which foster occupation and pedestrian amenity.

Some terrace typologies along Road 3 have been designed to be adapted for retail/ commercial use in the future if/when it proves viable.

Elsewhere, residential development provides activation through front doors, habitable windows and balconies, supporting passive surveillance and a safe, engaging streetscape.



Indicative render of street elevation of Building M8 showing shop fronts and verandah etc. (produced using GenAI, indicative only)

Town Centre Principles endorsed by Strategy Operations and Finance Committee 14 August 2025

- **Shape:** guide development around the natural environment; including a restored Wharemaukau Stream, integrating green infrastructure into the centre.

The proposal incorporates the enhancement of the Wharemaukau Stream and the establishment of new wetland areas. The existing drain in the central part of the site will be transformed in to a wide vegetated swale alongside the Link Road which adds a strong linear green element through the site, connecting to the wetland area.

- **Structure:** introduce smaller block sizes and a walkable structure, enabling diverse use patterns to support east to west connections and a more vibrant urban environment.

Balancing the strategic north-south Link Road, east-west connections are maximised through links with Brett Ambler Way and Iver Trask Place and an additional potential link to KCDC land in the south. The spatial structure is walkable and its permeability increased through pedestrian/ cycle links where beneficial. The variety of land uses will support a more vibrant environment with a range of shopping/opening hours and a permanent residential catchment.

- **Improve:** develop connections to create a high-amenity environment for walking and active modes.

The Link Road and local Road 3 connecting to Iver Trask Place include a safe shared path for pedestrians and cyclists. The safety of these routes is maximised by preventing private/individual driveway crossings and the amenity of them is supported by landscaping/planting (the swale in the case of the Link Road) and wide berm and street landscaping in the case of the proposed local road connecting to Iver Trask Place.) Recreational trails through the wetland and up the hillside provide additional options for walking and recreation.

- **Integrate:** connect Coastlands with planned mixed-use development to the west and link with civic provision in the middle.

A straight direct link is proposed between the Link Road and Brett Ambler Way and the Aquatic Centre. The future proposed local road connecting to Iver Task Place links to the existing civic precinct, Rimu Road and thereafter Coastlands Mall and the train station. The alignment of this route can be modified to accommodate the spatial requirements of future public/KCDC facilities in the future and as part of detailed design in the future.

The proposed local road connecting to Iver Trask Place is proposed to have a mix of land uses including medium density dwellings and apartments. Should there be sufficient demand for retail, some dwellings adjoining this route can accommodate this activity at ground level or be future proofed to maximise this opportunity in the future.

- **Integrate:** high-density and medium density housing to support a vibrant mixed-use Metropolitan Centre.

Medium and high density is an integral part of the proposed development and will support the economic growth of the town centre as well as provide 24/7 occupation. There are a number of proposes apartment buildings, some of which extend higher than 21m in order to increase residential density and better support public facilities and services.

- **Expand:** grow diverse employment opportunities in the centre to strengthen the local economy and support night-time activity

Opportunities for food and beverage offerings, specialist retail located to leverage off large formal retail which fulfils a missing component of the local market will provide local employment and the residential component will increase night time activity.

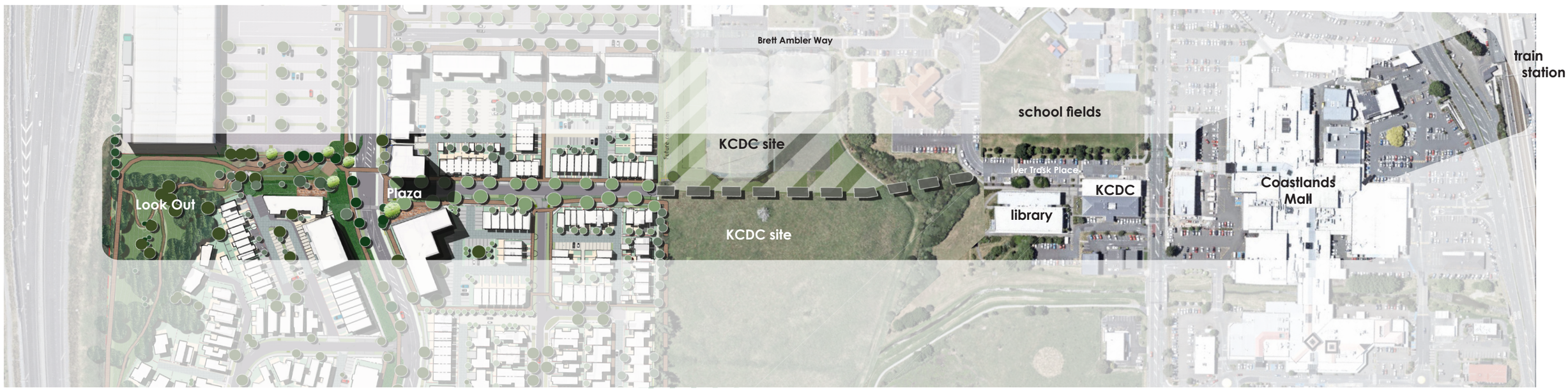


Figure 32. Indicative future full east-west link. Please note: this is a concept only to illustrate the potential for the proposal to support this civic spine which is also subject to KCDC aspirations and intentions

4.0

conclusion

The proposal represents a comprehensive and integrated urban development that achieves positive urban design outcomes appropriate to the strategic role of the Site within the Metropolitan Centre. The masterplan has evolved through an iterative and collaborative design process informed by technical investigations, engagement with KCDC, GWRC, mana whenua and other stakeholders, and consideration of the physical opportunities and constraints of the Site.

In summary, the proposal:

- provides for a logical and integrated extension of the existing Paraparaumu Town Centre and responds appropriately to the Site's Metropolitan Centre zoning, location, context and relationship with surrounding development;
- establishes a coherent and legible urban structure, with a clear hierarchy of streets, movement connections, development blocks and open spaces that supports integration both within the Site and with the wider town centre;
- provides a diverse mix of residential, retail, commercial and recreational activities, with higher density and mixed-use development concentrated around the central Town Centre Precinct area and key movement and open space connections;
- makes efficient use of a significant Metropolitan Centre land resource by providing substantial residential development alongside commercial and retail activities, supporting the existing town centre, public transport infrastructure and a more compact urban form;
- provides a range of housing typologies and densities that support housing choice while establishing appropriate transitions in built form and scale across the Site;
- establishes a multi-modal movement network that prioritises connectivity and provides for walking, cycling, public transport and vehicle movements, including the proposed Link Road and strong connections towards the existing town centre;
- responds to the Site's natural features and physical constraints at a whole-of-site level. While the proposal removes or modifies existing dune and wetland features, this enables a more coherent, connected and efficient urban structure while retaining and reinterpreting important landscape elements through the reshaped western hillside, Wharemaukū Stream corridor and integrated wetland and open space network;
- incorporates an integrated stormwater, flood management, wetland and open space network that contributes to landscape character, recreation, amenity and pedestrian and cycle connectivity, while performing important stormwater and flood management functions;
- creates a strong relationship between built form and public space through active frontages, passive surveillance, appropriately designed public/private interfaces and the concentration of complementary activities around key streets and open spaces;
- supports active travel, passive solar design and integrated stormwater management, contributing to a more sustainable and resilient urban environment; and
- establishes clear urban design outcomes while providing appropriate flexibility for detailed architectural and landscape design to evolve through subsequent design and assessment stages.

The proposal does not replicate every element of the Metropolitan Centre Zone Structure Plan. In particular, the proposed removal/ modification of the existing dune landforms and the detailed configuration of development represent departures from aspects of the indicative Structure Plan. However, these changes have arisen through the comprehensive master planning and technical assessment of the Site and enable an urban structure that better integrates land use, movement, open space and infrastructure while achieving the underlying outcomes sought for Precinct C and the wider Metropolitan Centre.

Overall, the proposal will deliver a compact, legible, well-connected and mixed-use urban environment that makes efficient use of strategically located Metropolitan Centre land and establishes a strong framework for development over time. From an urban design perspective, the proposal is considered to achieve the relevant District Plan urban design outcomes and is supported from an urban design perspective.

