3 The Plan

3.1 Reference Design

Housing

- Approximately 1,181-1,201 dwellings of diverse sizes and types catering to a wide variety of households and lifestyles.
- Phased development.
- Lots **with** street frontages and good solar orientation.

Community

- A local centre with retail, café, restaurant and other commercial activities.
- Neighbourhood parks, playing fields, walkways and cycleways (consistent with the KCDC Open Space Strategy).
- Capacity for complementary activities in the community centre and dog walking park.
- Access to recreational facilities.

Infrastructure

- Integration with storm water management.
- Connections to existing transport infrastructure offering active modes and efficient links to Waikanae's town centre
- Network of pathways and internal connections including footpaths and 5.6 km off-street trails.

Ecological Restoration & Enhancement

- Ecological restoration areas include amenity open space interspersed with plantings (with parts suitable for active recreation).
- Enhancement planting within the existing Te Harakeke wetland located partly within the Site.
- The masterplan includes 14.42ha of dune shrubland and 1.75ha of dune treeland restoration.
- The creation of a harakeke harvesting area together with restoration and re-naturalisation of an existing watercourse.

3.2 Masterplan Design Principles

1. Comprehensive and integrative planning

- Ensure the local centre is the focal point of the development.
- Consider open space, landscape and buildings together.
- Incorporate landform, natural systems and ecologies.

Urban design best practice promotes comprehensive planning where movement, land use, and landscape are considered as an integrated whole. The masterplan ensures a walkable, accessible local centre supported by mixed densities with strong connections to surrounding open spaces. This integration results in well-framed streets, active edges, and a neighbourhood structure that responds positively to natural features.

2. Regenerative ecologies and landscapes

- Repair and regenerate ecologies.
- Treat ecological areas as common amenity features.
- Introduce ecological corridors through the site.

Restore and enhance local ecologies by protecting wetlands, including Te Harakeke wetland, and strengthening stream corridors, and dune systems. Increase biodiversity through open space provision and planting. Ecological assets are integrated as valued community features. A clear landscape structure (dunes, foothills, and flats) provides variety and reinforces the sense of place while supporting ecological resilience.

3. Distinctive and memorable character

- Work with mana whenua and integrate Te Kaupapa Matua.
- Identify and celebrate the whakapapa of the place.
- Celebrate the character and quality of the natural setting.

Early engagement with mana whenua identified important local qualities relating to the natural environment. Future opportunities for iwi to meaningfully associate with the land were identified. The unique natural characteristics of the land, represented by wetlands and dune-scapes, are maintained with roading and built form suited to natural landform.

4. Design for community

- Create a setting for community to develop and thrive.
- Incorporate opportunities for children's play.
- Place a new local centre at the heart of the development.

Well-functioning urban environments require design that operates at both neighbourhood and local/lot scales. A key attribute at the

Waikanae North will be a premium yet accessible coastal residential community, connected to nature and contributes to quality growth in Kāpiti.

neighbourhood level is the provision of accessible facilities and services, which support social cohesion and daily convenience. Open space and recreation opportunities including play and gathering spaces that enable community identity, belonging, and wellbeing.

5. Connected movement networks

- Provide multiple active-mode connections to the surrounding area.
- Introduce an interconnected street network structure.
- Develop a hierarchy of street types that supports adjacent land use patterns and enables future public transport connections.

Land use and movement patterns have been designed to reinforce legibility, safety, and efficiency. The interconnected street network establishes a clear hierarchy that balances local access with wider connectivity, supporting public transport and active modes. Attractive and human-scaled street environments encourage walking and cycling, promote healthy lifestyles and position streets as the public backbone of the neighbourhood.

6. Variety and choice of housing

- Enable higher density housing around the local centre.
- Use high-amenity public spaces as settings for denser housing.
- Vary lot size and house types to accommodate a range of lifestyles.

A diverse lot and housing mix enables broader demographic inclusion, varied price points and lifestyle choice. Higher-density housing is located close to open space, services, and facilities, ensuring accessibility and amenity for residents. This variety creates a balanced urban form that accommodates families, individuals, and older people, while supporting a resilient, adaptable community.

7. Managing effects and visual outcomes

- Proposed lots are sensitive to the adjacent rural zones
- The Expressway requires visual and acoustic buffering
- Present attractive edges and views to wetlands and dune-scapes

Careful calibration of built form standards at the rural interface ensures adverse effects on neighbouring lifestyle and rural properties are mitigated. Existing dune ridges are retained to soften visual impacts; planting and landform treatment provide effective screening and buffering. Specific controls and landscape strategies achieve attractive public-private relationships and enable views to wetlands and dune-scapes as defining natural features.

The development will be a benchmark for sustainable living, creating a vibrant community that helps to reduce New Zealand's housing shortage.

3.3 Masterplan Components

Activity

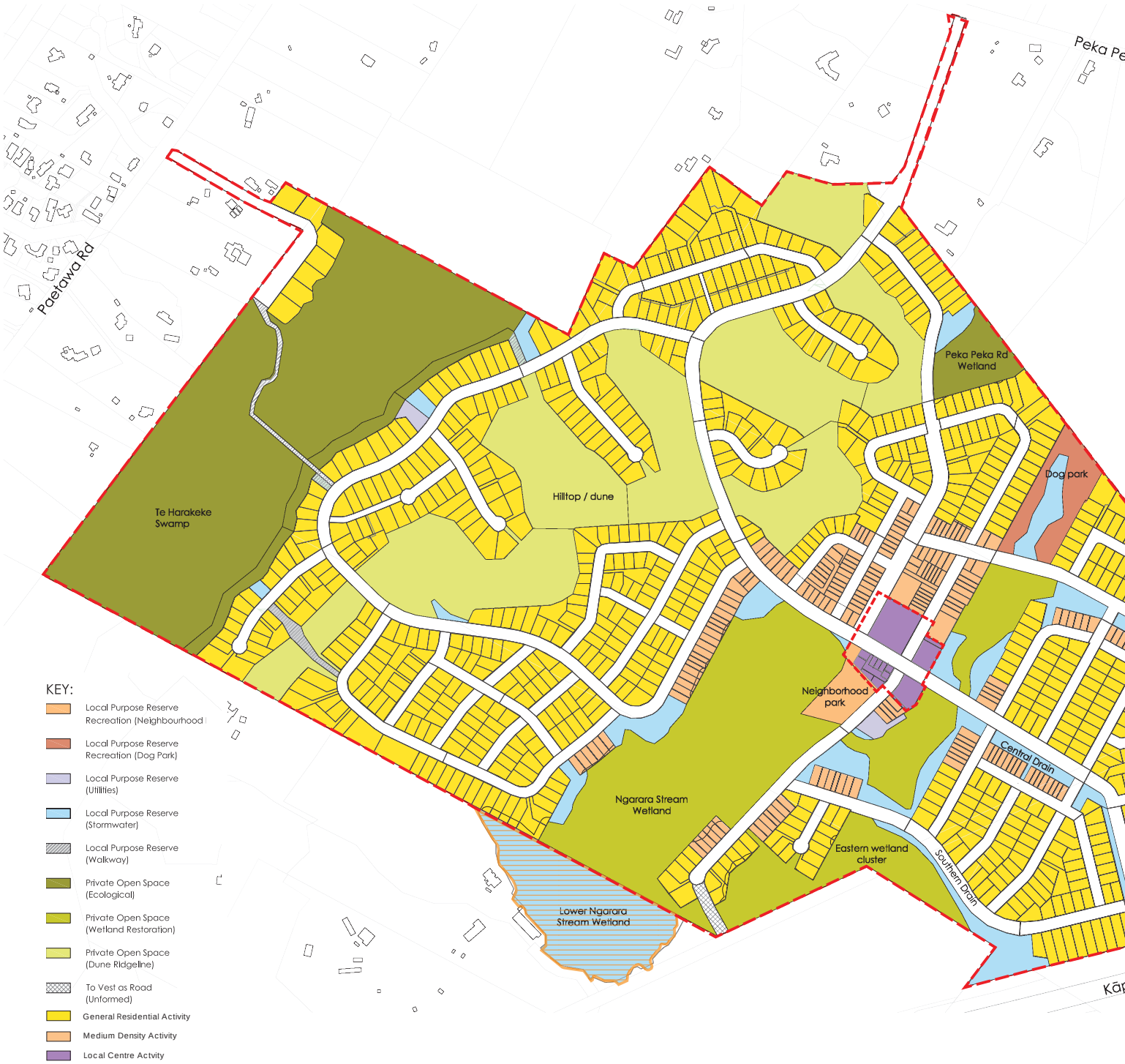


Figure 20. Proposed activities

The activity framework outlines the intended mix of uses across the site, fostering a vibrant and diverse walkable neighbourhood with strong connections to nature and community life.

The Local Centre comprises retail premises, a café and restaurant, shared workspaces, and community facilities, creating a hub that supports the local community and wider district.

Adjoining medium-density housing ranges from semi-detached dwellings to terrace housing and low-rise apartments. This compact residential form supports the local centre and helps to activate adjoining public spaces, fostering natural wayfinding. The proximity of homes to amenities encourages walking and cycling, while the roading network future-proofs the inclusion of public transport, reducing reliance on private vehicles and promoting everyday movement through the neighbourhood.

Open spaces including dune tops, reserves, a dog-walking park, playground, and wetlands are carefully integrated throughout the plan to ensure easy and equitable access to recreation and nature, aligning with the Kāpiti Coast Open Space Strategy. These green spaces and corridors support biodiversity, provide moments of respite, and create opportunities for spontaneous play, exercise, and gatherings. They also serve as a backbone to each neighbourhood, reinforcing character while linking homes and community facilities.

Community facilities within the local centre include a potential multi-purpose community space on the edge of the main recreation reserve. This space is designed to be flexible and welcoming, supporting connections with the local centre, reserve, and providing an opportunity for community and cultural expression.

Local centre parking reconciles access and convenience with pedestrian amenity. A balance is achieved by offering a mix of on-street spaces and a shared parking area adjacent to the supermarket. Streets and parking lots are planted with low native species and larger trees to maintain sight lines and soften the urban environment, reducing hard impervious surfaces and vehicle dominance. The planting strategy also supports shade, habitat, and seasonal interest, reinforcing the neighbourhood's connection to the wider landscape.

Together, these elements create a cohesive framework that supports active movement, ecological resilience, and a strong sense of place

Structure and Connectivity

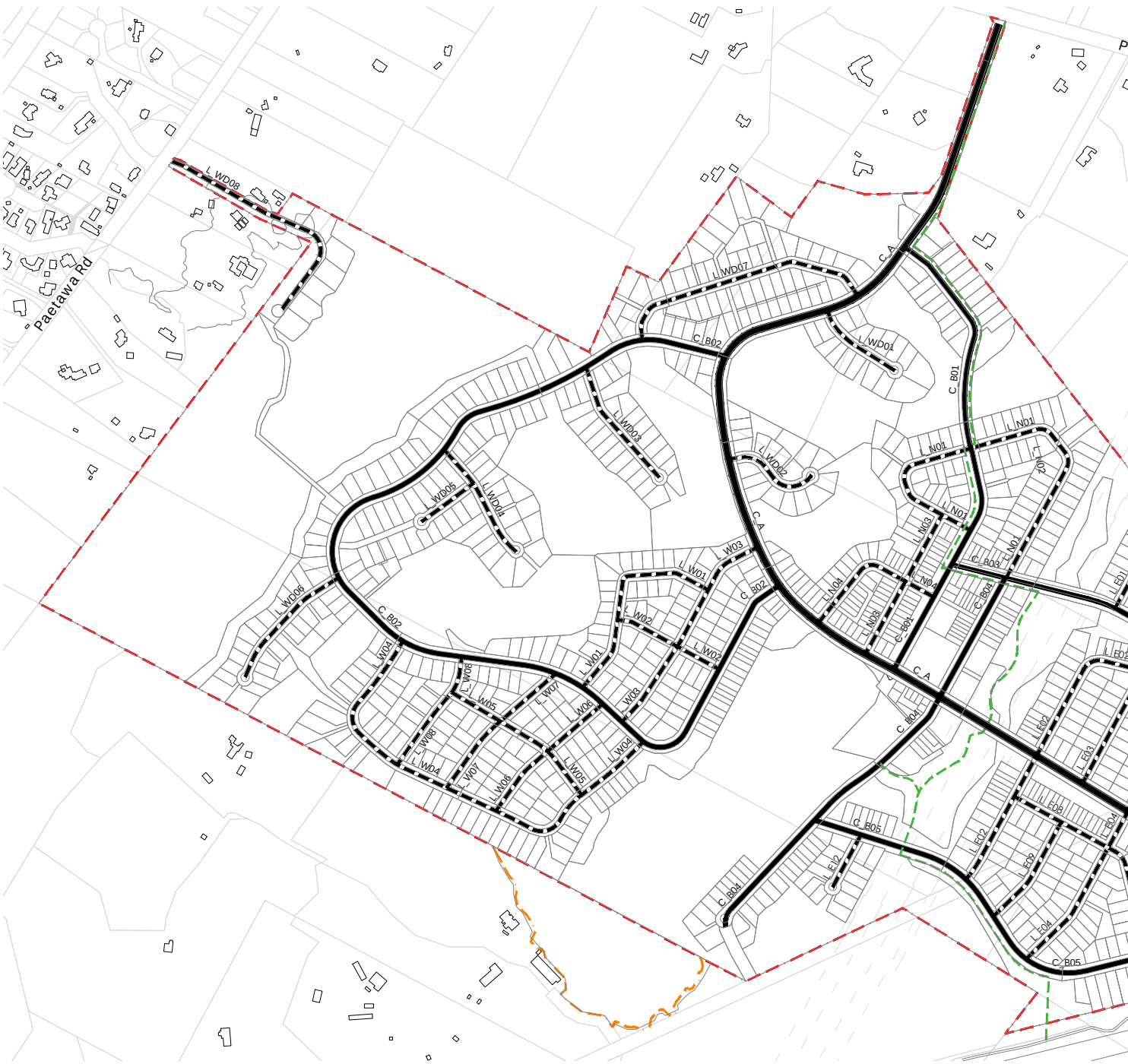


Figure 21. ^ Street network diagram

The street network is designed to support safe, comfortable, and efficient movement for all users - walkers, cyclists, private vehicles, and future public transport. Each street type plays a distinct role in the plan, shaping the legibility and accessibility of the neighbourhood.

Across all street types, the framework is guided by key principles:

- Clear design hierarchy from connector roads to local roads, supporting legibility and long-term transport planning.
- Safety and comfort for all users, with particular emphasis on pedestrians and cyclists.
- Interconnected networks that support connectivity of neighbourhoods, efficient travel, intuitive wayfinding, and community cohesion.
- Street trees and planting that provide shade, scale, and ecological and visual richness while defining street hierarchy.
- Streetscapes as social spaces, enhancing the outlook from homes through low fencing and visual connection to buildings, encouraging community interaction.

Future Road Connections

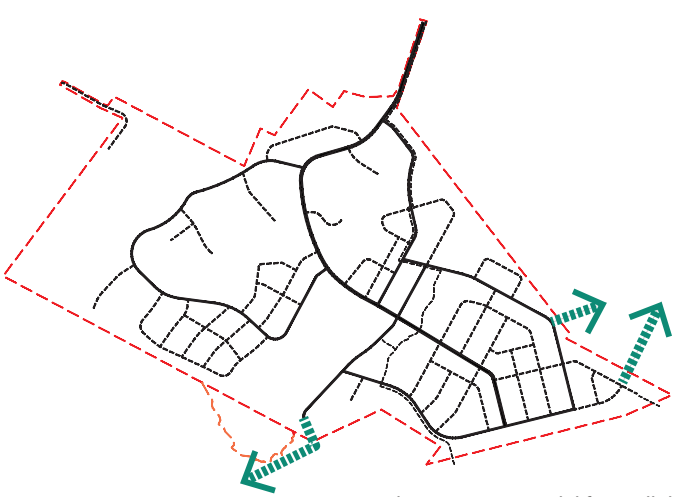


Figure 22. Potential future links

Primary Connector

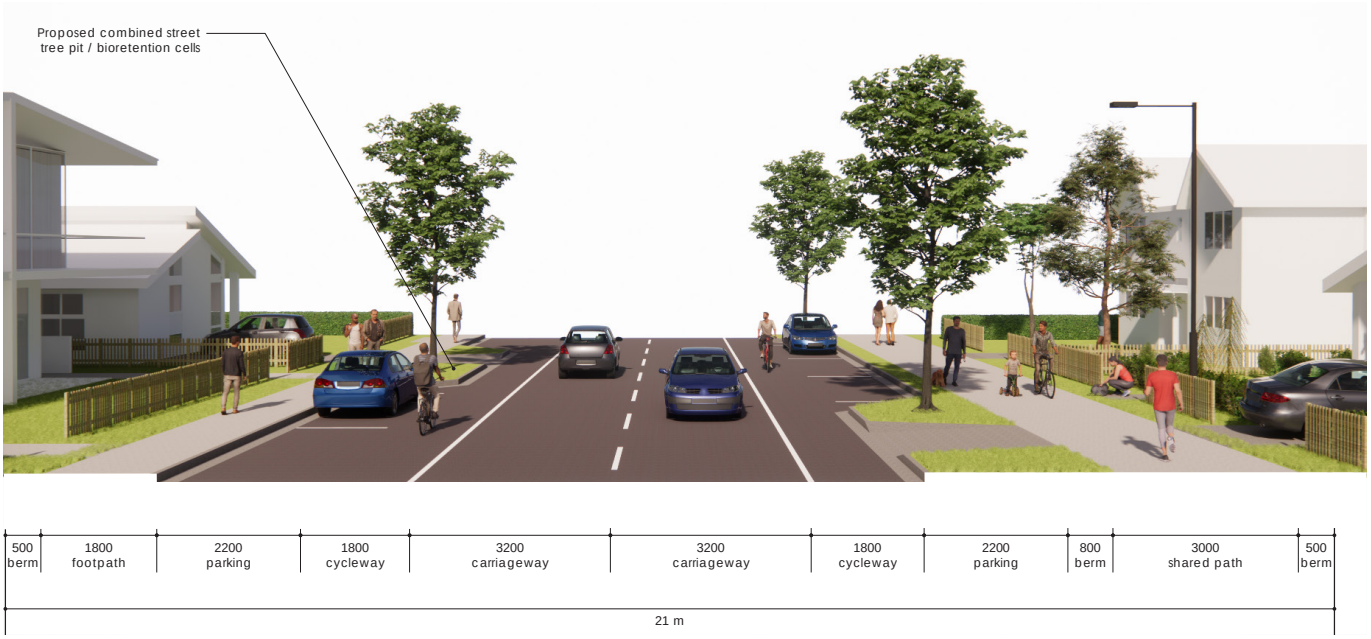
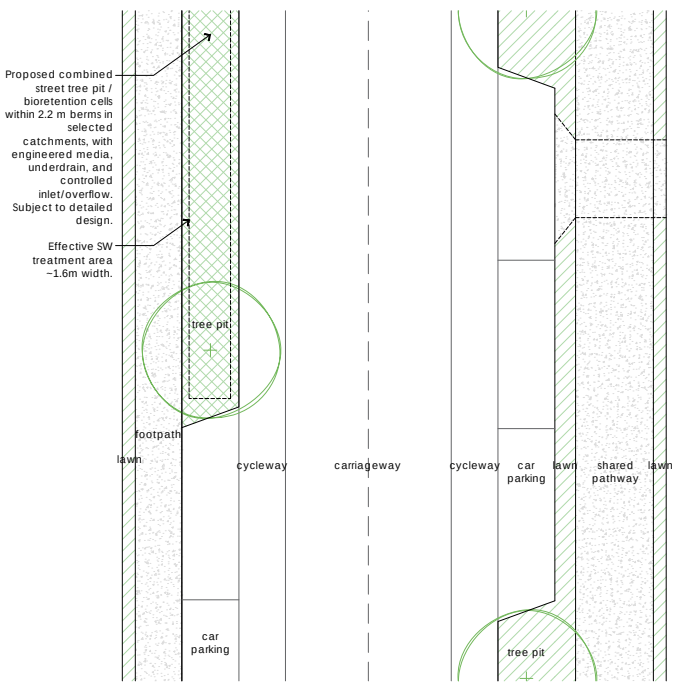


Figure 23. Primary Connector layout



The Primary Connector road forms the backbone of the network, linking Peka Peka Road with the local centre and residential areas.

This road is designed to accommodate higher volumes of traffic while prioritising safety and comfort for active modes. Dedicated cycle lanes provide clear, direct routes for cyclists, separated from vehicle flow where possible to reduce conflict and encourage active movement. Wide footpaths, avenue tree planting (refer to the vegetation strategy), and clear wayfinding elements support walkability and visual amenity. This street also serves as a key corridor for emergency access and future public transport, reinforcing its strategic importance.

Figure 24. Primary Connector plan

Secondary Connector

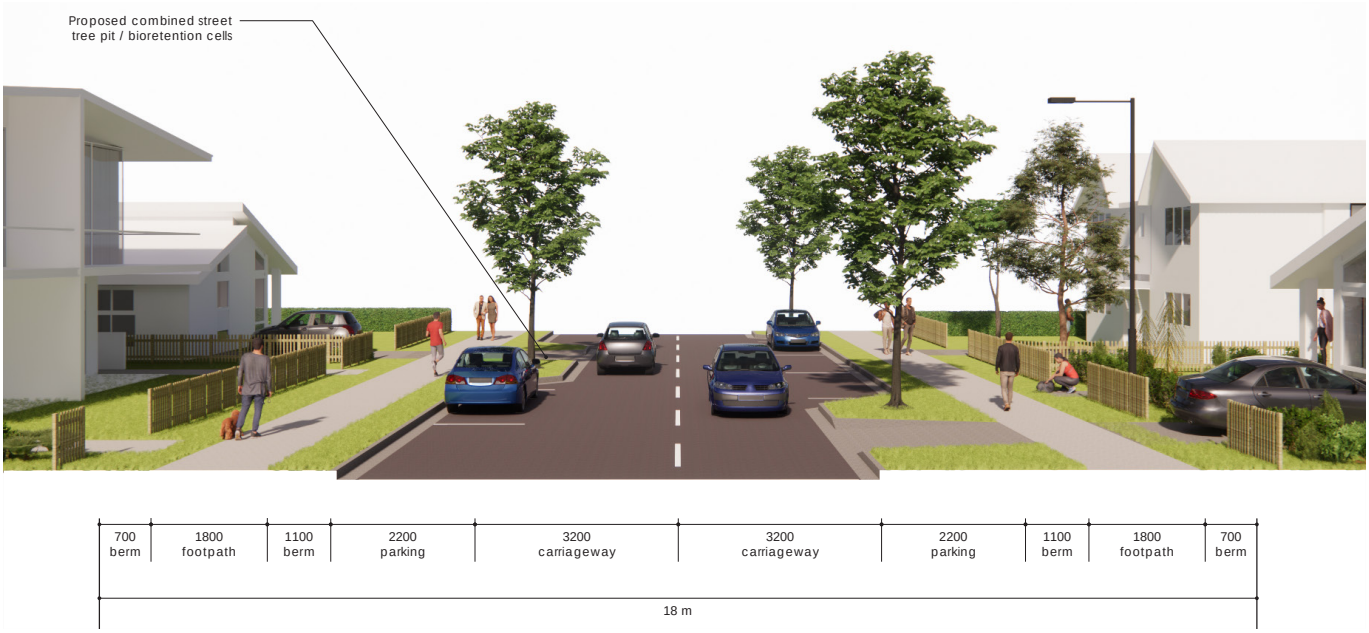
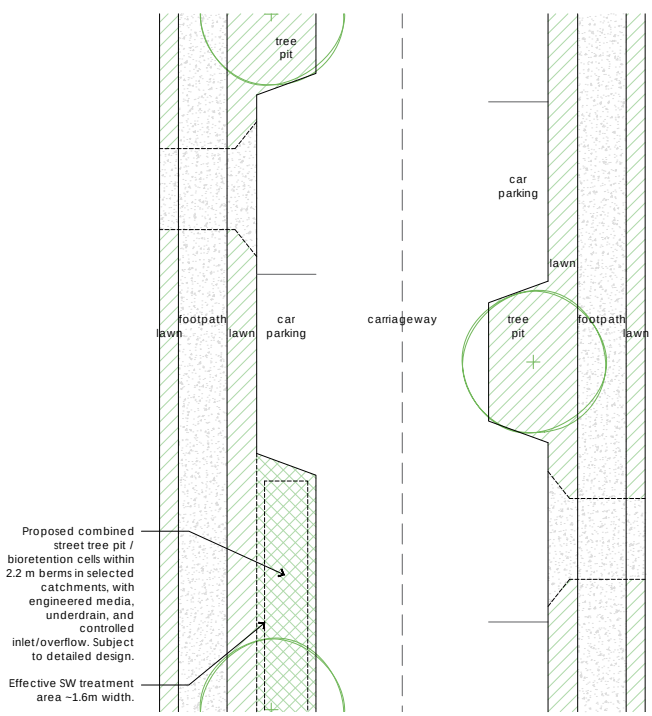


Figure 25. Secondary Connector layout



Secondary Connector roads provide essential neighbourhood loops, linking Local Roads to the Primary Connector and facilitating movement within and between neighbourhoods.

These streets are designed to accommodate moderate traffic volumes and encourage walking, with future public transport loops in mind. Native street trees are used to define the hierarchy and scale of these roads, offering shade, a sense of enclosure, and a more informal character when compared to the primary collector. Intersections are designed for clarity and safety, avoiding crossroads in favour of T-intersections where possible, with pedestrian crossings and cycle-friendly treatments that support active movement. These streets often run alongside ecological areas, waterways, and parks, making them vital social connectors as well as transportation links.

Figure 26. Secondary Connector plan

Local Road

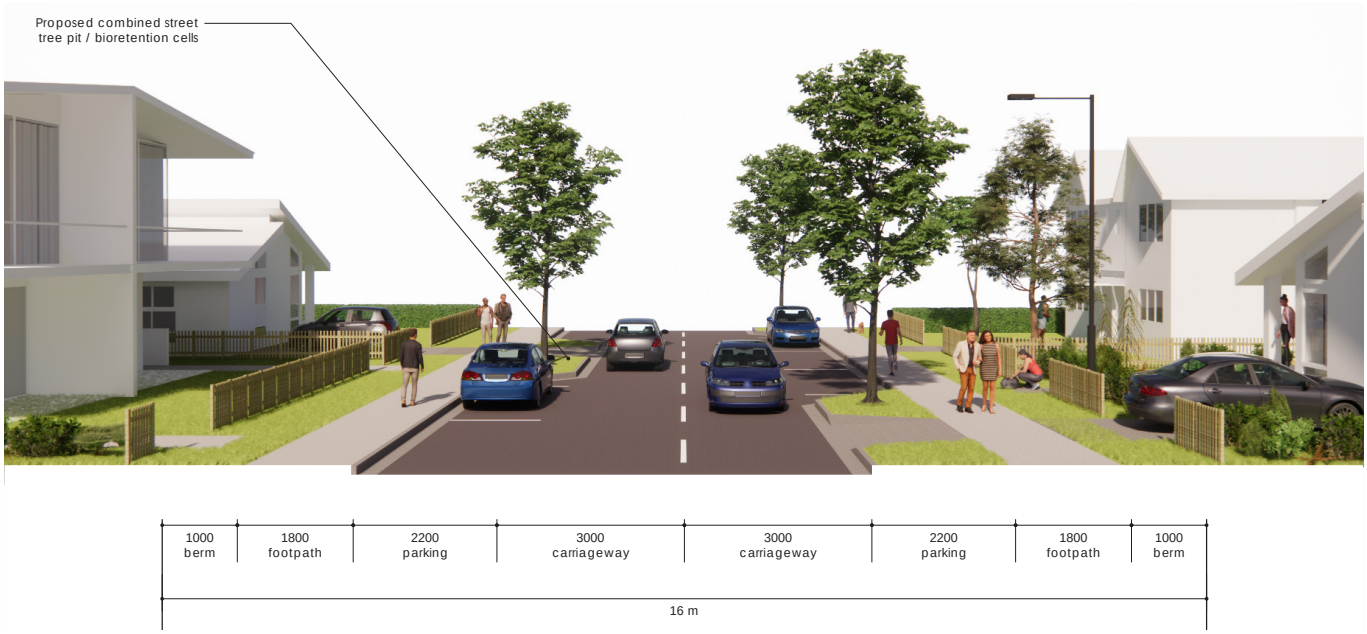


Figure 27. Local Road layout

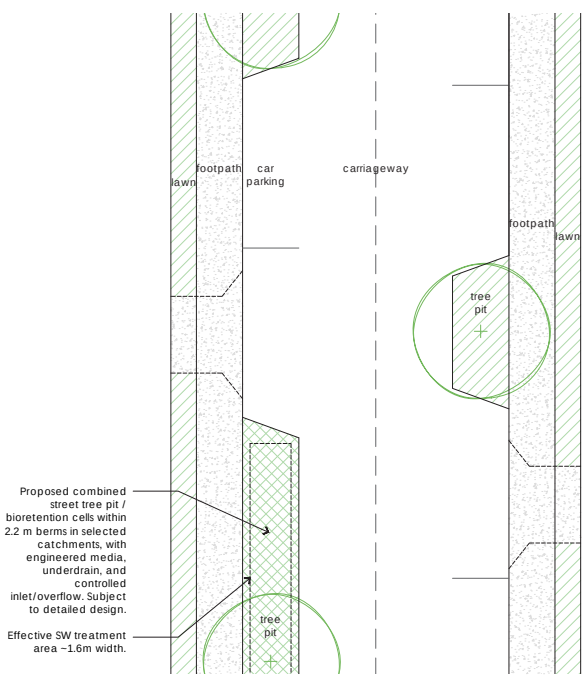


Figure 28. Local Road plan and section

The Local Road type primarily serves residential homes, prioritising low-speed environments that support safe access to houses.

These streets are designed to foster a sense of community and natural surveillance, with frontages that encourage interaction and passive oversight. Footpaths support informal movement, while native planting softens the streetscape and reinforces neighbourhood character. Narrowing the corridor delivers traffic calming and reduced vehicle dominance, ensuring these roads feel safe and welcoming.

Exceptions

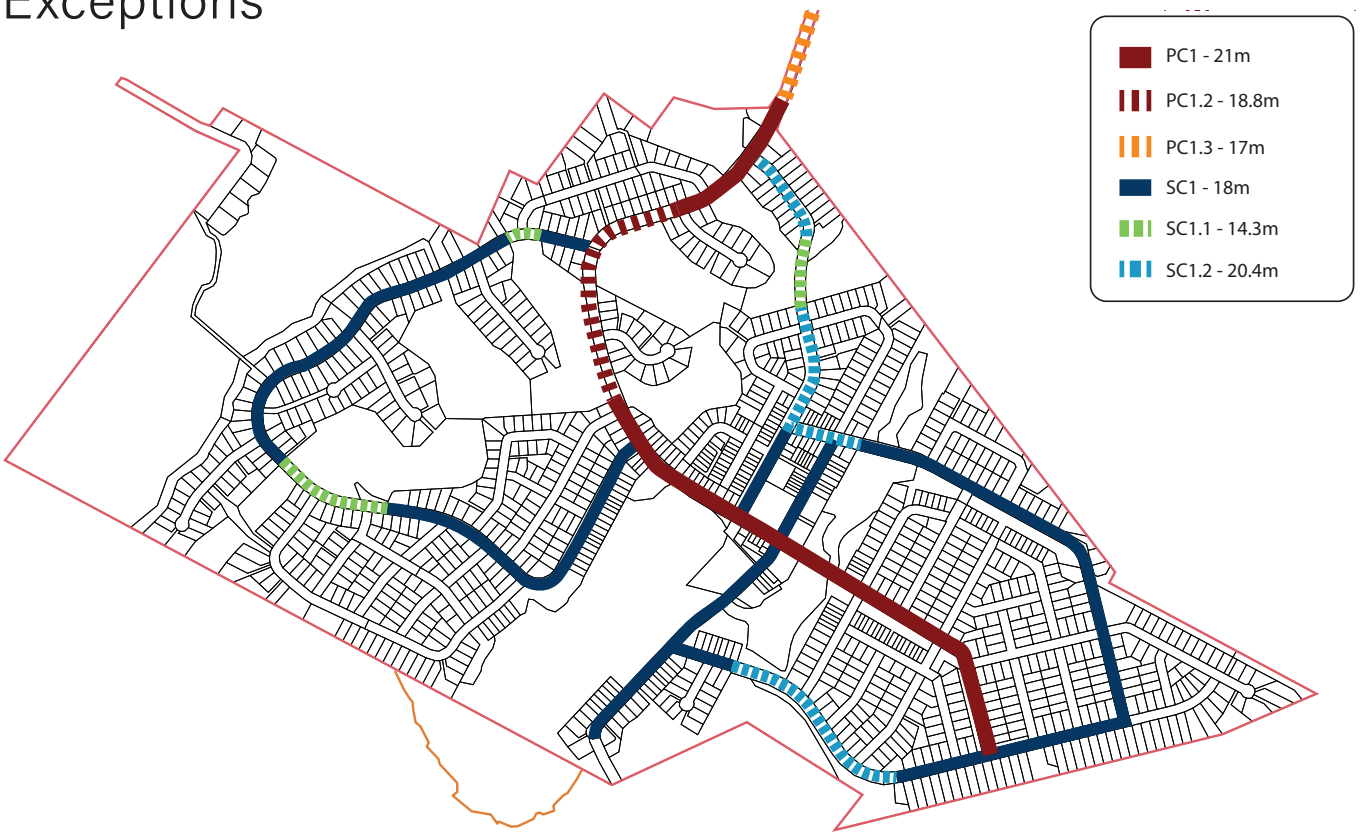


Figure 29. Indicative plan and section showing changes in the Connector Road layouts

There are a number of locations that require variations to the standard road cross-sections.

This includes where turning is required, where a location is topographically constrained, and where roads are constrained by access width.

These sections demonstrate how the primary and secondary connector roads vary to accommodate these variations.

PRIMARY CONNECTOR

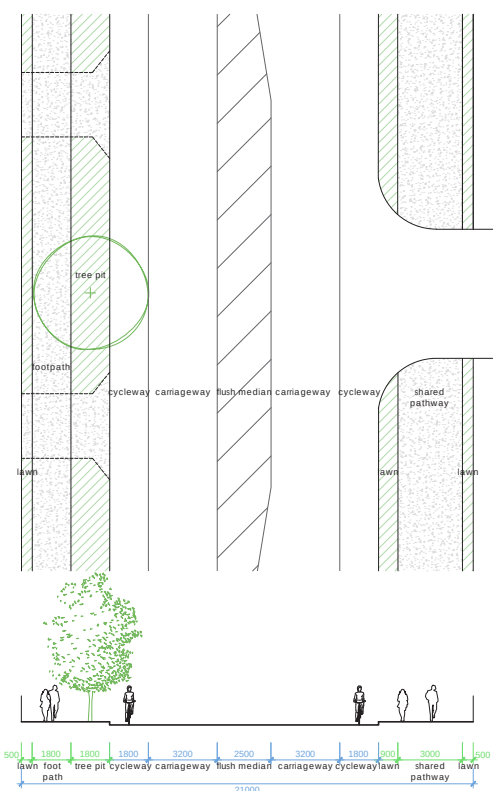


Figure 30. PC1.1 Primary Collector at intersections

PRIMARY CONNECTOR

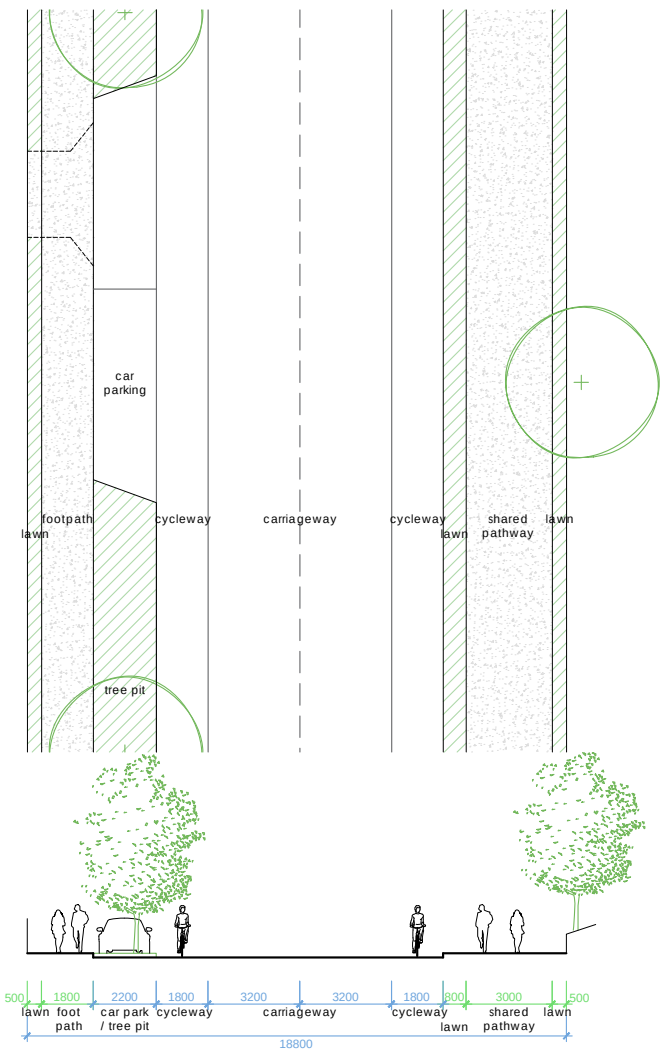


Figure 31. PC1.2 Primary Connector next to topography

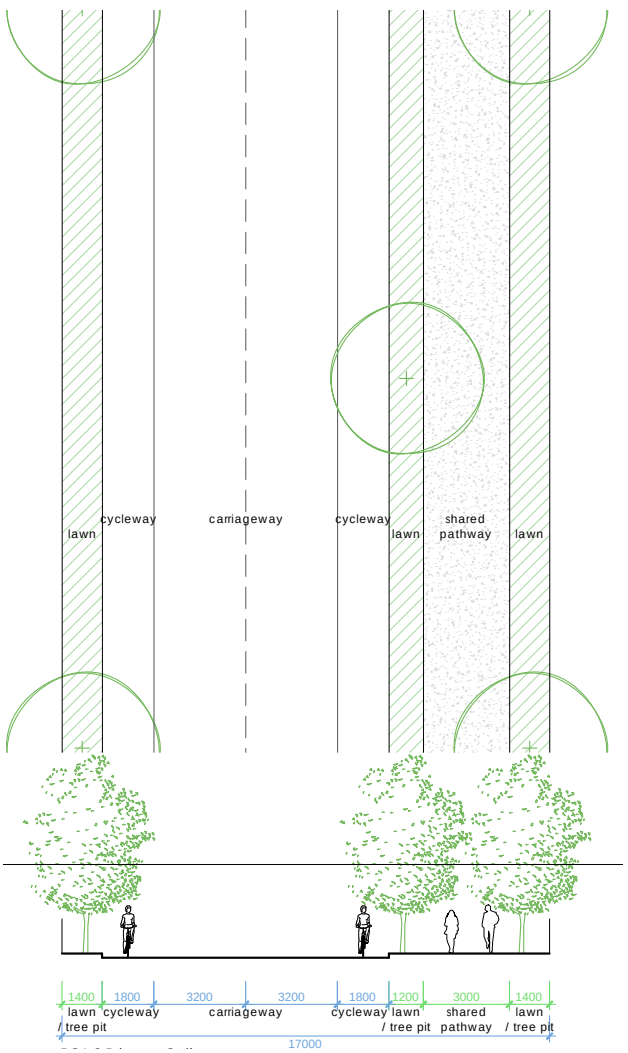


Figure 32. PC1.3 Primary Connector next to shared path at restricted entrance

Where the road is constrained by topography, a localised narrowing of the legal road corridor allows for minimised cutting of slopes and to ensure that any retaining is kept below 1m height.

Carriageway width is maintained with removal of parking from one side of the road adjacent to the topography. Shared path and in-carriageway cycleway provision is retained.

The entrance to the site from Peka Peka Road is limited to a 17m legal width between the adjacent properties. Through this section of the road, no residential properties front onto the connector road. The carriageway width including in-carriageway cycleways are retained as well as the shared path.

As parking is not required in this location, tree planting is identified along the edges of the road. These edge buffers can accommodate localised battering or low (<1m) retaining to tie into existing topography.

SECONDARY CONNECTOR

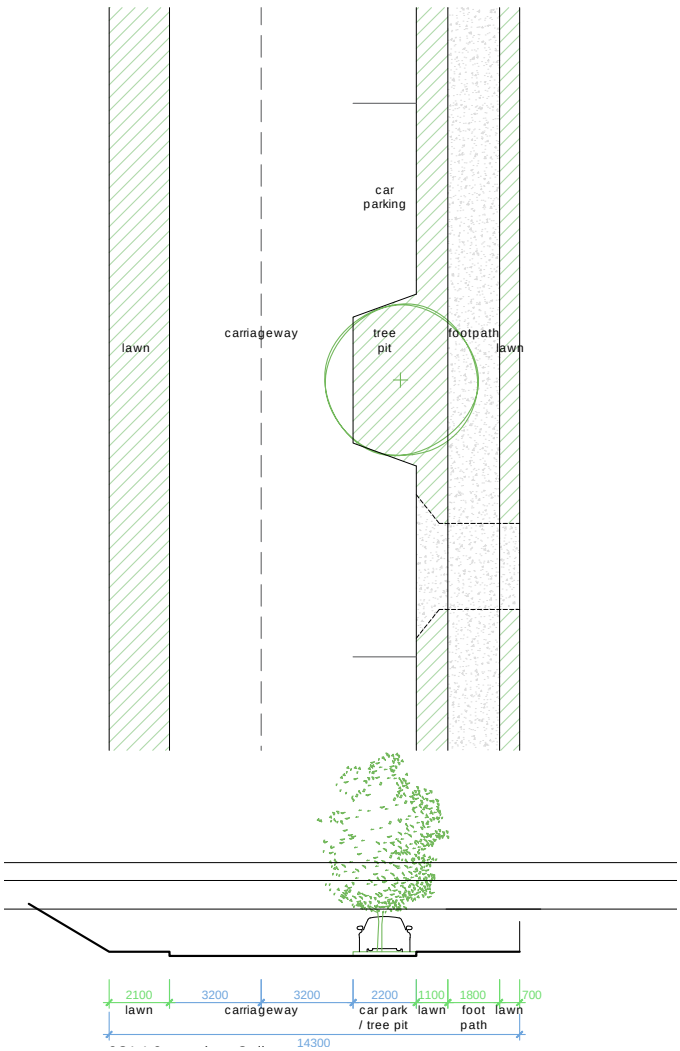


Figure 33. SC1.1 Secondary Connector next to topography

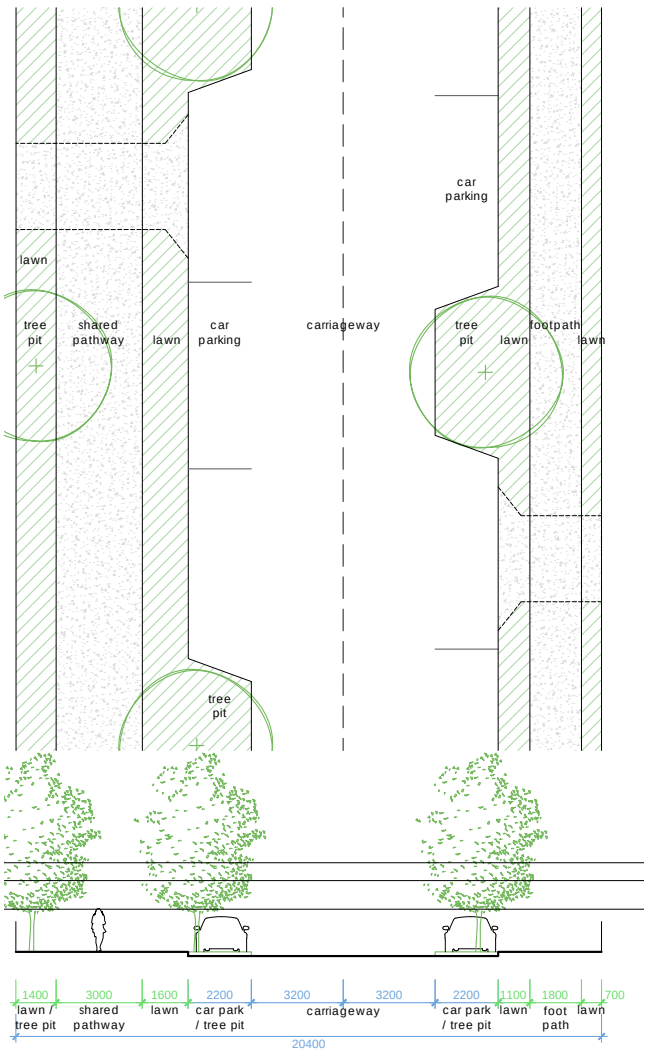


Figure 34. SC1.2 Secondary Connector next to shared path

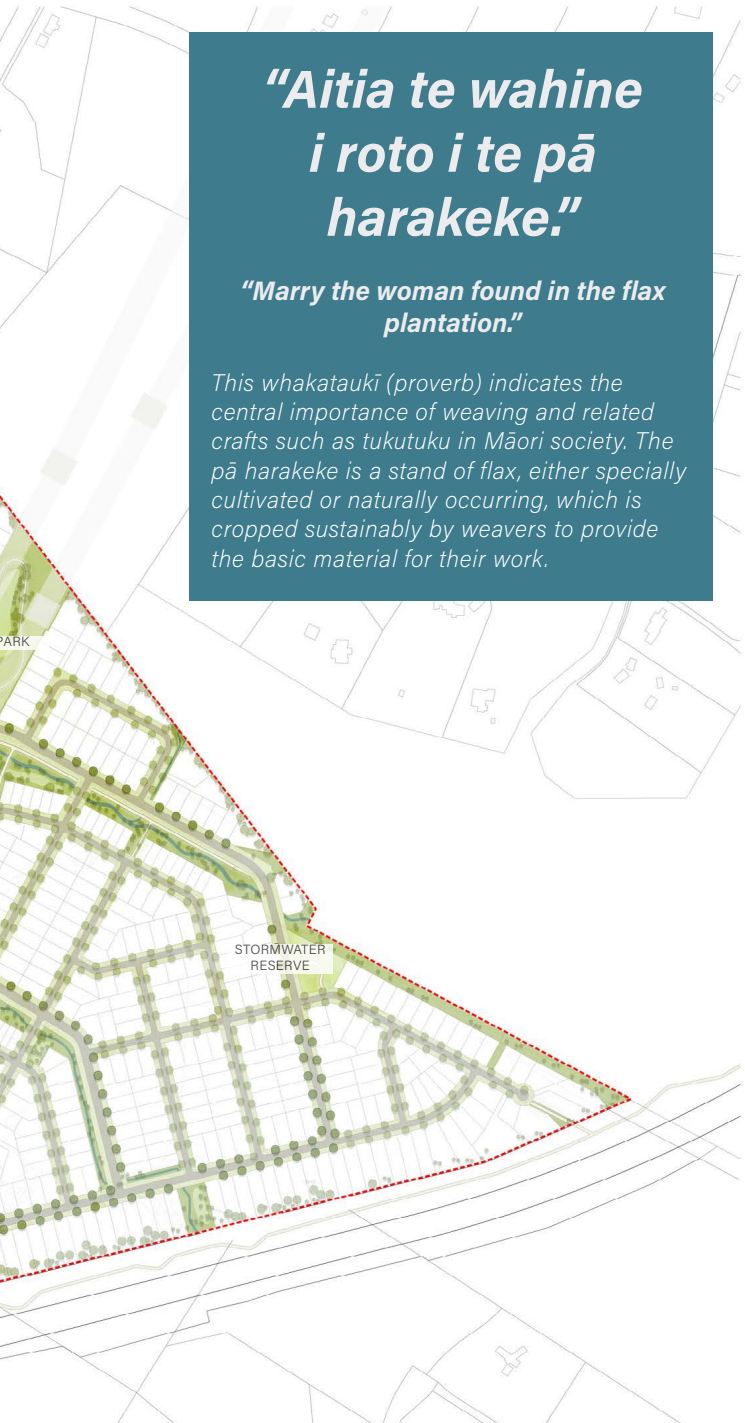
Where the road is constrained by topography, a localised narrowing of the legal road corridor allows for minimised cutting of slopes and to ensure that any retaining is kept below 1m height.

Carriageway width is maintained with removal of parking from one side of the road adjacent to the topography.

Where the secondary connector is located adjacent to the shared path, this variation co-locates the shared pathway rather than doubling up provision of footpaths.

Where the shared path is located next to the secondary connectors lots have generally been designed to achieve vehicular access from the rear to avoid vehicle crossings over the shared path. There is a limted number (12 units) where this is not achieved, and design of the units will need to take the shared path into account in provision of vehicle crossings.

Open Space Strategy



"Aitia te wahine i roto i te pā harakeke."

"Marry the woman found in the flax plantation."

This whakataukī (proverb) indicates the central importance of weaving and related crafts such as tukutuku in Māori society. The pā harakeke is a stand of flax, either specially cultivated or naturally occurring, which is cropped sustainably by weavers to provide the basic material for their work.

Figure 35. Open space strategy

The open space strategy for Waikanae North focuses on ecological restoration, as well as recreational amenity and connectivity. Developed in parallel with the wider neighbourhood structure, it celebrates the site's natural character while providing accessible spaces that foster community wellbeing, cultural integration, and sustainable stewardship.

At the heart of the development is the preservation and restoration of existing landscape elements, including the eastern dune system- an elevated landscape of steep, sandy slopes and hardy vegetation. This area forms a spine from south to north, offering elevated walking tracks with panoramic views across the development and out to Kapiti Island. The natural terrain will be managed and supplemented with resilient planting, reinforcing the unique identity of the dunes and their role as a visual and ecological landmark.

In addition to the dunes, there is a series of wetlands, ranging from the expansive Te Harakeke Swamp in the west to restored and constructed wetlands in the south-central zone. Newly constructed water bodies serve dual roles: enhancing biodiversity and managing stormwater. The existing wetlands will be managed and restored (refer to the ecological report for further details). Native planting and edge trails invite residents to engage with the naturalised environment. A dedicated pā harakeke will be established adjacent to the wetland network. This curated planting will feature selected varieties of harakeke chosen for their muka and raranga qualities, in partnership with Mana Whenua. The pā harakeke will be laid out to ensure ease of access for harvesting, with interpretive signage identifying the whakapapa of each variety. Its presence reinforces the neighbourhood's commitment to mātauranga, offering a living resource for Manu Whenua weavers, schools, and community groups.

Public realm and open space

Figure 36. Open space classification

Centrally located, the Neighbourhood Park anchors the community with a generous 5,100 m² of multifunctional space. Adjacent to the Local Centre, it offers a large open field, playground, and barbecue facilities with direct access to the community building. Strategic planting will allow for sightlines between the activity zones and the surrounding wetlands, while street planting and trees extend the park's green influence and sense of place into the local centre.

A new public plaza 'town square' will be established to the north of the Neighbourhood Park, strategically positioned between the Local Centre and the adjacent wetland. This space will serve as a threshold, offering direct pedestrian access to the wetland edge via a boardwalk and seating terraces. The suqare is framed by café and restaurant frontages that activate the building edge, encouraging social interaction and passive surveillance, while planting and hard landscape treatments reflect the wetland's location, reinforcing the neighbourhood's identity.

To the northeast of the development, the Eastern Stormwater Reserve integrates infrastructure with amenity. Although primarily a stormwater reserve, in line with the Kapiti Coast Open Space Strategy, this space provides reserve access for those who are further than 400m from the Neighbourhood Park. A 1,500 m² bio-retention basin is framed by a meandering path and seating, while an 850 m² grassed corner with specimen trees provides a neighbourhood amenity space.

The Dog Park, a generous 15,100 m² space along the northern boundary, under the transmission lines. It features a stormwater basin, a gravel loop trail with agility equipment, and an escape-proof entry ensuring both safety and usability. Vegetation is carefully managed around transmission infrastructure, striking a balance between providing shade, considering CPTED principles, and adhering to regulatory constraints.

Connecting these spaces together is a network of green corridors that trace stream alignments. These corridors offer ecological connectivity, pedestrian and cycle access, and a coherent landscape language that threads through the neighbourhood. Together, the open spaces form a sustainable, accessible system that is distinctly local.

Cross-sections through Dunes and Wetlands showing relationship to proposed development

Cross sections through the site best demonstrate the significant variation in topography across the landscape.

Starting in the west, the terrain at Te Harakeke Swamp is virtually flat before gently rising eastwards towards the dunes. Once reaching the top of the dunes, the land begins to descend steeply towards the 'eastern foothills' and remains relatively flat until the Expressway site boundary where the land rises slightly to meet the adjacent cycle, walking and bridle path.

Note: reference plan below shows the kinked cross-section line used to convey the nature of the terrain in relation to proposed development.

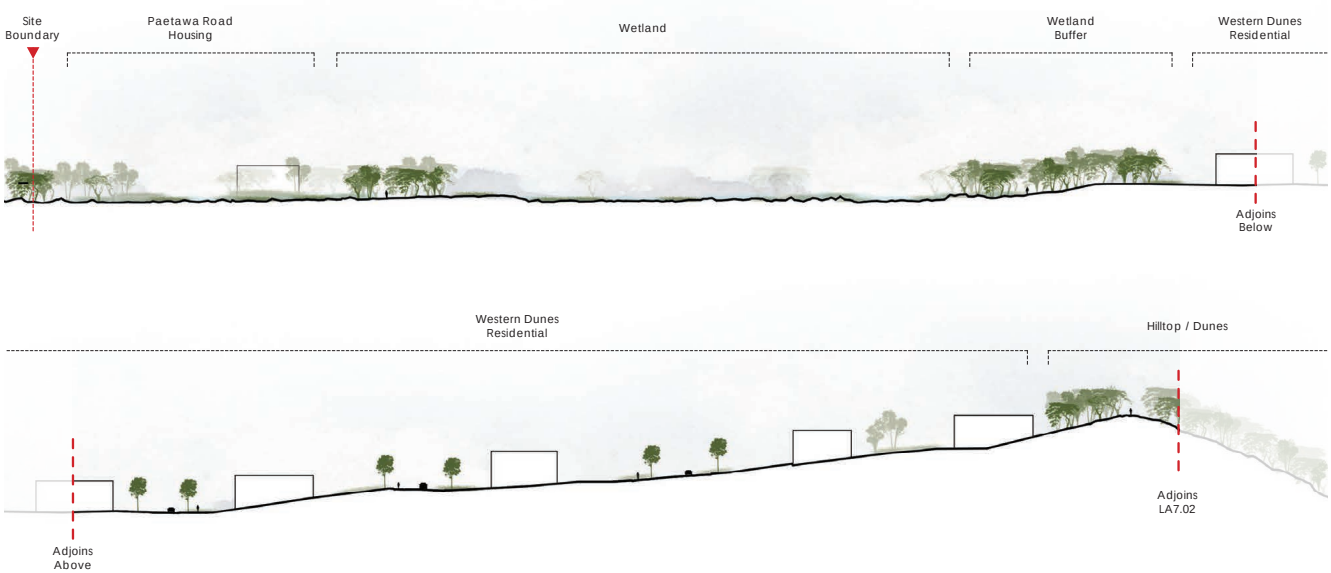


Figure 37. Cross-Section through terrain and development

Plan Response to Existing Wetlands

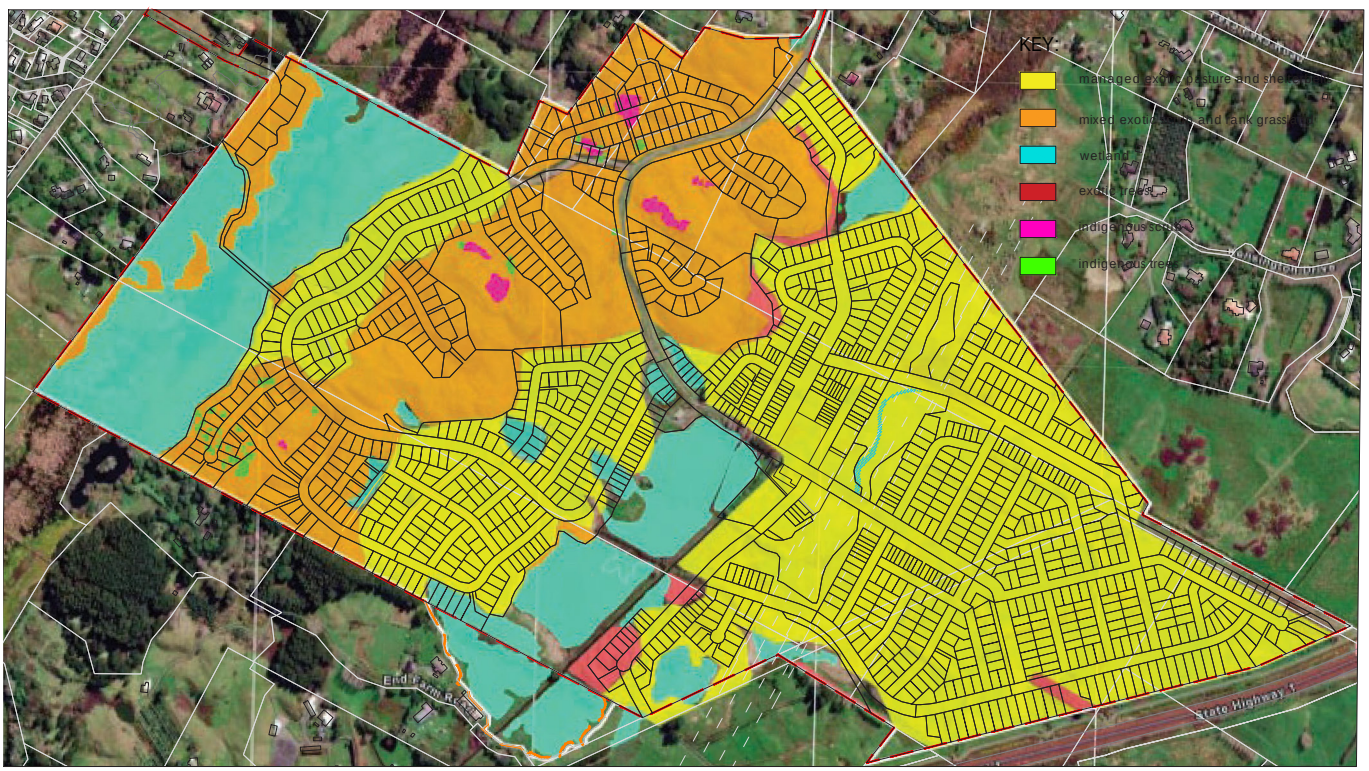


Figure 38. Ecological idenitfication of wetlands

NOTE:
Refer Figure 12, *Waikanae North Development: Fast Track application: Ecological Effects Assessment*

The Waikanae North Development sits within a highly modified but ecologically rich lowland dune and wetland landscape characteristic of the Foxton Ecological District. Although the site has been farmed for more than a century, it retains several high-value ecological features, most notably peat-forming wetlands, remnants of indigenous dune vegetation, and habitat for threatened and at-risk fauna. The ecological assessment undertaken by RMA Ecology provides a detailed understanding of these values and establishes an ecological framework for the masterplan.

This summary outlines the key ecological constraints and opportunities and describes how they have been integrated into the masterplan, open space network, and landscape strategy for the development.

Ecological Context and Key Constraints
High-Value Wetlands

Two wetland complexes, the Te Harakeke Swamp and the Peka Peka Road Swamp, are the most significant ecological features on the site. These are intact peat-forming fens and swamps recognised as Significant Natural Areas (SNAs) and mapped in the Greater Wellington Natural Resources Plan. They support native rushland, reedland, and shrubland communities and provide habitat for threatened and at-risk species including:

- North Island fernbird
- Marsh/spotless crake
- Australasian bittern (recorded adjacent)
- Dabchick, brown teal, longfin eel, inanga, and brown mudfish (historic or adjacent records)

These wetlands form the ecological anchors of the masterplan. Their protection, buffering, and

hydrological integrity are constraints that shape the development's layout, stormwater design, and opportunities to collocate publicly accessible open space and to provide the neighbourhood with a unique sense of place.

Degraded Wetlands and Drains

Across the eastern flats, a network of historically drained wetlands are present in varying states of degradation. Although dominated by exotic species, they retain moderate ecological value and hydrological function. Artificial farm drains and the modified Ngarara Stream provide habitat for native fish, including longfin eel and inanga.
These areas again present both constraints, avoidance where feasible, careful earthworks management, and opportunities for notarisation /re-establishment of wetland processes, and integration into stormwater treatment and amenity landscapes.

Indigenous Dune Vegetation

Remnants of sand-dune kanuka and patches of indigenous scrub and rushland occur on the stable high dunes. These areas meet GWRC significance criteria and support northern grass skink populations. These dune remnants and their exposed character constrain development on the ridge and require sensitive treatment, including the sensitive positioning of roads and dwellings and the use of dune-appropriate species in revegetation. In addition to this protection, the dunes provide an opportunity for public access, providing a network of low impact access paths for the community.

Fauna Considerations

The site supports or is adjacent to habitat for:

- Threatened wetland birds
- Native lizards (northern grass skink)
- Native freshwater fish
- Bats (low likelihood but surveyed)

Construction poses risks of disturbance, and habitat loss. These constraints are addressed through species-specific management plans (Lizard Management Plan, Freshwater Fauna Salvage Plan) and through the masterplan's spatial arrangement of open space and buffers.

Ecological Opportunities for the Masterplan
Wetland Enhancement and Expansion

The development proposes the creation of 1.79 ha of new high-value wetland to offset unavoidable losses (1.67 ha). This results in a net gain in wetland extent and ecological function. Opportunities include:

- Reinstating naturalised wetland hydrology
- Creating habitat for fernbird, crake, and potentially bittern
- Establishing wide planted margins (average 12.4m)
- Integrating wetlands into the public open space network as ecological and recreational assets

These restored wetlands become defining landscape features that reinforce the identity of the neighbourhoods.

Stream Naturalisation

Approximately 570m of degraded stream will be realigned and reconstructed as 623m of meandering, naturally contoured stream with planted riparian margins. This provides:

- Improved fish passage
- Enhanced water quality
- Opportunities for shared paths and ecological corridors
- A legible landscape structure with opportunities to co-locate higher-density housing along the open space network

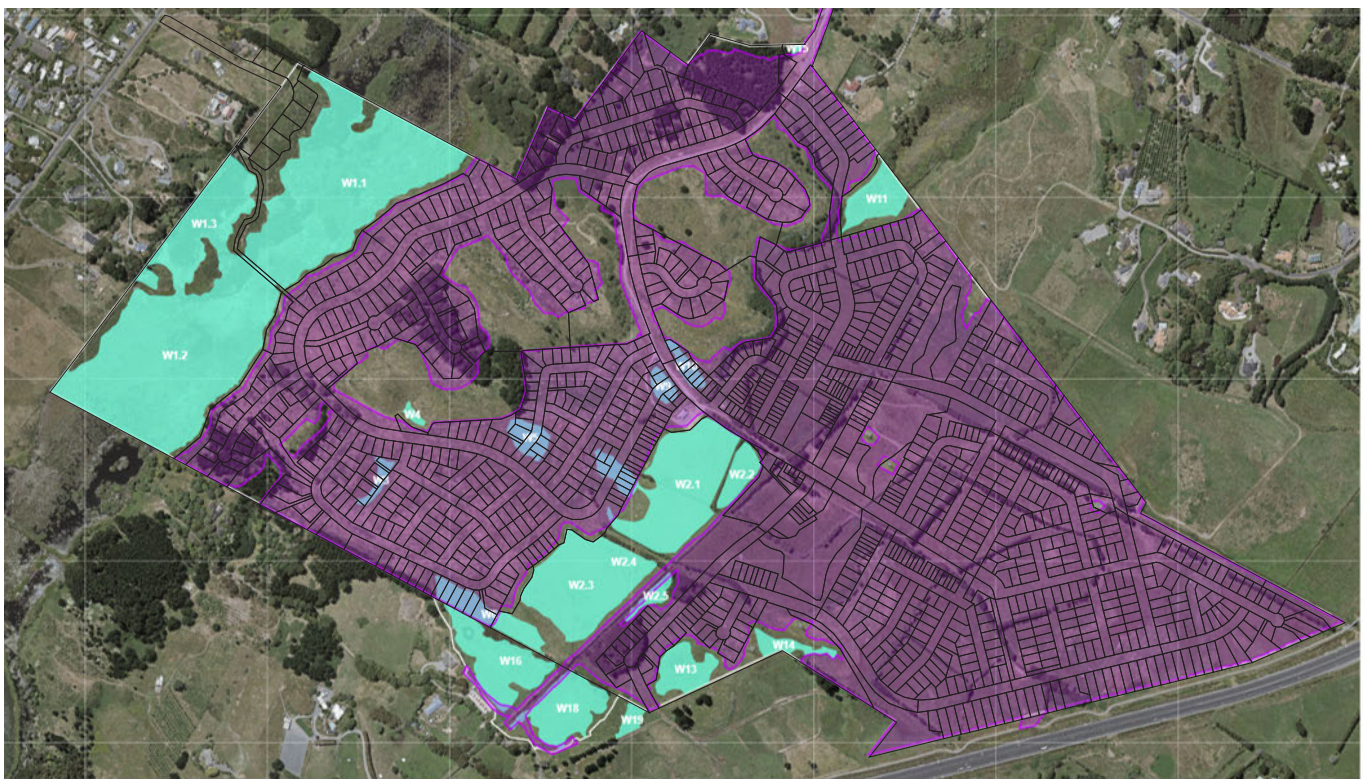


Figure 39. The earthworks footprint (purple polygon), retained wetlands (cyan polygons), and impacted wetlands (blue polygons)

Dune Landscape Restoration

The masterplan includes 14.42ha of dune shrubland and 1.75ha of dune treeland restoration. This is a major opportunity to:

- Reinstate indigenous dune ecosystems
- Provide habitat continuity for lizards and birds
- Strengthen the visual and ecological identity of the high dune ridge
- Create a resilient, low-maintenance landscape with public footpaths / access

Integrated Stormwater and Ecology

Stormwater management is designed to work with, rather than against, ecological processes. Opportunities include:

- Using wetlands and swales as treatment devices
- Enhancing hydrological connectivity between dune slopes, flats, and wetlands
- Creating green corridors that double as stormwater conveyance and ecological habitat

Open Space Network

The open space system is designed as an interconnected ecological network:

- Wetland reserves with boardwalks and viewing points
- Dune restoration areas with walking paths
- Riparian corridors linking neighbourhoods co-located with shared path/cycling connections where possible
- Buffer planting that protects ecological values while providing amenity and shade

Planting Strategy

Planting palettes are tailored to ecological context:

- Wetland and wetland-margin species for low-lying areas
- Dune shrubland and treeland species for the ridge
- Riparian species for stream corridors
- Pest-resistant, low-nutrient-tolerant species to support long-term resilience

Integration into the Masterplan
Spatial Structure

The site's ecological features form the backbone of the masterplan:

- High-value wetlands are protected within large open space reserves.
- The high dune ridge becomes a publicly accessible green spine with restored indigenous vegetation.
- Stream corridors and wetland clusters shape neighbourhood boundaries and movement networks.
- Development footprints are concentrated on the lower / modified land, avoiding significant ecological areas.

In the image opposite (Figure 39) a series of existing wetlands that are effected by development have been identified. The level to which these have been effected ranges from small encroachment to the edge of the wetland or buffer area, through to removal of some smaller wetland areas. In all areas options were tested to ascertain the impact of retaining these wetland areas, impacts on functional urban layout requirements and the resultant impacts on efficiency of development and broader urban design outcomes.

W2.1 - The north-eastern edge of this wetland against the primary connector road (C_A) has a reduced buffer area for a length of this road. The alignment of this road as a main axial spine for the development is crucial. A narrower buffer here is important to maintain the legibility and alignment of this main route

W11 - The western edge of this wetland will have a reduced buffer area to enable a road connection between the foot of the dune and the wetland area. Inclusion of this route will increase connectivity in this area and resilience of the development as a whole.

W9&10 - These wetlands affect the primary connector route and the 'gateway' development at the bottom of the hill entering towards the centre and eastern flats. The width of the primary connector route conflicts with the location of and separation distance between these two wetlands. Removing them will allow the primary connector to remain continuous in this location.

The lots that are enabled by the removal of these wetlands create a stronger perceptual connection between the dune foothills development to the west of the connector road and the outer extents of the Local centre and surrounds to the east. Without these lots these two areas of development risk appearing separated and lacking a cohesive connection across the connector spine.

W2.1 (nodule) - This nodule of wetland is removed to allow for additional critical mass of development within the foothills area. The footprint of this part of the wetland would constrain access to lots in this area if it was retained.

W3 - This oxbow shaped wetland and associated topography sits within an area of cohesive development. Removal of this area has allowed an additional street connection with double sided development and reduced the number of rear lots in this area.

W5 - This larger wetland at the base of the dune hills will allow the area of development to the north-east of the wetland to more readily and legibly connect to the secondary connector (C_B02) and the larger area of development to the south-west.

W6 - This area of wetland at the site boundary provides opportunity for well located lots at the edge of the wetland extension area(W16). By providing lots in this area the access road (L_W04) can be more regular and allow for more efficient (rectilinear) lot layout.

Overall the removal or alteration of these wetlands has contributed to efficiency of layout and in obtaining connections that will enable a legible, connected urban development. The inclusion of these areas as development or roading within the plan serve a functional purpose in achieving urban design benefits.

Planting Strategy

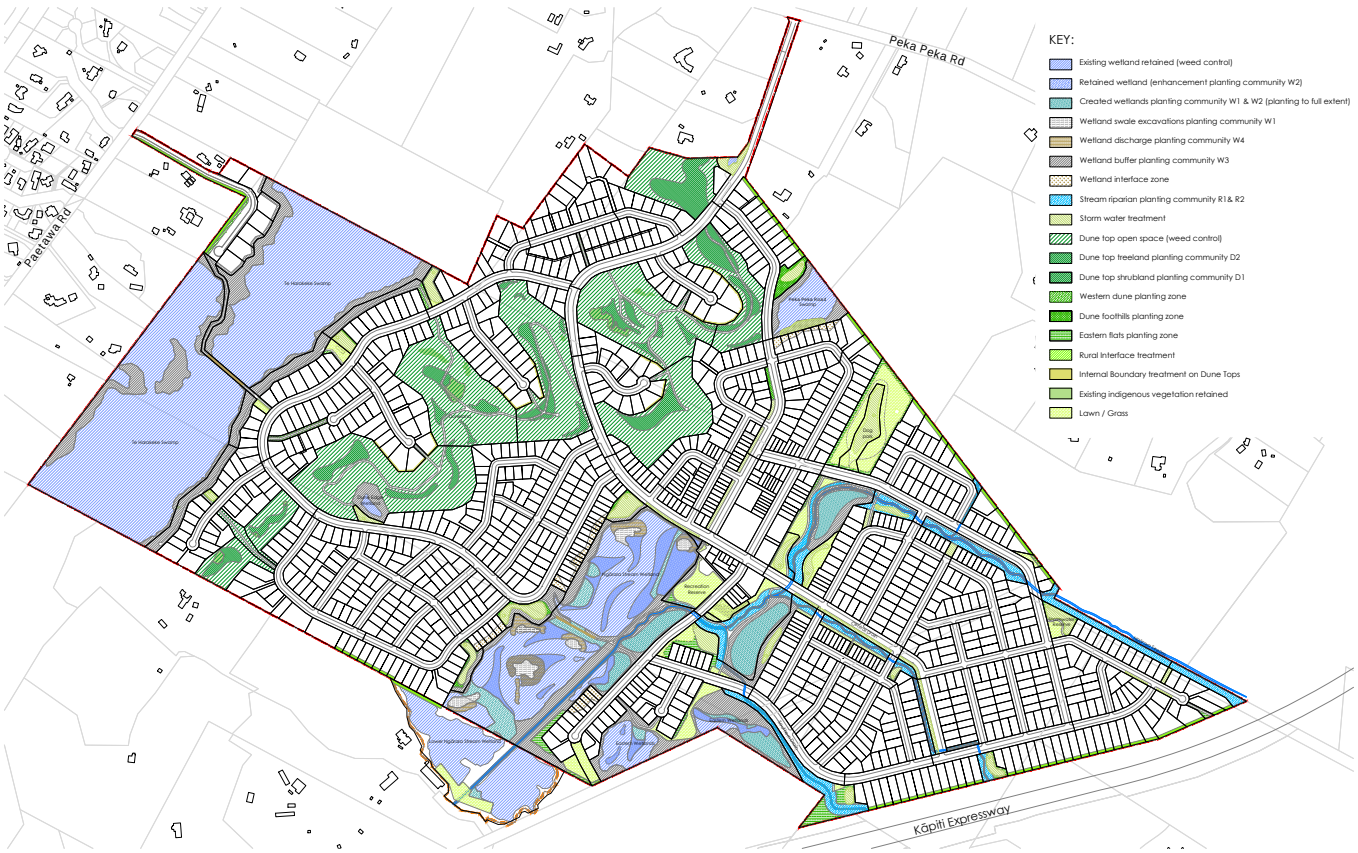


Figure 40. General planting zone diagram

The planting strategy responds directly to the ecological framework established for Waikanae North, translating the site's constraints and opportunities into a place specific landscape approach. It reinforces the protection and enhancement of high value wetlands, dune ecosystems, and riparian corridors while creating a resilient, attractive, and seasonally rich environment for residents.

Wetland protection is a central focus. Around all wetland edges, a planted buffer is proposed, with Te Harakeke Swamp and the Peka Peka Road Swamps receiving an additional 20 metre wetland interface zone where only locally indigenous species may be used. These margins support hydrological integrity, strengthen habitat for threatened wetland fauna, and integrate the wetlands into the open space network as ecological anchors.

On the high dune ridge, the planting strategy complements the extensive dune restoration proposed in the masterplan. Treeland and shrubland restoration zones are used to stabilise dune landforms, reinstate indigenous dune character, and provide habitat continuity for lizards and birds. Species selection reflects the exposed coastal conditions and the need to maintain the natural dune profile and visual identity.

To safeguard ecological outcomes, restrictions are proposed to prevent the use of invasive species listed on the Department of Conservation's 2024 List of Environmental Weeds. This supports long term resilience across wetlands, dunes, and riparian corridors.

Figure 41. Street planting diagram

Parks and open spaces draw from the ecological palettes of the wetlands and dunes but also incorporate selected exotic species—such as Golden Elm, London Plane, walnut, and chestnut—to provide seasonal variation, shade, and visual interest. These species are used strategically in areas where amenity, shade, and year round usability are key objectives.

Street corridors are planted primarily with native street trees and understorey species suited to coastal conditions. On the Primary Connector Road,Pin Oaks (Quercus palustris) are proposed for their reliable form, seasonal colour, and suitability as structured avenue trees. While locally indigenous species are preferred, some are unsuitable due to growth habit or performance in residential environments; therefore, a mix of native species and native cultivars is used to ensure long term appropriateness and resilience.

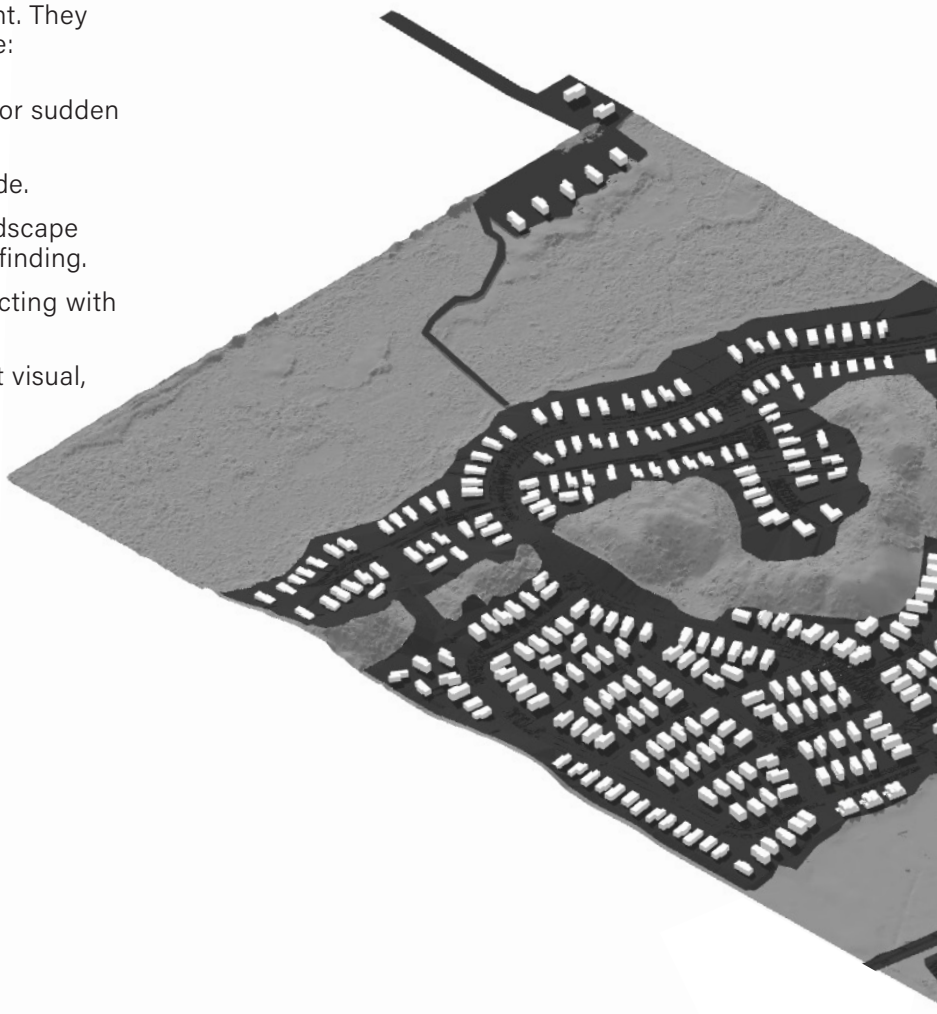
Planting within private lots includes at least one specimen tree per lot, complemented by ornamental shrubs and lawn areas. Where lots adjoin external rural boundaries, an additional 5m planted zone is proposed to soften the rural–suburban interface and provide screening for neighbouring properties, supporting the broader ecological and landscape character objectives of the masterplan.

Further detail on species selection is provided in the landscape planting palettes.

Urban Form

'Urban form' describes the physical elements and their relationships that shape the built environment. They controbute to a coherent identity and include:

- Edges – barriers to movement and views or sudden changes in character.
- Paths – connections differentiated by mode.
- Landmarks – distinctive structures or landscape features that contribute to legibility / wayfinding.
- Nodes - concentrations of activity intersecting with paths.
- Districts – extended areas with consistent visual, functional or social character.



Urban form for the development varies across the site, largely in response to topography and other open space features. The steep dune landscape forms a distinct **'edge'** through the site. This **edge** separates the more winding, finger-like development of the western dunes from the flatter, gridded areas to the east.

The Primary Connector route is an extension of the access from Peka Peka Road. This route forms a 'spine' through the centre of the development. Secondary connector routes form a series of loops off this main spine and provide access to the rest of the development. Creating a legible **path** network.

The western dunes loop follows the topography of the site, weaving around the dunes from east to west. Off this loop system, a series of local roads form 'fingers' of development leading into the dunescapes through valleys or depressions in the topography. Overall the dunes develop a strong **'district'** with landmark topographical features.

The pattern of development through the western part of the site is more erratic due to topography limiting developable area. Roads form a curvelinear pattern which results in the built form reading as more organic and off-grid.

The local centre is a primary **node** and **district** within the development. Located along the main spine and at the nexus of the north and east loop systems, this will

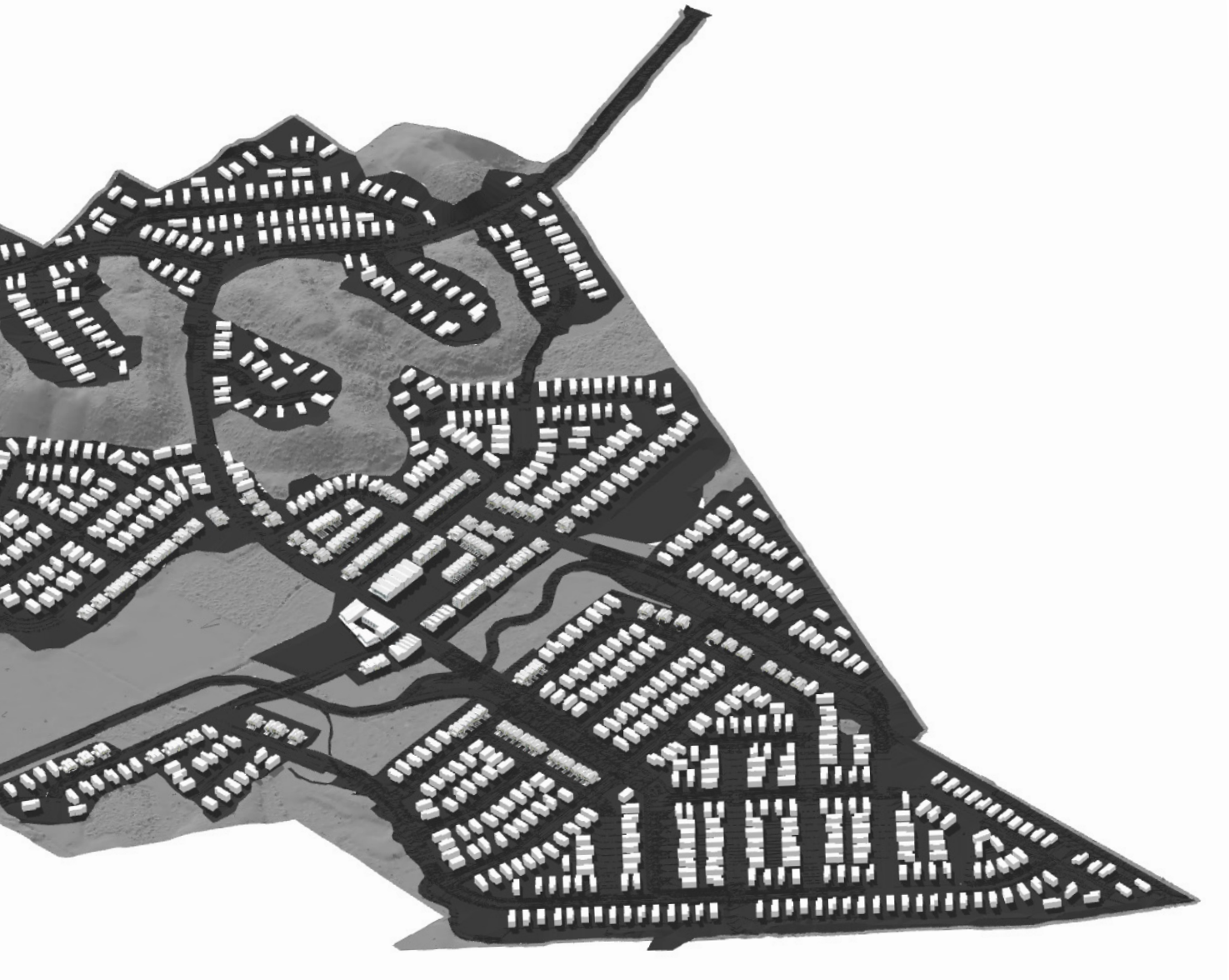


Figure 42. Urban form of the proposed development

be the focal point of the development and constitutes one of the primary **landmarks**.

At the centre larger scale commercial and community buildings visually differentiate this area from the rest of the development. Design of buildings and the town square will result in notable buildings alongside the large wetland area. The centre **district** is reinforced by medium density development.

The eastern area is a regular, gridded, urban condition. Regular orthogonal blocks are enabled by the flatter topography. Due to the angled property boundaries of the site and the location of stream corridors, the grid deforms to align with this complex geometry.

Generally 1 and 2 storey building heights anticipated across the development area result in a built form that 'nestles' into the topography and minimises visual impacts within a rural landscape.

The 3D massing model shown above and on subsequent pages has been developed alongside the LVA model. Light grey topography denotes unaltered topography, dark grey denotes areas that are proposed to be altered / earthworked. Buildings for standard lots show an illustrative footprint extruded to the maximum height for that lot. MDR and local centre commercial lots show the typology and reference design buildings.

Identity and Character

Figure 43. Proposed character areas

The masterplan contains four distinctive areas, which are shaped by landform, ecology, housing and community needs.

- **Western Dunes** - elevated land occupied by less regular residential lots and deformed spatial patterns. Dune tops retained as open space.
- **Dune Foothills** - suburban and medium density housing occupies gently sloping land at the eastern base of the dunes. Green corridors traverse the area.
- **Local Centre** - a mixed-use heart provides commerical destinations, shared spaces and community facilities.
- **Eastern Flats** - large flat areas suit conventional detached housing. Residential lots are integrated with restored wetlands.

Together, these areas form diverse and connected neighbourhoods. Landscape integrates the layout and provides identity for each location.

Figure 44. Western Dunes

Figure 45. Dune Foothills

Figure 46. View over part of the central open space and flood retention area

Figure 47. Eastern Flats

Western Dunes

Land form is a strong driver of development form.

Dune tops require housing to be setback with a sensitive response to the highly visible ridges.

Streets and building platforms sit gently on the contours.

Steep cut slopes are avoided.

Less regular lots frame areas of restored landscape.

Elevated sites offer spectacular views to east and west.

Public accessways connect dune tops to wetland edges.

Small pocket of development to the north of the wetland accessed from Paetawa Road

Figure 48. Western dune development

Figure 49. Plan and urban from study

The Western Dunes are a defining landscape feature of the Waikanae North development. Their topography directly informs urban design decisions regarding lot layouts and building types. Regular lots (typically 15m x 30m) are located towards the northern end of the area, where detailed terrain analysis is paired with on-site earthworks. This approach supports the dispersal of lots and the consolidation of built and unbuilt features. Ecological responsiveness is achieved by fitting the urban form to the landscape while creating new areas of high amenity open space.

Figure 50. Plan and urban from study

Terrain is more irregular in some dune areas. Such locations require a careful balance between development and the retention of natural character.

Plots situated on or near dune tops are designed with specific standards guided by Landscape Visual Assessment. Steeper sites are moderated with a relatively flat area in which a building platform can be situated to create functional lots. At the same time, subdivision avoids excessive modification of the land form. This design approach promotes integration and connectivity by maintaining view shafts and encouraging flexible responses to the unique dune setting. A larger degree of bespoke design of future dwellings may be needed to accommodate development within the steeper lots in this area.

Dune Foothills East

This area follows the lower eastern base of the dunes.

Gently sloping land with fewer topographical constraints enables more regular development patterns.

Wetlands and other open spaces are accommodated and provide character and shape to the development.

Green corridors provide landscape linkages.

Relatively flat streets and off-road trails create an accessible and attractive public movement network that readily accommodates active modes.

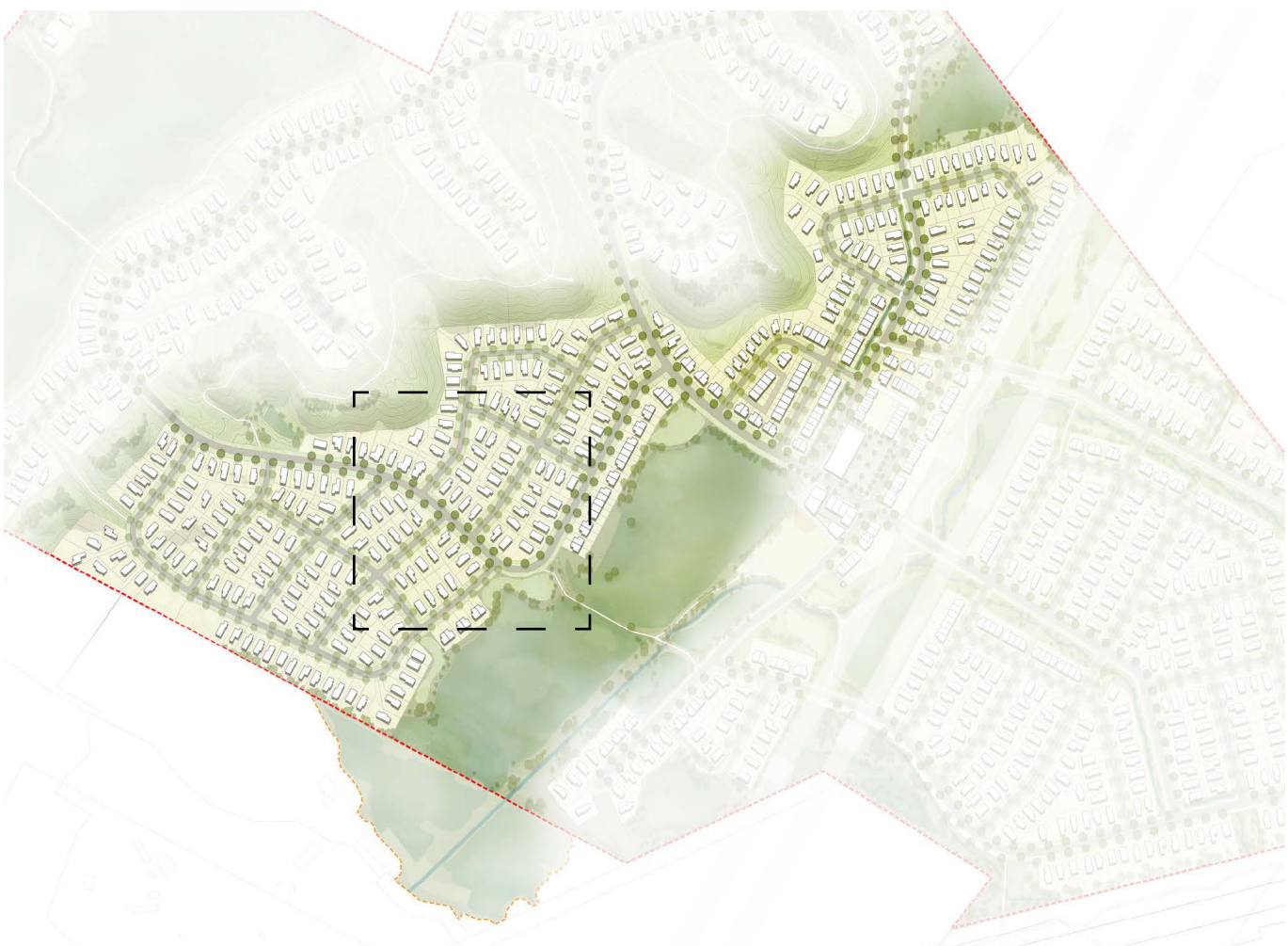


Figure 51. Development along Dune foothills

Figure 52. Plan and urban from study

The Dune Foothills form an important transition between the high dune tops and the flatter eastern areas. Here, the masterplan approach is shaped by the need to respond sensitively to the wetland ecosystem and base of the dunes. Medium density lots are positioned along parts of the wetland edges to optimise the amenity of this relationship. Elsewhere, standard 15m x 30m rectangular lots are applied.

Relatively standard lots and street alignments within this area will result in a cohesive, regular pattern of built form. While variation due to the curvelinear nature of the streets and freedom of development within the permitted standards will limit visual monotony or impact on legibility of the street network.

Unlike the Western Dunes, the Foothills area possesses a more connected street network. With few cul-de-sacs or rear lots, the plan gives a street frontage to the majority of proposed lots.

Small blocks and joined-up streets where possible improve access to the local centre and surrounding public amenities. This approach strengthens integration, connectivity and the overall legibility of the neighbourhood.

Figure 53. Dune terrain visualisation from google earth
(note 1.5x vertical exaggeration)

Local Centre and adjacent Medium Density

The centre is strategically located with optimised connectivity and proximity to wetland amenity.

Generally level topography enables coherent, regular blocks and supports pedestrian movement both within the commercial and residential blocks.

Public open space creates high-amenity edges and provides a ideal setting for more compact medium density living.

Restored waterways are integrated into open space systems.

Transmission corridor is designed as recreational and ecological spaces. Housing interface with this corridor is carefully designed with appropriate setbacks and boundary controls.

Figure 54. Development at the Local Centre

Figure 55. Local Centre - plan and urban from study

The Local Centre and surrounding medium density housing establish the social and commercial heart of the neighbourhood. The centre fronts the Primary Connector Road, which serves as the main axis for the wider development.

The primary element of the centre is that of the cluster of commercial buildings to the south of the Primary Connector Road, and the superette site to the north of the road. These buildings create a frontage to the street and support the neighbourhood recreation space to the south by concentrating activity in this location.

Mixed-use buildings contain commercial activities at ground level with apartments above. The combination of commercial, community and residential accommodation increases the variety and intensity of activity within the centre. Mixed-use extends the duration of building occupancy, which delivers benefits for surveillance of public streets and spaces.

Medium-density housing frames the commercial core. Terraces, semi-detached dwellings and walk-up apartments boost the population of the centre's walkable catchment. Higher density residential development also provides strong spatial definition to local streets.

Open spaces and restored waterways are woven through the Local Centre. These areas create a green setting that complements built form, augments private outdoor living and connects the centre to the wider landscape.

The overall result is a lively, walkable environment that combines housing choice, local amenity, and a strong sense of place.

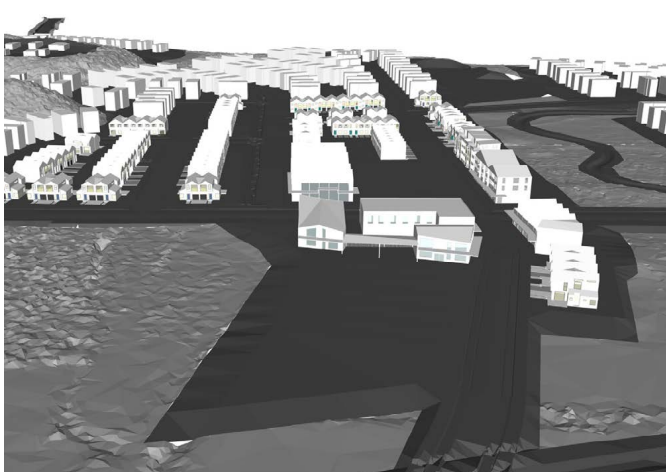


Figure 56. Local Centre - open spaces to the south and west

Eastern Flats

Generally flat land suitable for regular suburban housing development with high levels of connectivity.

Wetlands and other open spaces help articulate the suburban environment.

Proposed block geometry reconciles varied site boundaries with the alignment of transmission lines and other development constraints.

Green corridors and waterways provide landscape linkages through the suburban grid.

Flat streets and accessible off-road trails create a public movement network for active modes.

Connection opportunities have been allowed for beyond the site south towards End Farm Road and northeast towards Peka Peka Link and Kensington Drive.

Two points of connection for active modes onto the Expressway CWB.

Figure 57. Development along the Eastern flats

Figure 58. Eastern Flats - Plan and urban from study

The Eastern Flats form the broad, low-lying part of the site. Here, the land transitions away from the dunes into a more regular, level terrain. This area supports a more efficient, rectilinear street pattern and accommodates a greater proportion of standard residential lots. The flatter topography enables a coherent deformed grid structure that delivers good connectivity and walkability, with direct routes linking to the local centre. The grid is deformed around the geometry of the site, expressway, transmission line, and watercourses.

The block structure is larger and more regular than in the dune landscapes and is punctuated by open space and ecological corridors that integrate stormwater management with local amenity.

The southern edge interfaces with the Expressway where greater lot depth and boundary planting is required as per the proposed standards. This planting and fencing standard will ensure a good level of visual screening and amenity for inhabitants of these lots and people using the expressway and CWB.

Adjoining rural properties to the east require sensitive treatment through adoption of the KCDC General Rural Zone controls for setback, height, recession plane and a bespoke control for landscape buffer planting and fencing.

This area provides opportunities for a variety of housing design and type. Conventional detached dwellings as well as some medium density housing is proposed, all near open spaces, amenities and key connections.

The overall result is a legible and efficient neighbourhood pattern that complements the more organic form of the dune landscapes to the west.

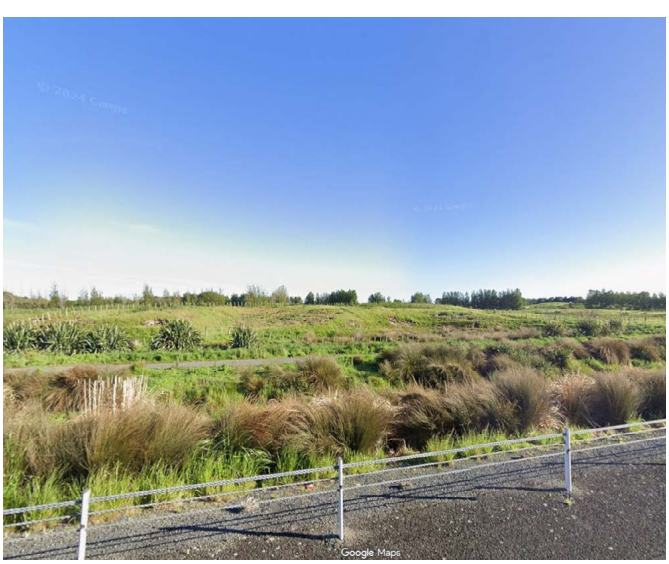


Figure 59. View towards the site across Expressway and CWB

Proposed Controls

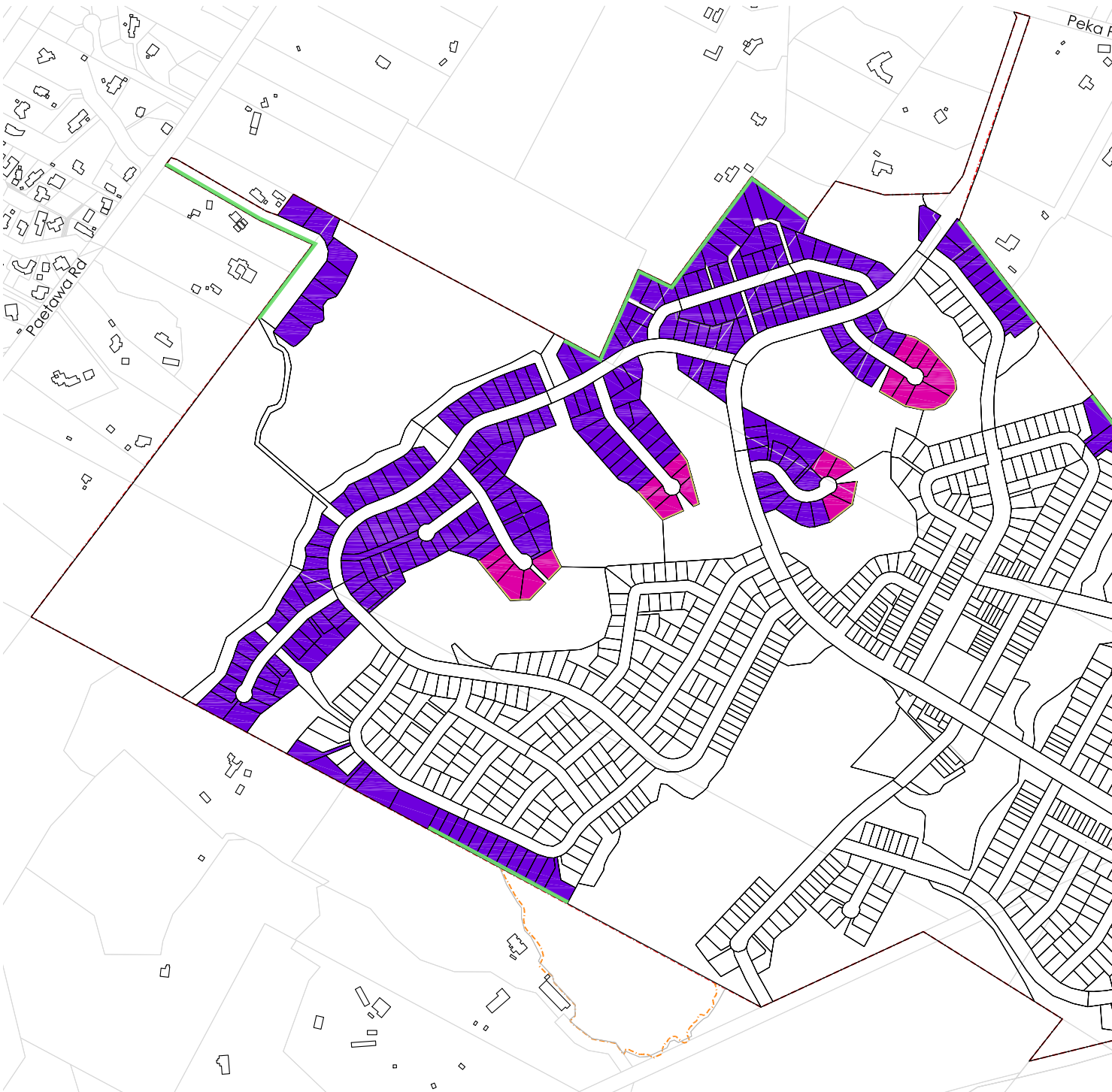


Figure 60. Mitigation measures (LA9.00)

Bespoke development controls are proposed to mitigate adverse effects, integrate the development appropriately into the local environment, and generate positive landscape, visual and ecological effects over time.

Controls generally apply General Rural Zone or Rural Lifestyle Zone standards at the site boundaries and include restrictions to building height, recession plane, setback and colour on particular lots. Rural-style fencing and screening planting along edges and on dune tops, planting buffers, and sensitively designed earthworks and stormwater systems are also proposed.

Allotments within the dunes and along external boundaries are subject to building height restrictions of 8 metres or two storeys, with the most prominent sites more restricted to 4.5 metres or one storey. All height restricted lots are also restricted to using cladding materials with a Light Reflectance Value (LRV) below 30%.

Boundary treatment is controlled on lots within the most prominent dune sites and where allotments directly abut the external boundary. The most prominent dune sites, where height is limited to 4.5m, also propose rear boundary fencing that is visually permeable and of rural character as well as requiring planting along 50% of the boundary with selected indigenous species. This same treatment is proposed where lots adjoin external boundaries to ease the transition of the rural-suburban interface.

Planting buffers have been proposed around wetlands and dunes to prevent the spread of unwanted species into ecologically sensitive areas. The named wetlands have planted buffers of 10m and an additional 20m within which only locally indigenous species may be planted. Prohibiting invasive species being planted anywhere within the development is proposed to further limit the spread of unwanted species.

Any earthworks within the development must avoid retaining walls over 1m high and any exposed faces must be replanted within the first planting season after construction to appropriately integrate the development into the existing terrain. The stormwater network is proposed to be comprehensively designed using systems that reflect and enhance the natural character such as swales, dry basins, wetlands and rain gardens.

Fencing Control

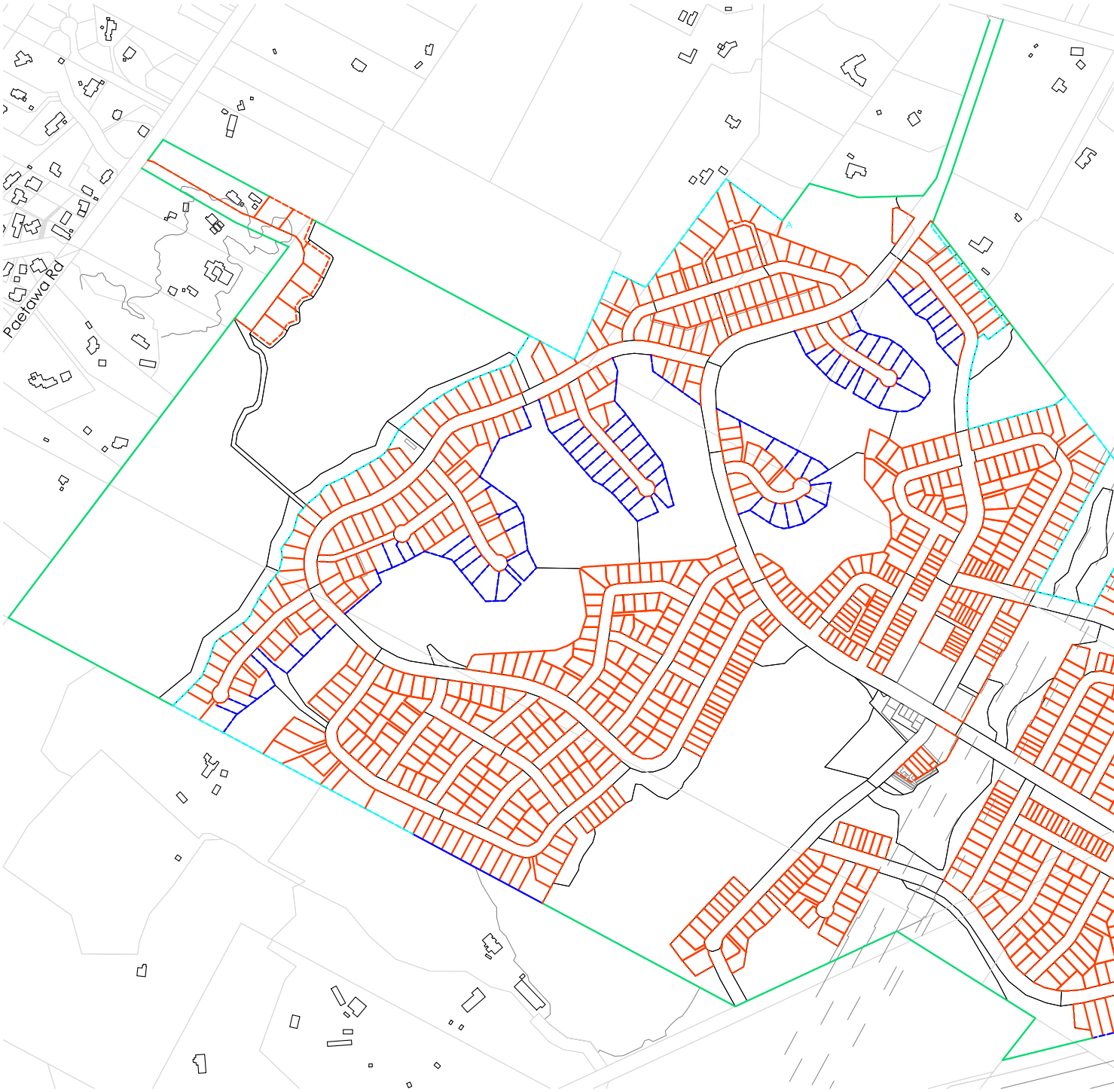


Figure 61. Proposed fencing controls (LA3.02)

The proposed fencing plan aims to balance the need for privacy and containment with visual impact. To achieve this, three categories of fencing are proposed that respond to varying site conditions.

Existing fencing is proposed to be retained along external boundaries where private lots do not adjoin the site boundary, such as where reserves and open spaces occur. This fencing is typically post & wire and maintains the rural character and softens the rural-suburban interface.

The majority of lots are subject to general fencing, in line with District Plan provisions. This includes a maximum height of 1.2m for fences in front yards between the front building line and road reserve, at any interface with the street, and fencing directly on reserve edges to allow for passive surveillance of public spaces. Fences in rear yards will have a maximum height of 1.8m and must not extend past the front edge of the dwelling where fence height is limited to a maximum of 1.2m.

Site specific fencing applies to private lots that directly adjoin external boundaries and the dog park, and lots that back onto the top of the dunes.

Lots that interface with the Expressway and neighbouring rural sites are proposed to have post & rail or post & wire fences to a maximum height of 1.5m. Two rows of houses have rear yards that adjoin the dog park and are proposed to have 1.5m high close board fencing while the public interfaces at the dog park are to have open rail fencing with mesh to stop dogs from escaping.

Specific lots with back yards that adjoin the dune tops are proposed to have rear and side fences that are post & rail or post & wire to a maximum height of 1.2m to minimise visual impact and maintain rural character.

3.4 Medium Density Housing Typology

Typology Reference Plan

Figure 62. Medium Density Typology Reference Plan

The proposed medium density residential lots within the plan will enable medium density development in line with the General Residential Zone Standards (GRZ). All future dwellings established on these sites will comply with the standards (GRZ-R33) with the exception of GRZ-R33 (1). Under a normal process, development of more than 3 units would result in a restricted discretionary application and application of the Residential Design Guide (App24). This consent seeks to establish the subdivision pattern, identify medium density types for each identified lot, and design review panel process to certify final design of these buildings that will be developed at a later stage.

The following section presents a series of illustrative medium density typologies to test masterplan feasibility. They demonstrate how the various housing types can be delivered on representative lots, which are distributed across the medium density residential lots.

For medium density development, orientation of buildings / frontage, location of parking / garaging, orientation and provision of outdoor space, are key to achieving good amenity outcomes for the public realm (streetscape), and for inhabitants. The identification of types for each lot seeks to guide development to ensure that the correct orientation is achieved.

For selected sites (MD-64-66) identified as apartment buildings, an alternative typology is proposed to provide for a level of flexibility to respond to market demand. Assessment in the UDA will address both scenarios, with apartment buildings or the terrace alternatives.

Specific architectural design and expression of dwellings is intended to be developed and reviewed as part of the design review panel process. The following typology designs illustrate the general orientation and approach to massing for each type and demonstrate that a reasonable dwelling can be achieved within the identified subdivision pattern that complies with the District Plan standards and guidelines.

Typology Illustrative Designs

Figure 63. Illustrative Medium Density dwelling types Semi Detached (SD1)

The Urban Design Assessment refers to these types as a base for assessment.

This section of the MDR presents the range of medium density lot types and associated housing typologies proposed for the development. These are concentrated around the local centre, on connector streets and near key open spaces. Medium density housing includes:

- **Semi-detached housing** typically comprises pairs of dwellings on individual titles. This format also appears as end-units in terraces. Lots measuring 250 - 350m^2 offer compact private open space and efficient land use.
- **Terrace housing** includes rows of fully attached dwellings. Lots measuring 150 - 250m^2 create a strongly defined street edge and deliver higher-density living close to services.
- **Walk-up apartments** occur in low-rise (3-4 storey) buildings with shared outdoor areas and parking. Apartments are positioned near the local centre, where they contribute to foot traffic and support public transport. This dwelling type also occurs on the upper levels of mixed-use buildings within the centre.

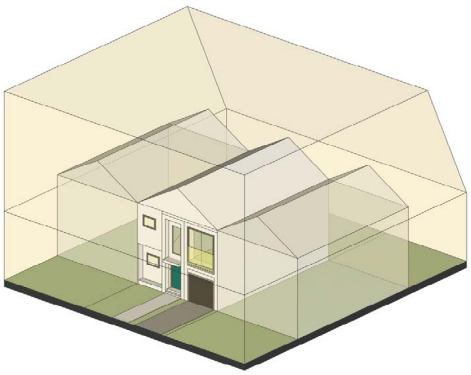


Figure 64. Terrace Housing 1

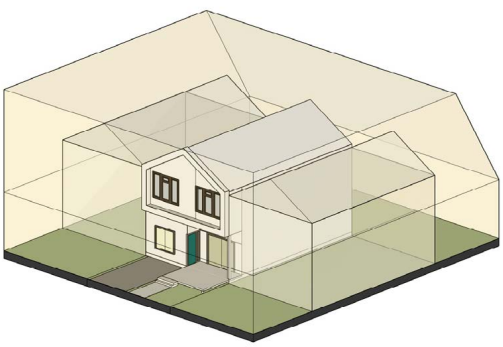


Figure 65. Terrace Housing 2

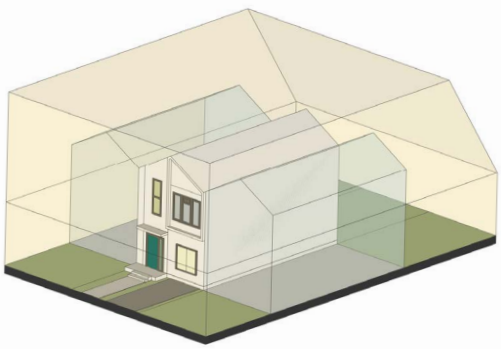


Figure 66. Terrace Housing 3

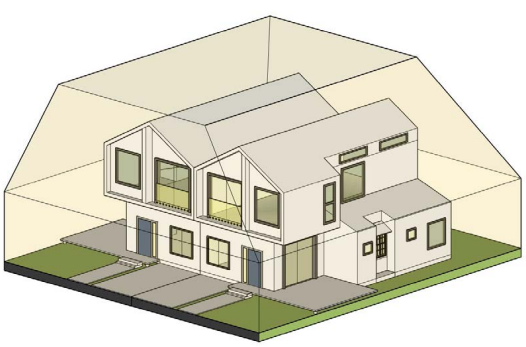


Figure 67. Semi Detached 1 / End of Terrace 1

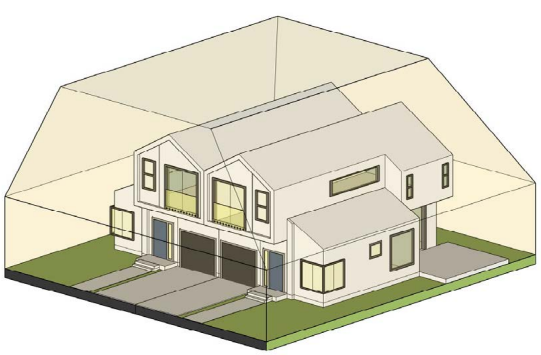


Figure 68. Semi Detached 2 / End of Terrace 2

Figure 69. 3 storey walk-up apartment

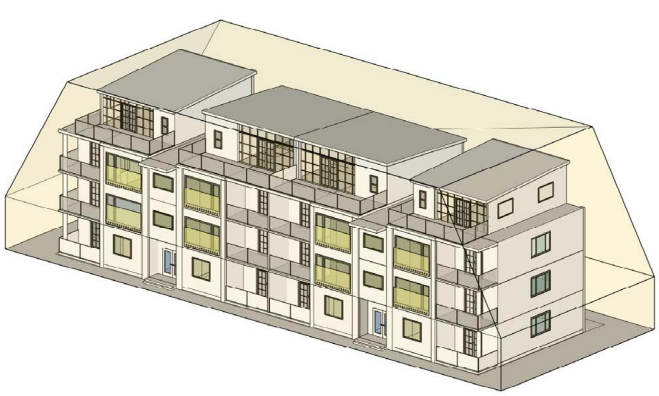


Figure 70. 4 storey walk-up apartment

Semi-Detached and End-of-Terrace Unit
SD 1/EOT 1

3 - 4 bed
2 storey semi-detached and also for End Of Terrace
External car parking

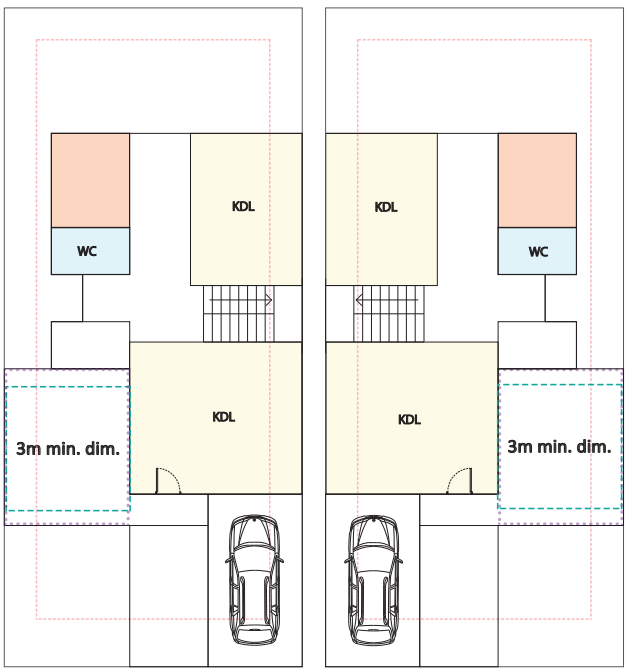


Figure 71. SD1/EOT1 Ground floor plan

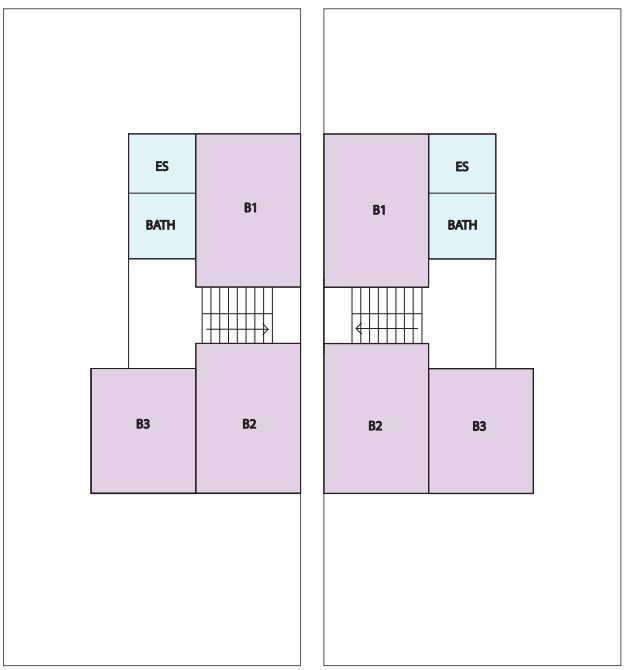


Figure 72. SD1/EOT1 First floor plan

Ground floor

First floor

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Study
- Outdoor Patio
- Internal Garage
- Vehicle Accessway/ Parking
- 20sqm Open Space (3m min dim)
- 4m x 4m Outlook space
- Setback lines

Typical Lot area	200-300sq.m
Typical Lot size	9.5 m x 21-30m
Car Parking	Car Pad
Standards	KCDC GRZ
GFA	148 sq.m
Footprint	82 sq.m

Figure 73. Semi-detached housing. Waenganui Rd Hobsonville

Built Form

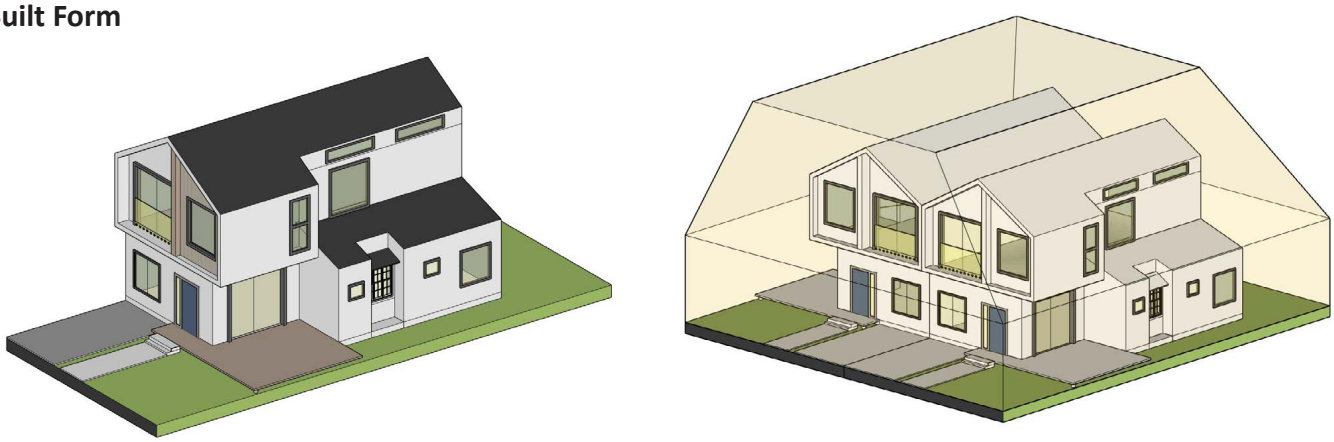


Figure 74. SD1/EOT1 Built form and envelope

This semi-detached dwelling has been tested on plots with a generally north-facing street frontage. The dwelling's main living area and associated outdoor space front the street along with a car pad and primary entrance. The three-bedroom, 148 sqm plan is flexible. It functions either as a semi-detached dwelling or as an end-of-terrace unit. It meets all relevant District Plan standards.

The design achieves 20% glazing on the street elevation. Large upper-level bedroom windows augment ground-floor fenestration serving the main living area. Together with the street-facing front door, this treatment produces strong visual connectivity between public and private realms. Modelling demonstrates compliance with maximum building height and required recession planes. Lot sizes of 200–300 sqm support efficient site planning with integrated landscaping and outdoor amenity areas that are consistent with the Residential Design Guide.

Landscape Outcomes

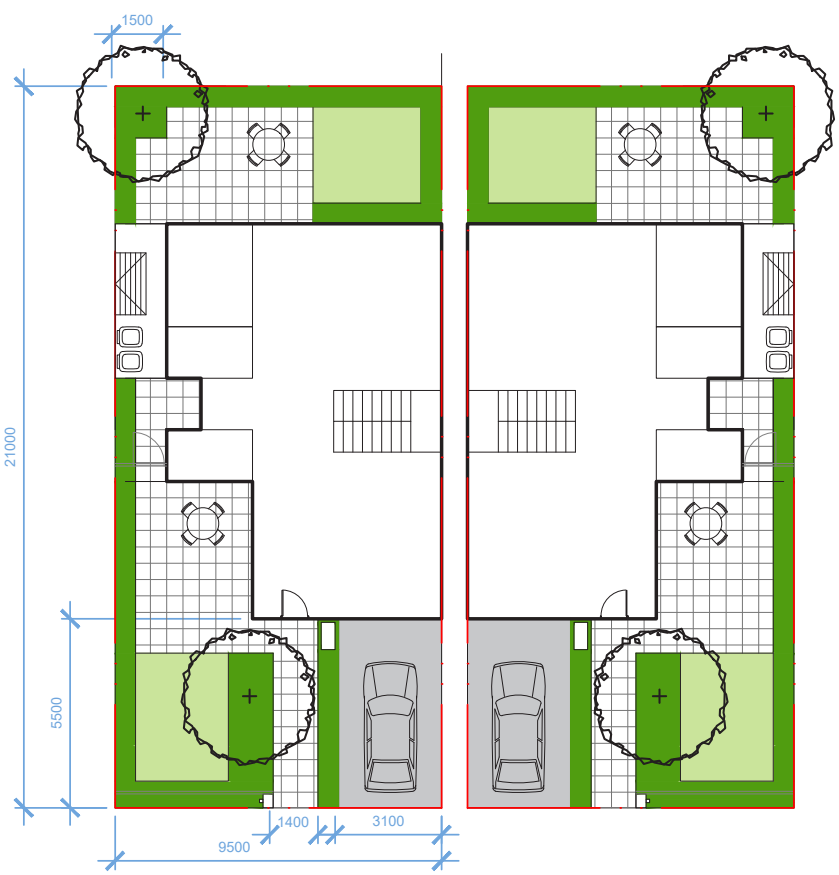


Figure 75. SD1/EOT1 Landscape plan

A single car pad (3.0m wide and 5.5m long) is provided in the front yard. A 1.2m wide pathway connects directly to the front door and is separated from the car pad by a strip of planting. A change in paving material further defines the main pedestrian entrance. Low level planting along the front boundary with a single specimen tree helps soften the street edge and provides both privacy and definition between public and private space.

The primary open space for this dwelling is located in the front yard to suit plots with a north-facing street frontage.

The side yard allows for bin storage and clothesline areas to be accommodated and screened behind fencing.

The rear yard provides a secondary open space and allows the homeowner to configure it as per their individual needs.

Key

- Boundary
- Driveway
- Paved Patio / Path
- Chip Paving
- Lawn
- Garden
- Specimen Tree
- Letterbox
- Washing Line
- Bins

Semi- detached and End of Terrace unit
SD 2/EOT 2

3 - 4 bed
2 storey semi-detached and also for End Of Terrace
Integrated car parking

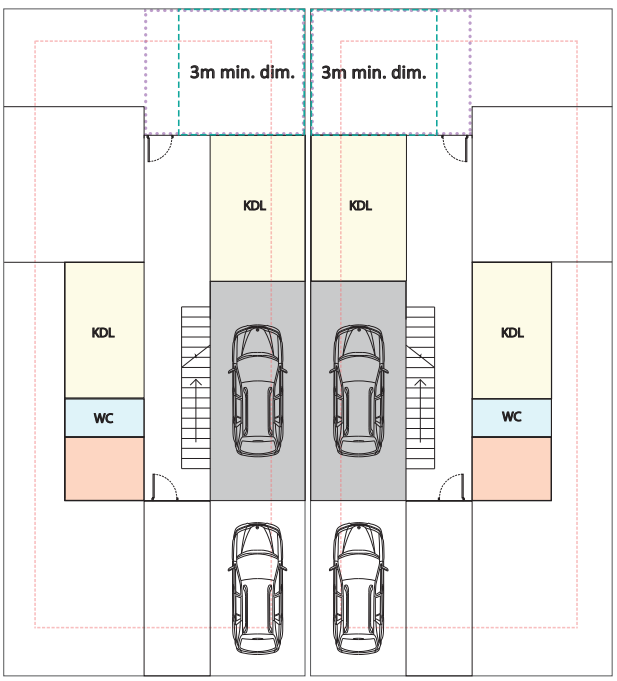


Figure 76. SD2/EOT2 Ground floor plans

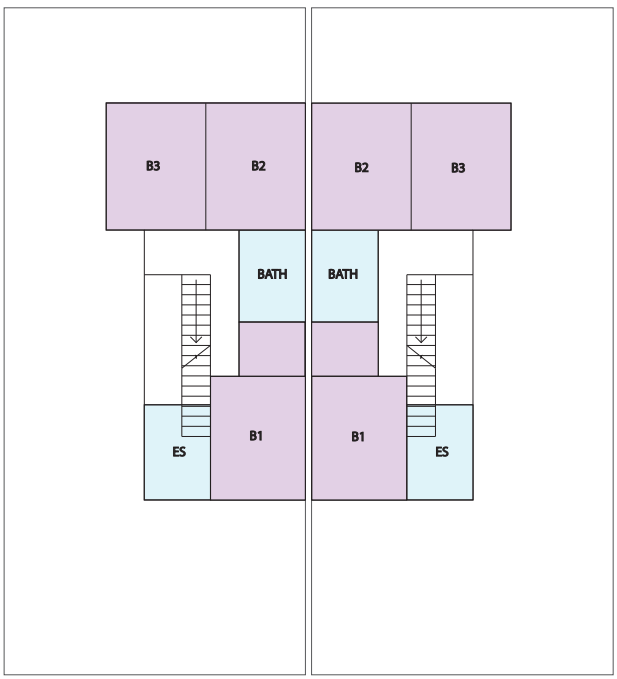


Figure 77. SD2/EOT2 First floor plans

Ground floor

First floor

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Study
- Outdoor Patio
- Internal Garage
- Vehicle Accessway/ Parking
- 20sqm Open Space (3m min dim)
- 4m x 4m Outlook space
- Setback lines
- Main door is accessed from the front or rear of the site as required

Typical Lot area	200-300sq.m
Typical Lot size	9.5 m x 21-30m
Car Parking	Front loaded single garage + 1x driveway space
Standards	KCDC GRZ
GFA	146 sq.m (incl garage)
Footprint	78 sq.m (incl garage)

Figure 78. Kenepuru Landing, Porirua, Wellington
Architect: Isthmus Group
Source: www.isthmus.co.nz/project/kenepuru

Built Form

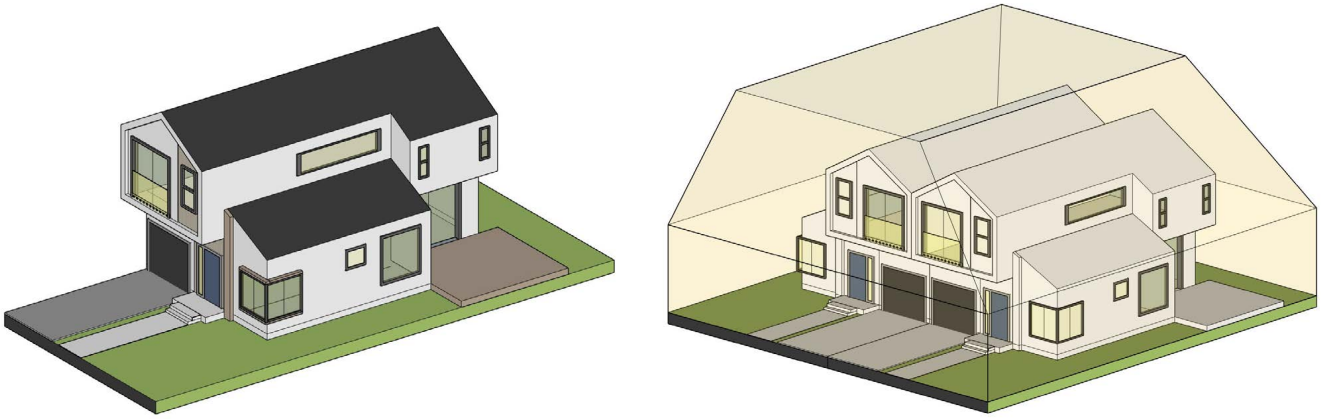
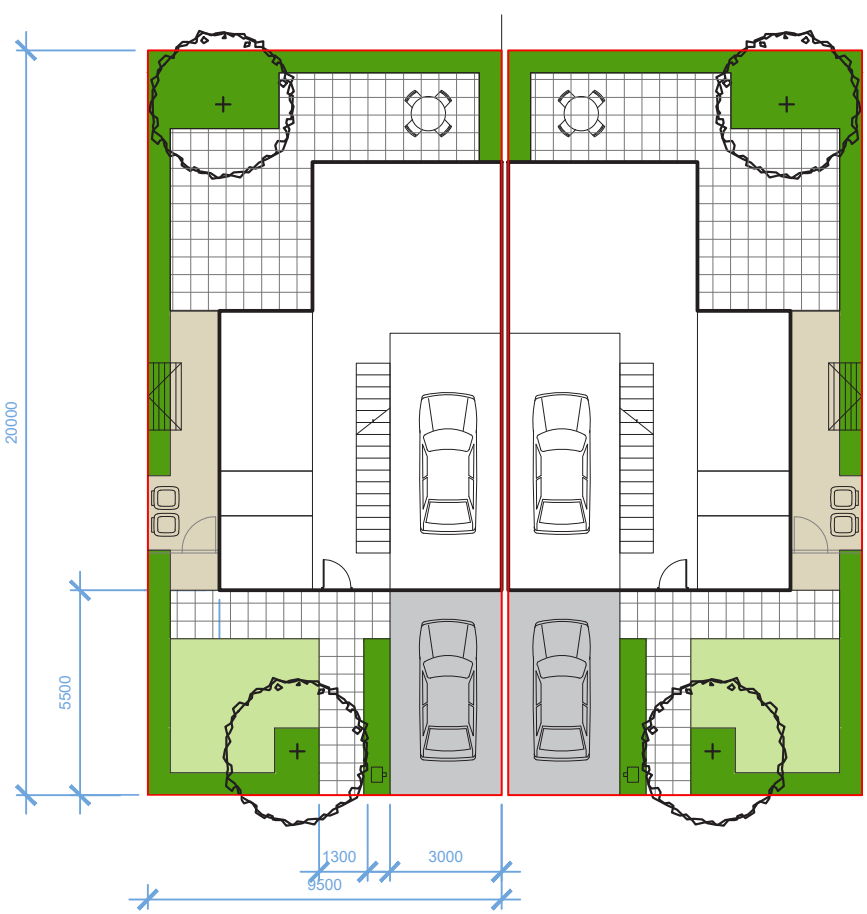


Figure 79. SD2/EOT2 Built form and envelope

This semi-detached dwelling has been tested on plots with a generally south-facing street frontage. Solar access dictates that the main living area faces north, towards the rear of the lot, and the associated outdoor space occupies the rear yard. There is an internal garage, which fronts the street along with the dwelling's primary entrance. If required, the driveway functions as a secondary parking space. The three-bedroom, 146 sqm design meets all relevant District Plan standards. It can be paired with 'reflected' unit, or it can placed at the end of a terrace.

Modelling demonstrates compliance with maximum building height and required recession planes. Lot sizes of 200–300 sqm enable efficient site planning with integrated landscaping and outdoor amenity areas that are consistent with the Residential Design Guide. This dwelling type generally occupies locations in the Eastern Flats, where lots back onto wider green spaces. As well as enhancing private amenity, this adjacency contributes passive surveillance and a sense of inhabitation to the edges of communal areas.

Landscape Outcomes



A single car pad (3.0m wide and 5.5m long) is provided in the front yard. A 1.2m wide pathway connects directly to the front door and is separated from the car pad by a strip of planting. A change in paving material further defines the main pedestrian entrance. Low level planting along the front boundary with a single specimen tree helps soften the street edge and provides both privacy and definition between public and private space.

The side yard allows for bin storage and clothesline areas to be accommodated and screened behind fencing.

Key

- Boundary
- Driveway
- Paved Patio / Path
- Chip Paving
- Lawn
- Garden
- Specimen Tree
- Letterbox
- Washing Line
- Bins

The rear yard provides a generous private outdoor open space and allows the homeowner to configure it as per their individual needs.

Figure 80. SD2/EOT2 Landscape plan

Terrace Unit
TH 1

3 bed

2 storey Terrace Housing

Integrated car parking

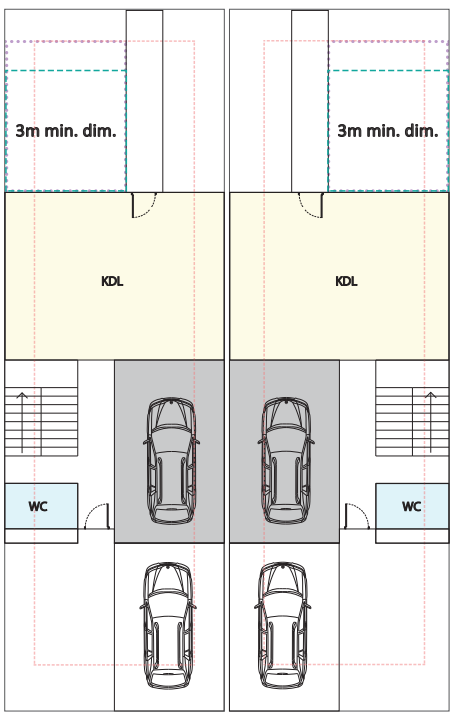


Figure 81. TH1 Ground floor plans

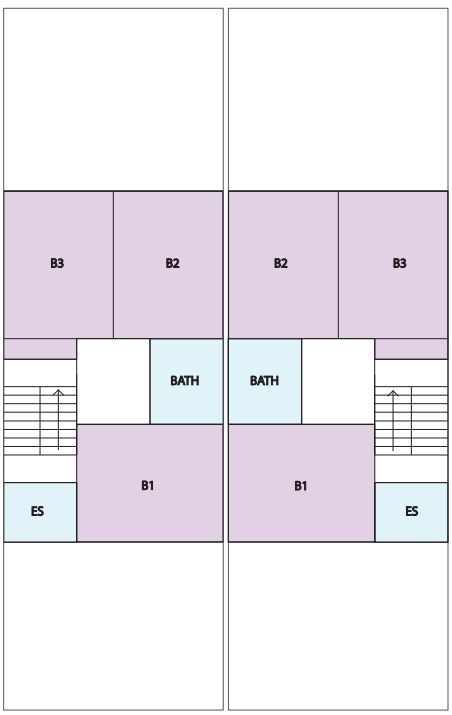


Figure 82. TH1 First floor plans

Ground floor

First floor

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Study
- Outdoor Patio
- Internal Garage
- Vehicle Accessway/ Parking
- 20sqm Open Space (3m min dim)
- 4m x 4m Outlook space
- Setback lines
- Main door is accessed from the front or rear of the site as required

Typical Lot area	150-220sq.m
Typical Lot size	7.2m x 23-30m
Car Parking	Front loaded single garage + 1x driveway space
Standards	KCDC GRZ
GFA	164 sq.m (incl garage)
Footprint	82 sq.m (incl garage)

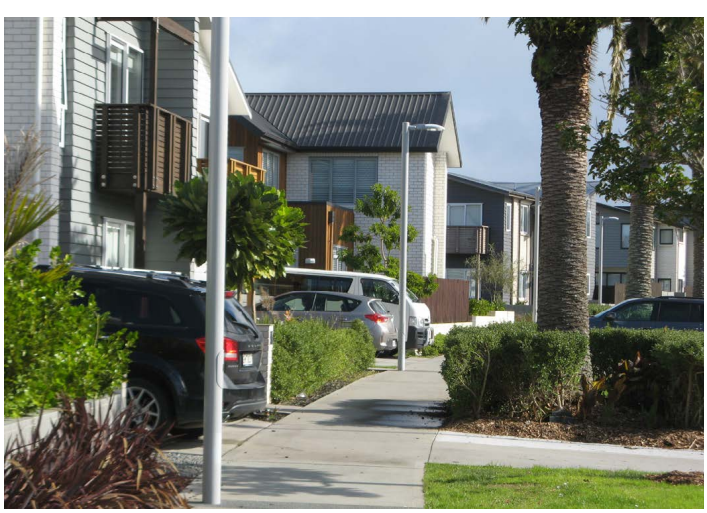


Figure 83. Terrace Housing Hobsonville, Auckland

Built Form

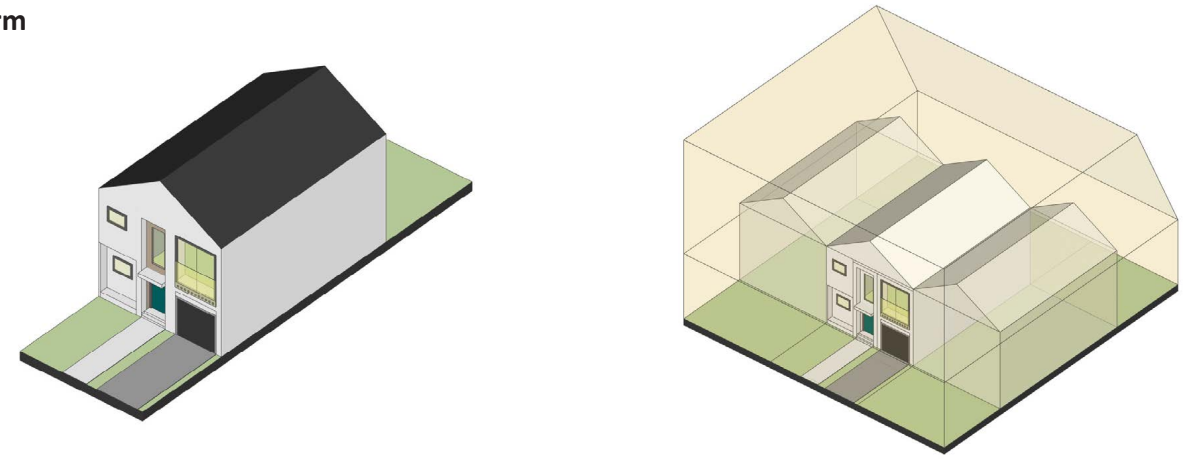


Figure 84. TH1 Built form and envelope

This fully-attached dwelling has been tested on a 7.2m wide plot with a generally south-facing street frontage. Solar access dictates that the main living area faces north, towards the rear of the lot, and the associated outdoor space occupies the rear yard. Habitable rooms face north or south for outlook, natural light and ventilation. There is an internal garage, which fronts the street along with the dwelling's primary entrance. If required, the driveway functions as a secondary parking space.

Arranged in rows of 3–5 units, this three-bedroom, 164 sqm dwelling meets all relevant District Plan standards. Modelling demonstrates compliance with maximum building height and the rear recession plane. Lot sizes of 150-220 sqm enable efficient site planning with integrated landscaping and outdoor amenity areas that are consistent with the Residential Design Guide. By creating continuous street edges, terraces contribute to a high-quality urban environment especially in locations where strong spatial definition is valued.

Landscape Outcomes

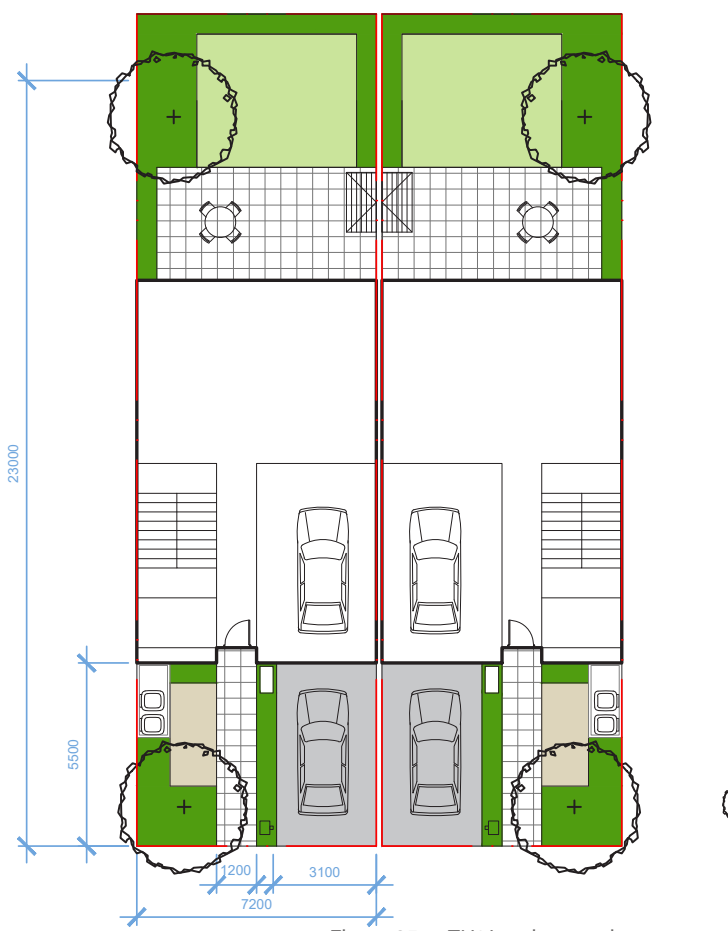


Figure 85. TH1 Landscape plan

A single car pad (3.0m wide and 5.5m long) is provided in the front yard. A 1.2m wide pathway connects directly to the front door and is separated from the car pad by a strip of planting. A change in paving material further defines the main pedestrian entrance. Low level planting along the front boundary with a single specimen tree helps soften the street edge and provides both privacy and definition between public and private space. A bin store area is located off the street edge and integrated into the boundary fence to screen bins and heat pumps if required.

The rear yard provides a generous private outdoor open space and allows the homeowner to configure it as per their individual needs.

Clotheslines and or sheds can be located in these areas but will require screening where a property adjoins a street or open space and fence heights are restricted to 1.2m high.

Terrace Unit
TH 2

3 - 4 bed
2 storey semi-detached
Extrernal car parking

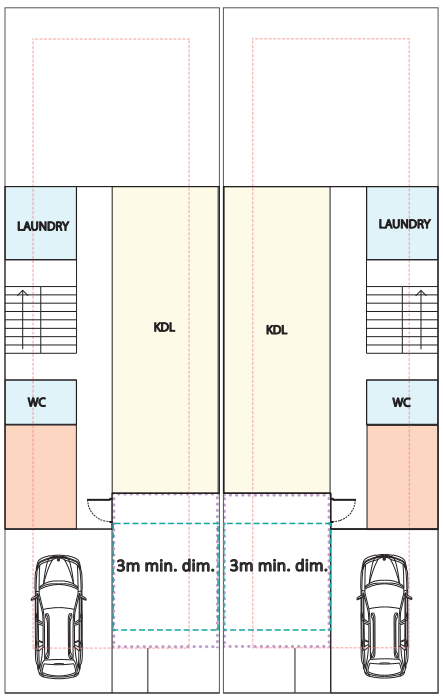


Figure 86. TH2 Ground floor plans

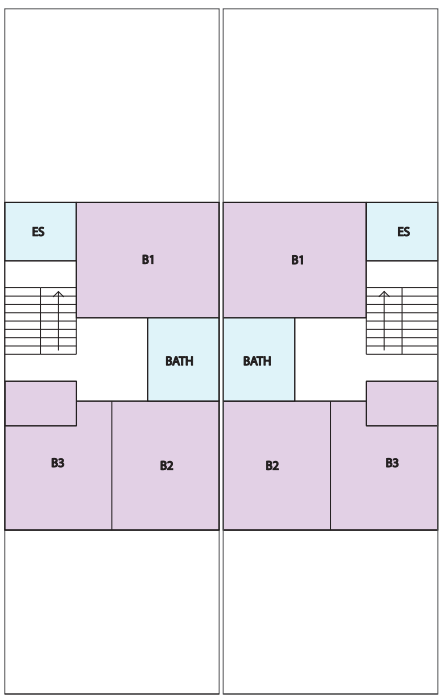


Figure 87. TH2 First floor plans

Ground floor

First floor

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Study
- Outdoor Patio
- Internal Garage
- Vehicle Accessway/ Parking
- 20sqm Open Space (3m min dim)
- 4m x 4m Outlook space
- Setback lines

Typical Lot area	150-220 sq.m
Typical Lot size	7.2 m x 21-30m
Car Parking	Car Pad
Standards	KCDC GRZ
GFA	160 sq.m
Footprint	80 sq.m

Figure 88. Terrace Housing
Hobsonville, Auckland

Built Form

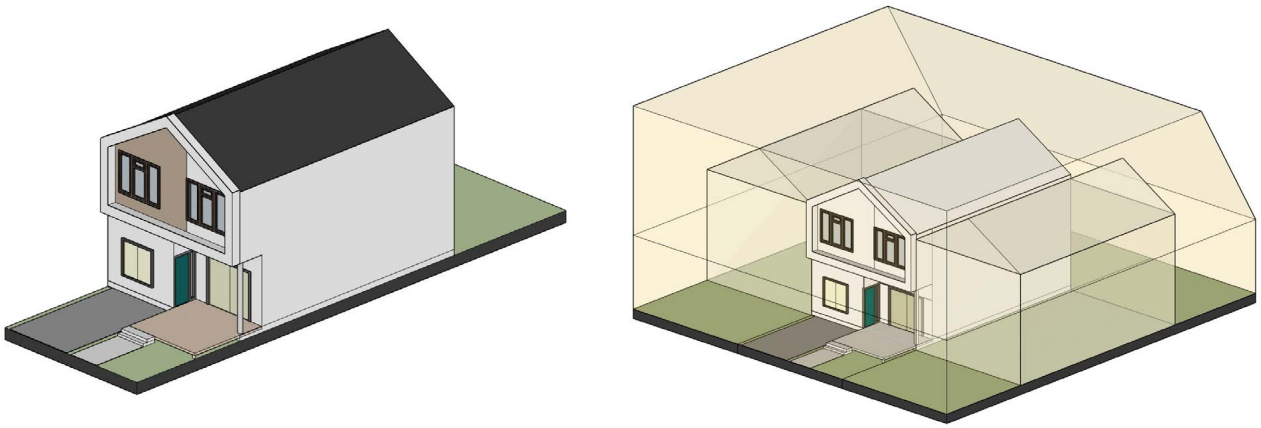
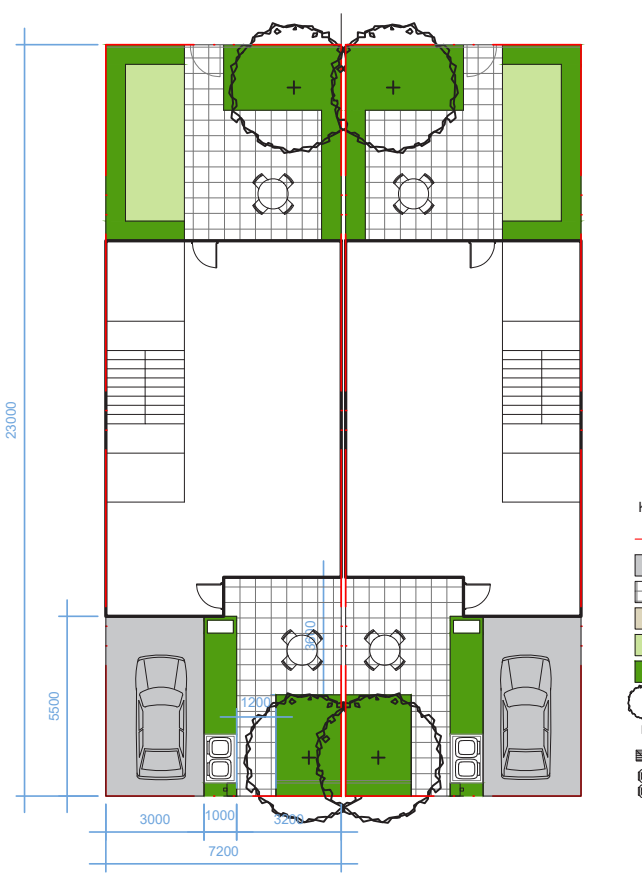


Figure 89. TH2 Built form and envelope

This fully-attached dwelling has been tested on a 7.2m wide plot with a generally north-facing street frontage. The dwelling's main living area and associated outdoor space front the street along with a car pad and primary entrance. Habitable rooms face north or south for outlook, natural light and ventilation.

Arranged in rows of 3–5 units, this three-bedroom, 160 sqm dwelling meets all relevant District Plan standards. Modelling demonstrates compliance with maximum building height and the rear recession plane. Lot sizes of 150-220 sqm enable efficient site planning with integrated landscaping and outdoor amenity areas that are consistent with the Residential Design Guide. By creating continuous street edges, terraces contribute to a high-quality urban environment especially in locations where strong spatial definition is valued.

Landscape Outcomes



Alongside the single car pad (3.0m wide and 5.5m long) is located the dwelling's main open space. This type is designed to suit plots with a north-facing street frontage. A 1.2m wide pathway connects directly to the front door via the open space and is separated from the car pad by a strip of planting and the bin enclosure. A change in paving material helps define the main pedestrian entrance. The bin store is located centrally to achieve the open space requirements; in turn it provides separation from the car pad and further defines it as the main pedestrian entrance especially when integrated with fencing and the letterbox. Low level planting, hedging and specimen trees along the front boundary help soften the street edge and provides both privacy and definition between public and private space.

The rear yard provides outdoor open space which typically adjoins open space or road reserve. This provides an opportunity for a secondary pedestrian access. Clotheslines and or sheds can be located in these areas but will require screening as fence heights are restricted to 1.2m high.

Figure 90. TH2 Landscape plan

Terrace Unit
TH 3

2 bed
2 storey semi-detached
Extrernal car parking

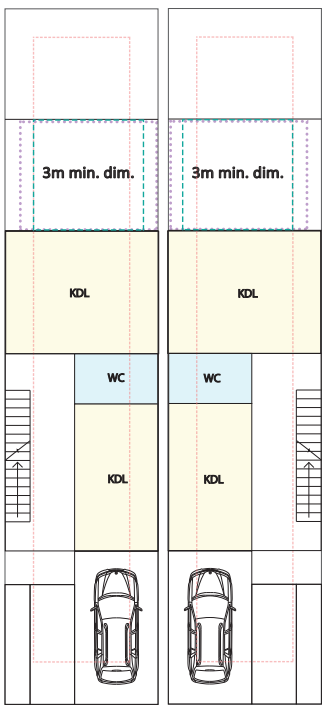


Figure 91. TH3 Ground floor plans

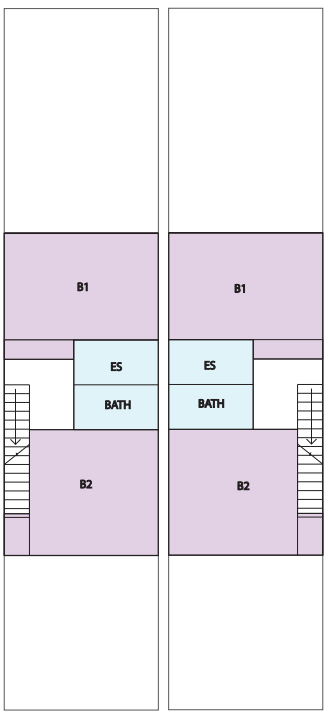


Figure 92. TH3 First floor plans

Ground floor

First floor

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Study
- Outdoor Patio
- Internal Garage
- Vehicle Accessway/ Parking
- 20sqm Open Space (3m min dim)
- 4m x 4m Outlook space
- Setback lines

Typical Lot area	135-165sq.m
Typical Lot size	5.5m x 25-30m
Car Parking	Car Pad
Standards	KCDC GRZ
GFA	130 sq.m
Footprint	65 sq.m

Figure 93. Terrace Housing
Hobsonville, Auckland

Built Form

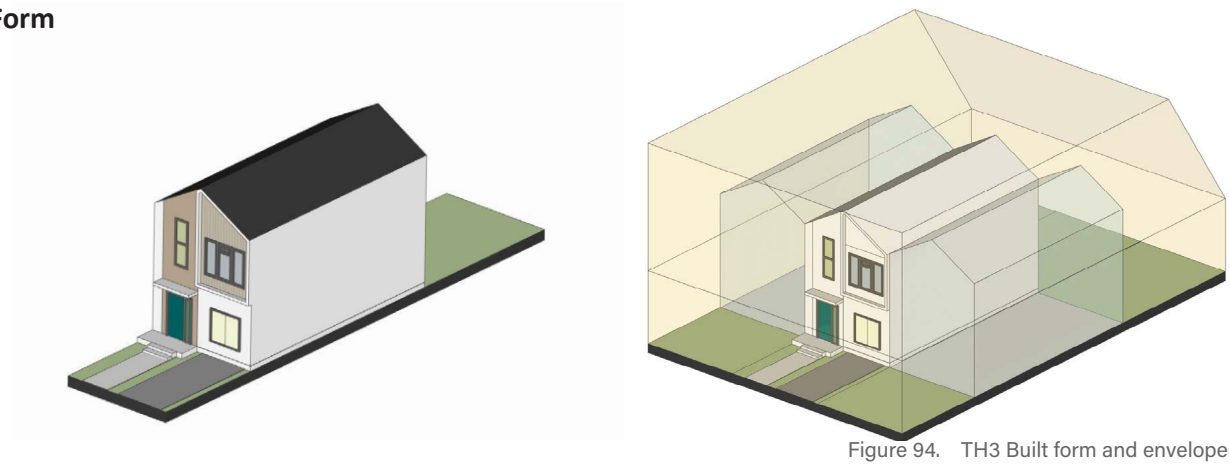


Figure 94. TH3 Built form and envelope

This fully-attached dwelling on a generally south-facing 5.5m wide plot demonstrates how well-designed medium-density housing can be achieved even on challenging local centre sites. Solar access dictates that the main living area faces north, towards the rear of the lot, and the associated outdoor space occupies the rear yard. Habitable rooms face north or south for outlook, natural light and ventilation. A car pad fronts the street along with the dwelling's primary entrance.

Arranged in rows of 5-6 units, this two-bedroom, 164 sqm dwelling meets all relevant District Plan standards. Modelling demonstrates compliance with maximum building height and the rear recession plane. Lot sizes of 135-165 sqm enable efficient site planning with landscaping and outdoor amenity areas that are consistent with the Residential Design Guide. Terraces contribute to a high-quality urban environment especially in locations where strong spatial definition is valued.

Landscape Outcomes

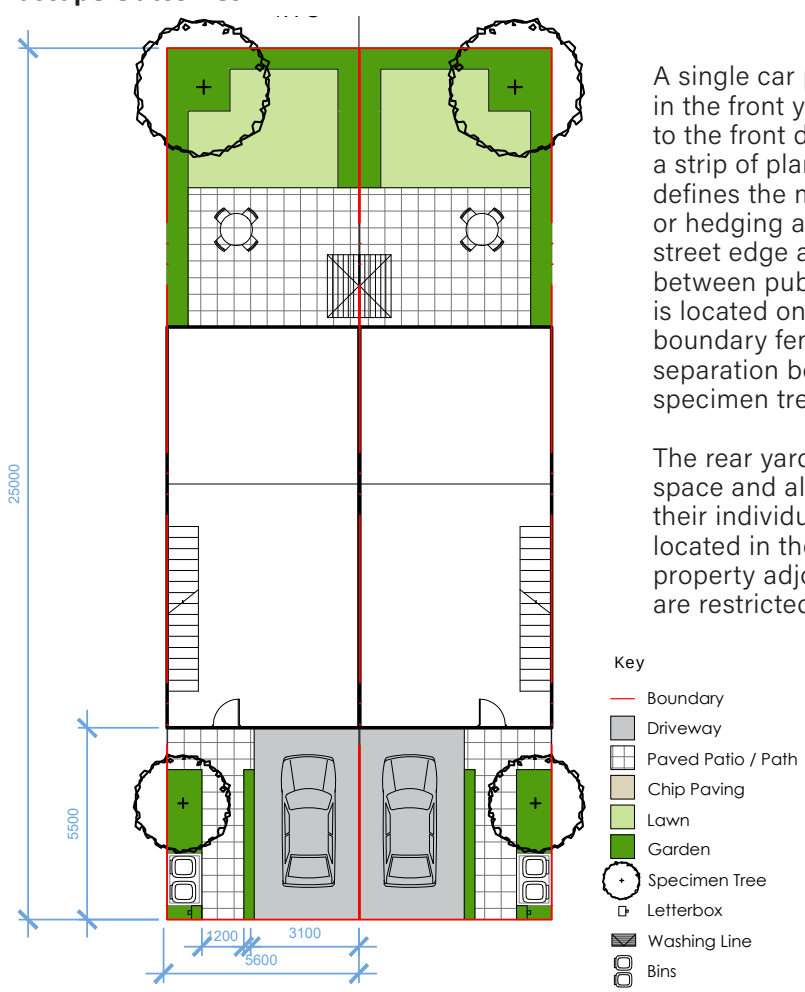


Figure 95. TH3 Landscape plan

A single car pad (3.0m wide and 5.5m long) is provided in the front yard. A 1.2m wide pathway connects directly to the front door and is separated from the car pad by a strip of planting. A change in paving material further defines the main pedestrian entrance. Low level planting or hedging along the front boundary helps soften the street edge and provides both privacy and definition between public and private space. A bin store area is located on the street edge and integrated into the boundary fence to screen bins. This is to provide some separation between the bins and the front door. A small specimen tree is proposed.

The rear yard provides a generous private outdoor open space and allows the homeowner to configure it as per their individual needs. Clotheslines and or sheds can be located in these areas but will require screening where a property adjoins a street or open space as fence heights are restricted to 1.2m high.

Apartment Building 1

Reference MD-65 APT 1 (Plan A)

2 bed
3 storey Walk-up Apartment
External car parking

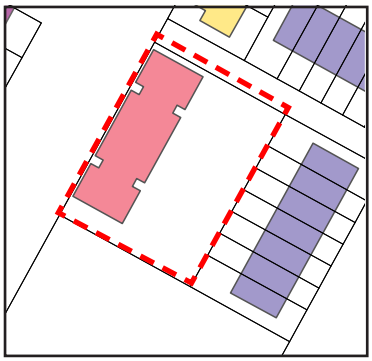


Figure 98. Lot MD-65 key plan

Ground floor

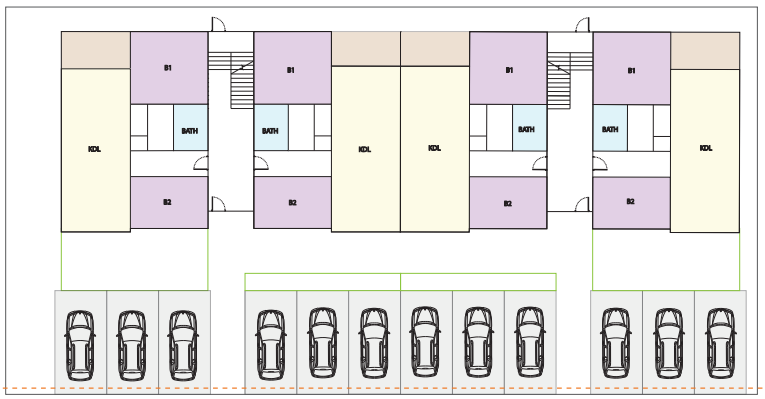


Figure 96. APT1 Ground floor plans

First floor

Figure 97. APT1 First floor plans

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Outdoor Balcony (8 m2)
- Vehicle Accessway/ Parking

Typical Lot area	1300sq.m - 1450sq.m
Typical Lot size	43.5m x 26m
Car Parking	External Car Parking
Residential Units	12
Standards	KCDC GRZ
GFA	1335 sq.m
Footprint	445 sq.m

Figure 99. WCC Te Mara Apartments
Novak & Middleton,
Mount Cook, Wellington

Built Form

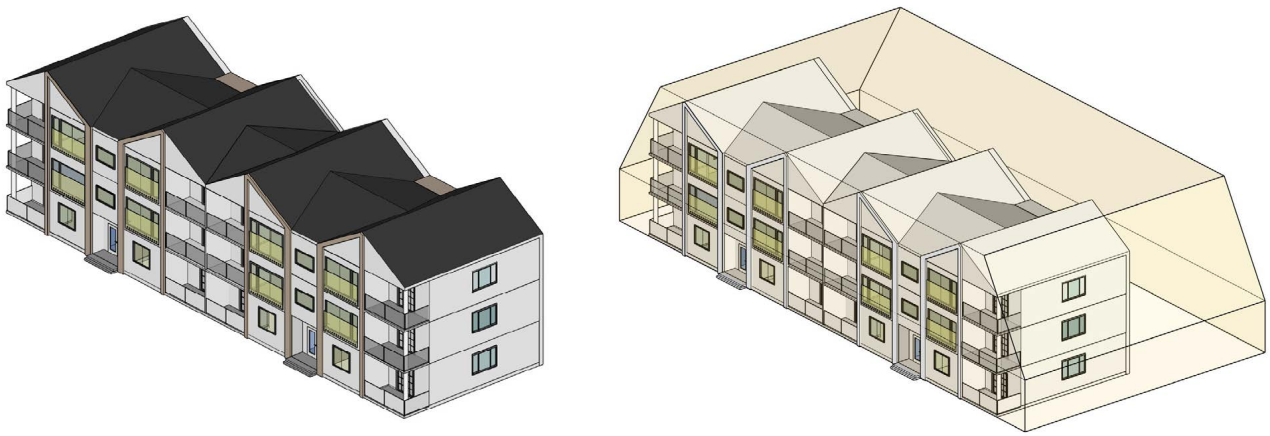


Figure 100. APT1 Built form and envelope

This three-storey walk-up apartment building demonstrates how intensive residential development can contribute positively to the character and amenity of the local centre. The building aligns closely with the street edge, reinforcing active frontages in a pedestrian-oriented public realm. Car parking is consolidated within mid-block courtyard along with communal open spaces and other shared facilities. This arrangement allows the perimeter of the block to have a more public quality. Each of the building's floors contains four, two-bedroom, 100 sqm apartments. These are accessed by two separate vertical circulation cores.

The design is efficient and meets all relevant District Plan standards. Upper-level units have balconies of at least 8 sqm, and all dwellings benefit from well-planned communal amenities. Modelling demonstrates compliance with the maximum building height and rear recession plane. Lot sizes of 1120-1140 sqm enable efficient site planning with landscaping and outdoor amenity areas that are consistent with the Residential Design Guide.

Landscape Outcomes

Figure 101. APT1 Landscape plan

The mid block courtyard provides a single carpark space for each apartment. This communal area also provides shared open space and facilities such as shed and bike store.

Low level planting is provided throughout which helps define and create space and softens building edges. Hedging or small trees are proposed to screen the commercial area to the south, while larger trees are proposed in the carpark area.

Paving finishes are used to distinguish between pedestrian and vehicular areas while also being used as a traffic calming measure within the car parking area.

A communal bin store is located adjacent to the street edge for ease of collection, which also moves this activity away from the communal open space.

Apartment Building 2

Reference MD-66 APT 2 (Plan A)

2 - 4 bed
4 storey Walk-up Apartment
External car parking

Figure 103. Lot MD-66 key plan

Ground floor

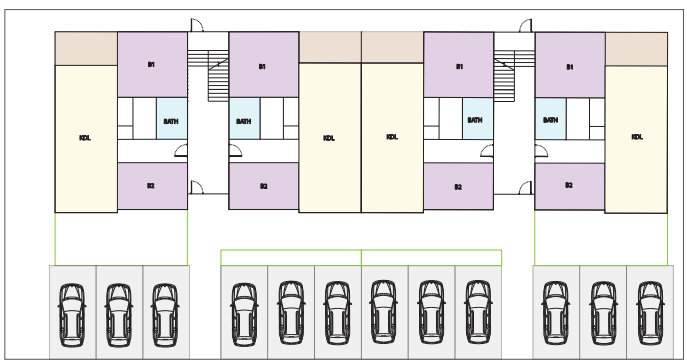


Figure 102. APT2 Ground floor plan

First floor

Figure 105. APT2 First floor plan

Second floor

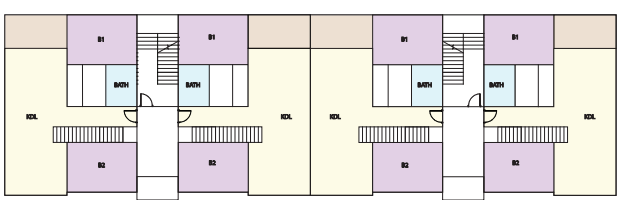


Figure 106. APT2 Second floor plan

Third floor

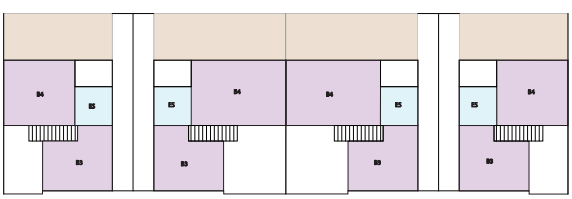


Figure 107. APT2 Third floor plan

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Outdoor Balcony (8 m2)
- Vehicle Accessway/ Parking

Typical Lot area	1300sq.m - 1450sq.m
Typical Lot size	43.5m x 26m
Car Parking	External Car Parking
Residential Units	16
Standards	KCDC GRZ
GFA	1647 sq.m
Footprint	435 sq.m

Figure 108. Landscape Rd Apartments, Papatoetoe, Auckland
Architect: Herriot Melhuish O'Neill Architects (HMOA)
Source: www.hmoa.net.nz/commercial/landscape-rd-apartments

Built Form

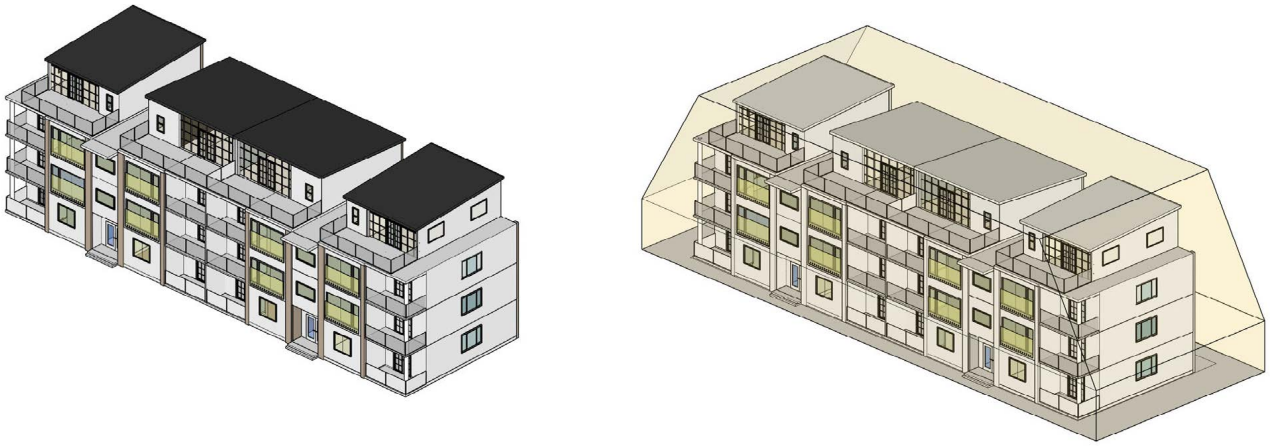


Figure 109. APT2 Built form and envelope

This four-storey apartment building demonstrates how a walk-up configuration can make full use of the 14m height limit. The building aligns closely with the street edge, reinforcing active frontages in a pedestrian-oriented public realm. Car parking is consolidated at the rear and is accessed via a shared driveway. This arrangement allows the street frontage to have a more public quality. Ground and first floors each contain four, two-bedroom, 100 sqm apartments. These are accessed by two separate vertical circulation cores. Four duplex units occupy the upper floors. Each of these four-bedroom, 180 sqm top floor apartments has an internal stair.

The design is efficient and meets all relevant District Plan standards. Upper-level units have balconies of at least 8 sqm, and all dwellings benefit from well-planned communal amenities. Modelling demonstrates compliance with the 14m maximum height and the rear recession plane. Landscaping and outdoor amenity areas are consistent with the Residential Design Guide. The top floor is set back to increase residents' privacy and maintain a personable three-storey scale on the building's street elevation.

Landscape Outcomes

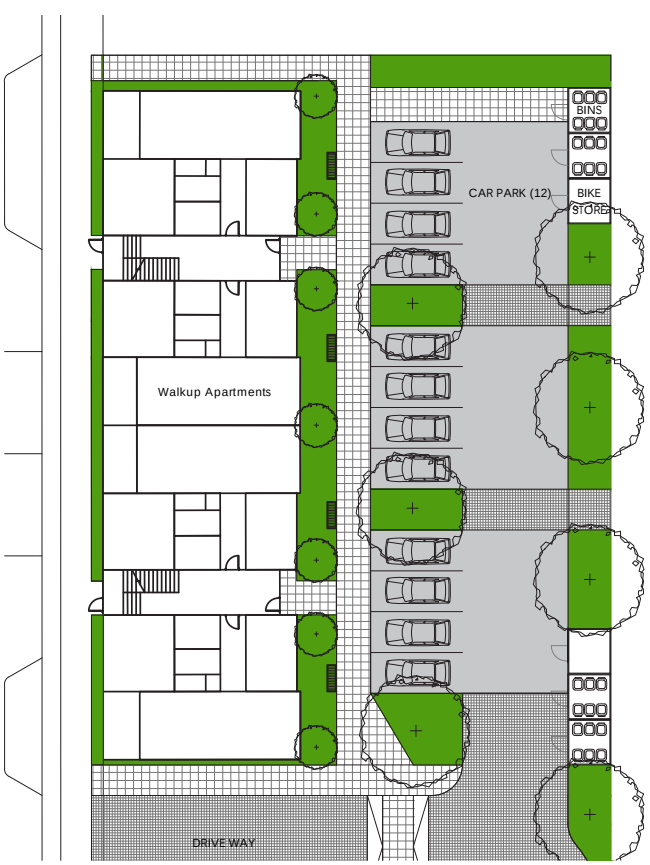


Figure 110. APT2 Landscape plan showing details of the shared car park and rear access to the apartments

A single carpark is allocated for each apartment.

Low level planting is propsoed throughout which helps define and create space and softens building edges. Larger trees are proposed in the carpark area.

Paving finishes are used to help distinguish pedestrian and vehicular areas while also providing a traffic calming measure within the car parking area.

Communal bin stores are located along the edges in smaller clusters.

Where pathways lead from car parking to the building entrances there is an opportunity for seating and creating a space for people to meet and gather.

Reference MD-65
Terraced Housing Alternative (Plan B)

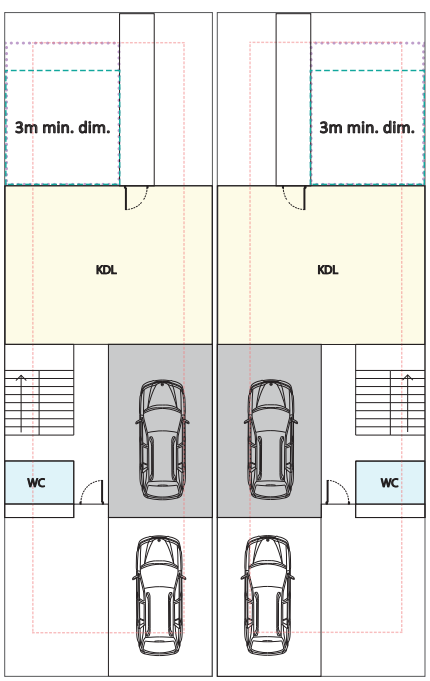
Figure 111. APT1 Plan B Layout

Plan B for the Apartment 1 site allows for a row of Terrace House (TH1) types instead of an apartment building.

This option utilises the same plot allocated for the apartment alternative Plan A but enables five attached Terrace Houses.

The shared access lane along the rear allows for carparking to the back of the houses. Private open spaces and pedestrianised main access is provided at the public street edge.

Terrace House (TH1)



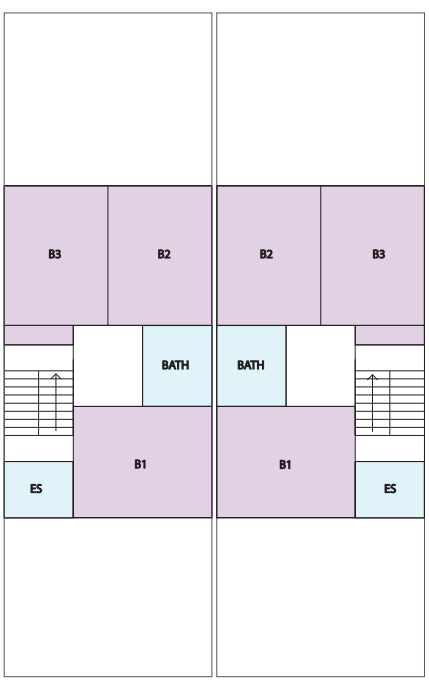


Figure 112. Floor plans for type TH1 - Refer fig 71,72 (page 60) for further details.

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Study
- Outdoor Patio
- Internal Garage
- Vehicle Accessway/ Parking
- 20sqm Open Space (3m min dim)
- 4m x 4m Outlook space
- Setback lines
- Main door is accessed from the front or rear of the site as required

Reference MD-66
Terraced Housing Alternative (Plan B)

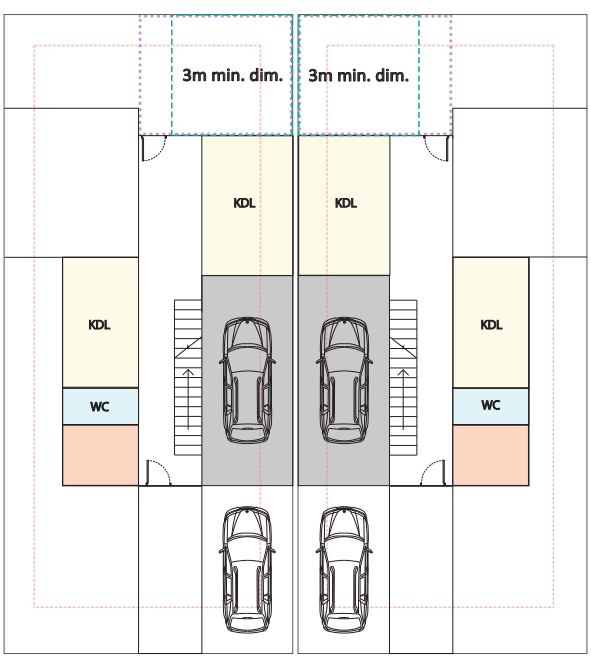
Figure 113. APT2 Plan B Layout

Plan B for the Apartment 2 site allows for a row of Terrace House (TH1) flanked by End of Terrace (SD2) types instead of a four storey apartment building.

This option utilises the same plot allocated for the apartment alternative Plan A but enables three attached Terrace Houses and 2 End of Terrace types.

The shared access lane along the rear allows for carparking to the back of the houses. Private open spaces and pedestrianised main access is provided at the public street edge.

End of Terrace (EOT2)



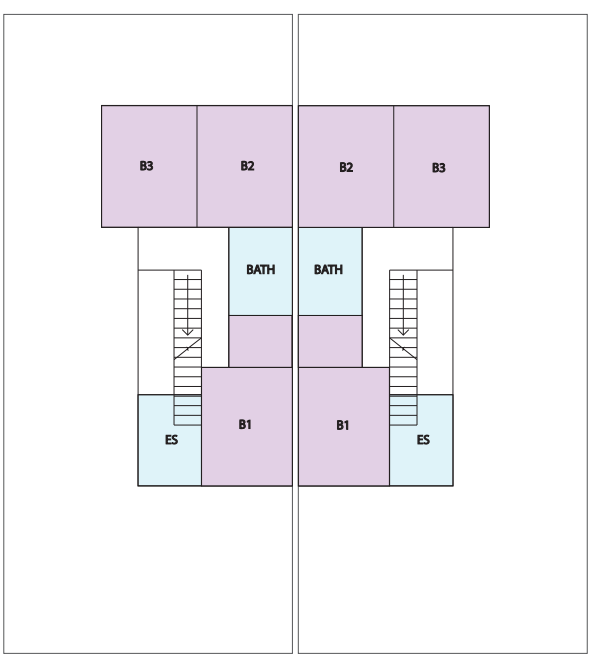


Figure 114. Floor plans for type EOT2 - Refer fig 66.67 (page 58) for further details

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Study
- Outdoor Patio
- Internal Garage
- Vehicle Accessway/ Parking
- 20sqm Open Space (3m min dim)
- 4m x 4m Outlook space
- Setback lines
- Main door is accessed from the front or rear of the site as required

Local Centre

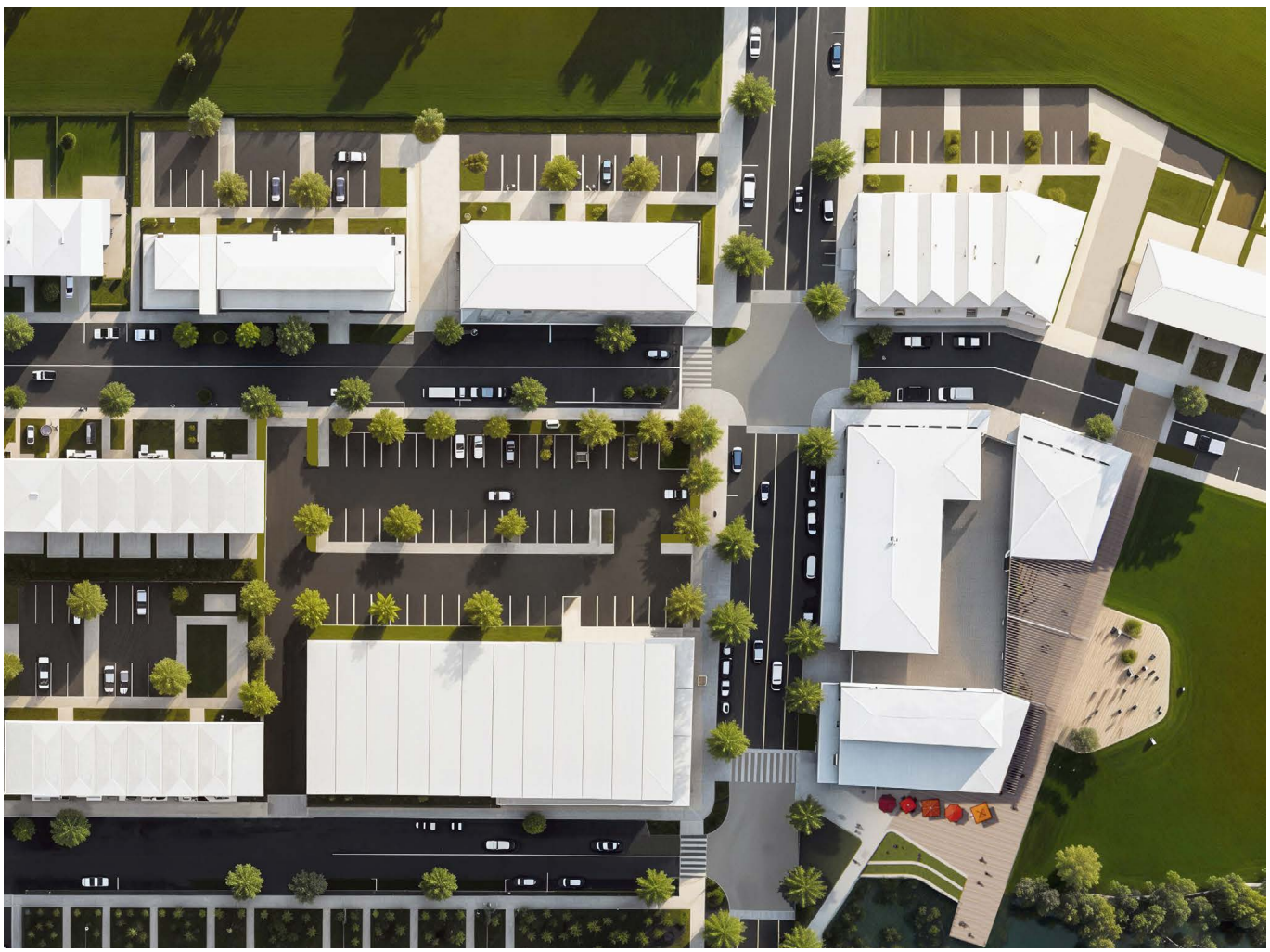


Figure 115. Aerial view of the proposed Local centre development

The Local Centre element of the plan has been designed to accommodate a range of commercial and community uses, including a superette, food and beverage retail, community space, and commercial office space. The design of the centre follows a precinct plan that has been established to provide guidance as to the desired outcomes.

As specific building design will depend on final usage and operators, particularly the superette, this consent seeks to establish the subdivision pattern, precinct plan, and design review panel process to certify final design of these buildings to be developed at a later stage. All building designs will be developed in line with the precinct plan and KCDC Centres Design Guide and Centres Design Principles.

The following section describes an illustrative outcome for the centre that complies with the KCDC District Plan LCZ Standards as well as the APP25 - Centres Design Guide and APP20 Centres Design Principles. This illustrative design is intended to demonstrate that the proposed controls; subdivision layout, precinct plan, DP standards, and design guide will result in a good quality outcome that is appropriate to the plan area and will integrate well into the environment.

Figure 116. Render

The local centre is broken down into three main elements. To the northern side of the primary connector road (C_A), the proposed superette site (lot 2000) is located on a large site that incorporates a carpark. The precinct plan identifies two scenarios for development of this lot, with the superette building located at the street edge, or set behind carpark.

Figure 117. Render

On the southern side of the primary connector, a cluster of buildings (lots 2003-2010, 3003, & 5401) that incorporates anticipated café (2009), restaurant (2010), retail spaces (2004-2008), community (2003), local centre plaza and pedestrian access (5401), and shared service access (3003).

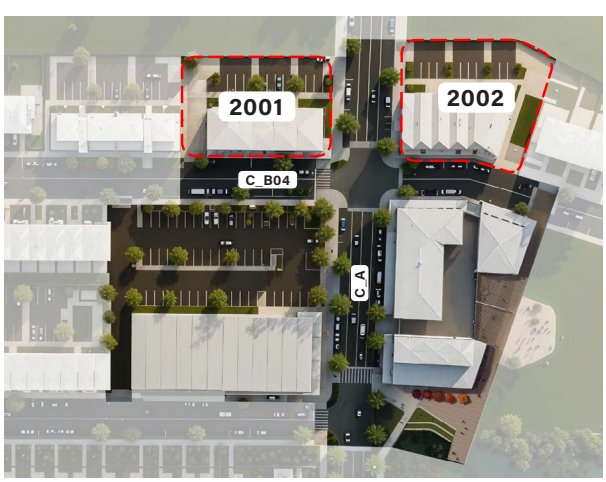


Figure 118. Render

Across the secondary connector (C_B04) two mixed use buildings (lots 2001, 2002) are located either side of the primary connector. The southern of these buildings (2002) will be mixed use with retail at ground and anticipated residential apartments above. The northern building (2001) is anticipated to be the same, however a 'Plan B' scenario for this lot is sought to enable development of a terrace housing alternative.

Precinct Plan A

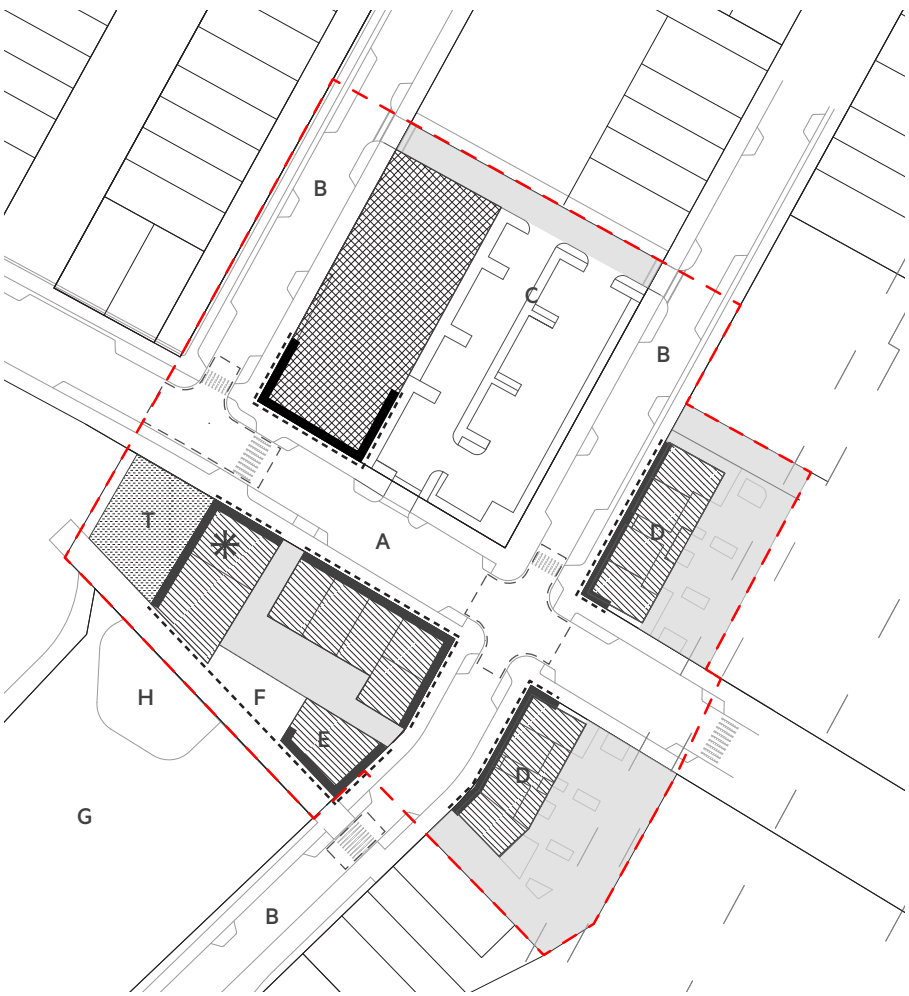


Figure 119. Precinct Plan A

Precinct Plan A locates the Superette's front entrance on the Primary Connector. This anchor store's designated carpark is complemented by extensive on-street parking. Raised pedestrian crossings and narrower carriageways help to reduce vehicle speeds. Continuous street frontages provide passers-by with good physical and visual access to engaging ground-floor interiors. Service areas are screened and set back from the street edge. Community facilities complement the centre's commercial activities. A Town Square provides a sunny gathering place with views across the adjoining wetland. A community centre and covered Multi-purpose space address a Neighbourhood Park. The result is a walkable, well-connected local centre, which is adaptable and receptive to future growth.

KEY

- Local Centre Boundary
- Ground Floor Retail / Commercial / Community
- Anchor Store (1,000-1,200sq.m)
- T Town Square (Public)
- Primary Frontage
- Veranda
- Landmark/ Accent Opportunity
- Service / parking
- Raised surface + crossings

- **A** Primary Collector + on-street parking
- **B** Secondary Collector + on-street parking
- **C** Anchor store & centre parking
- **D** Mixed use commercial / residential
- **E** Community centre
- **F** Covered multi-purpose space
- **G** Neighbourhood reserve (5,100sq.m)
- **H** Equipped play area

Figure 120. View overlooking the Local centre

Figure 121. View overlooking Public square and reserve

Precinct Plan B

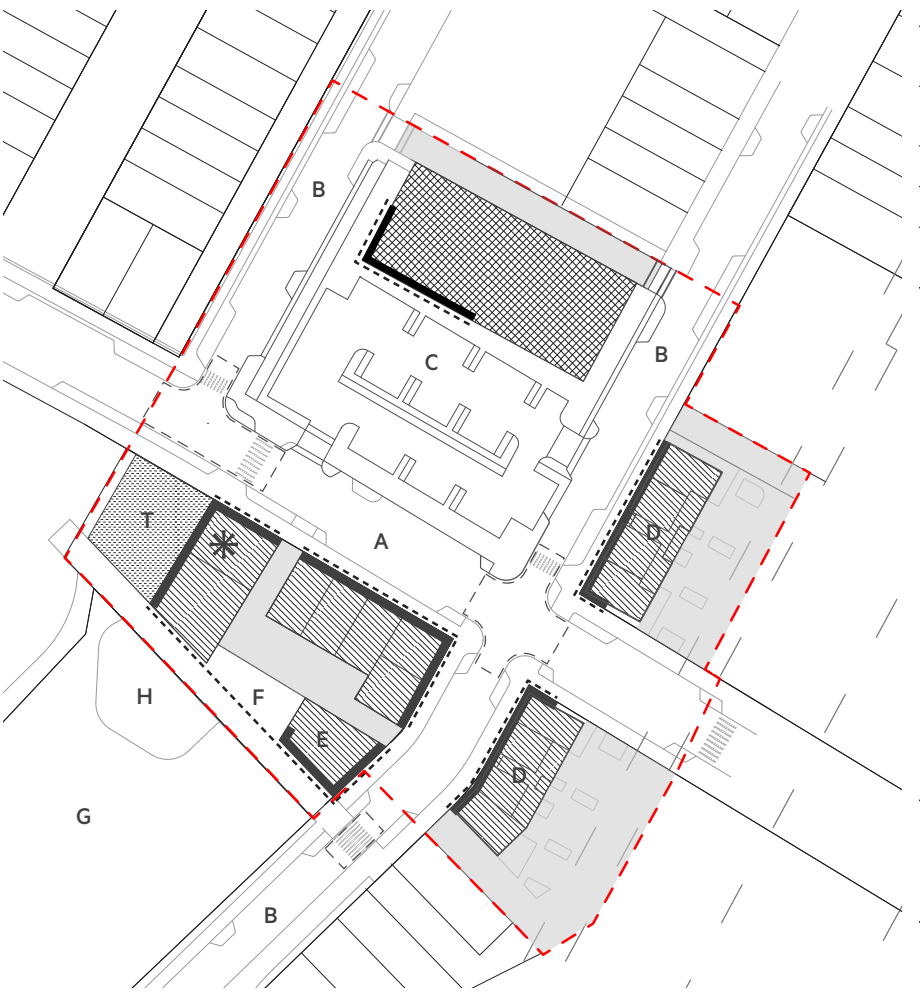


Figure 122. Precinct Plan B

Precinct Plan B provides an alternative position for the Superette. This is set back from the Primary Connector behind the carpark. In this configuration the car park provides a focal space for the centre precinct. Elsewhere, the layout of buildings and open spaces matches that of Plan A.

Smaller business premises bring active frontages to the centre's streets. Service areas are contained and have little visible public presence. Commercial activities are complemented by a Town Square and community facilities, which benefit from direct contact with adjoining public open spaces.

KEY

- Local Centre Boundary
- Ground Floor Retail / Commercial / Community
- Anchor Store (1,000-1,200sq.m)
- T Town Square (Public)
- Primary Frontage
- Veranda
- Landmark/ Accent Opportunity
- Service / parking
- Raised surface + crossings

- **A** Primary Collector + on-street parking
- **B** Secondary Collector + on-street parking
- **C** Anchor store & centre parking
- **D** Mixed use commercial / residential
- **E** Community centre
- **F** Covered multi-purpose space
- **G** Neighbourhood reserve (5,100sq.m)
- **H** Equipped play area

Figure 123. Aerial view of the proposed Community centre

Figure 124. Street view along the Primary connector

Building Envelopes

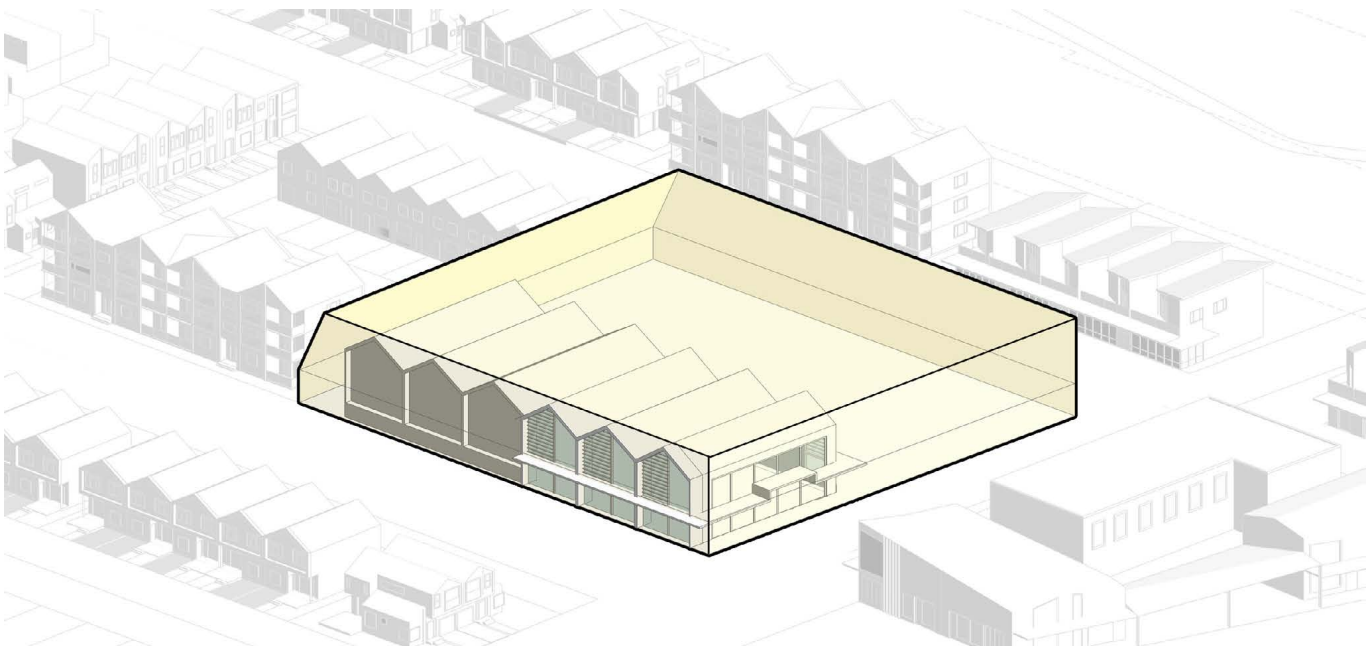


Figure 125. 2000 Anchor Store / Superette

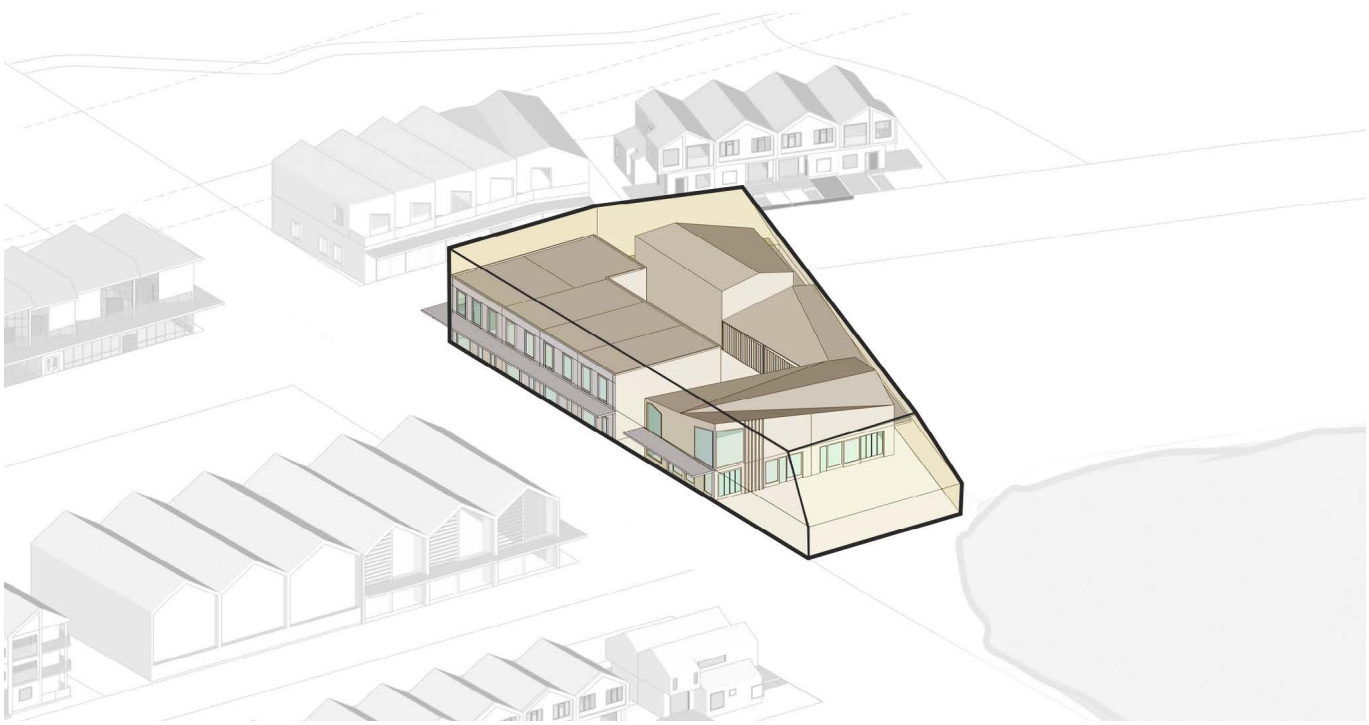


Figure 126. 2004-2010, 3003, 5401 Commercial Buildings

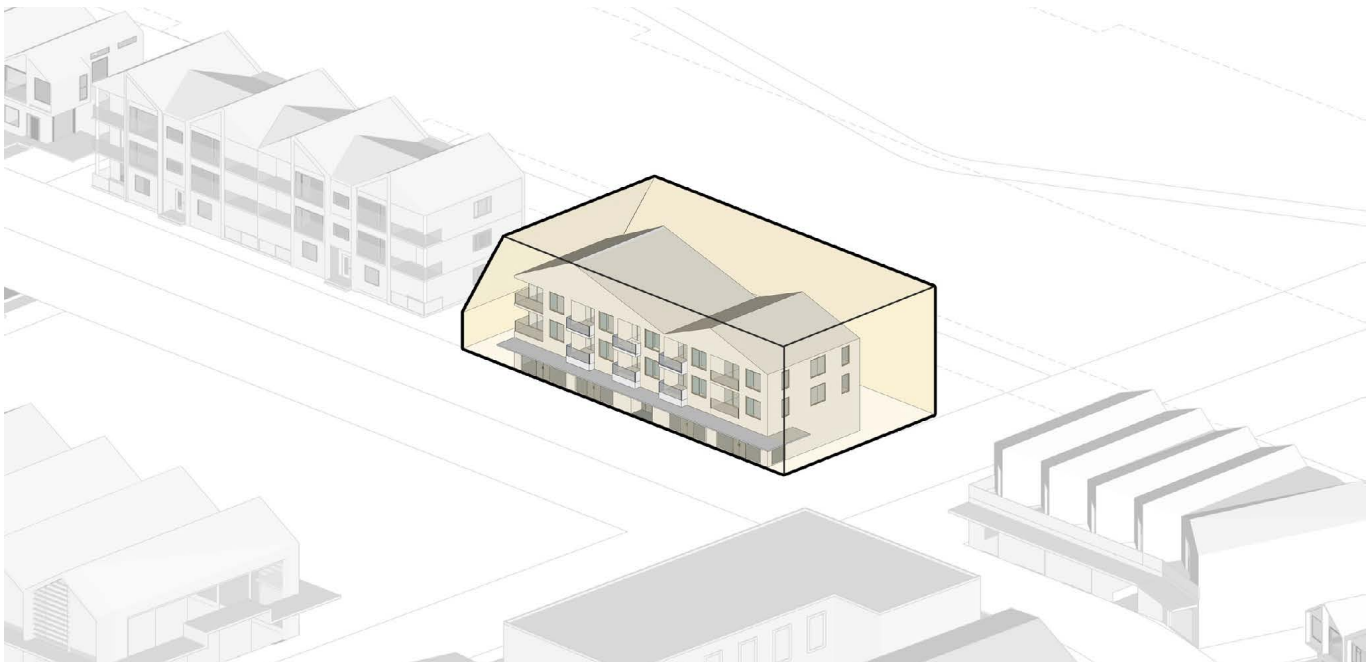


Figure 127. 2001/MD-67 Mixed-use Building

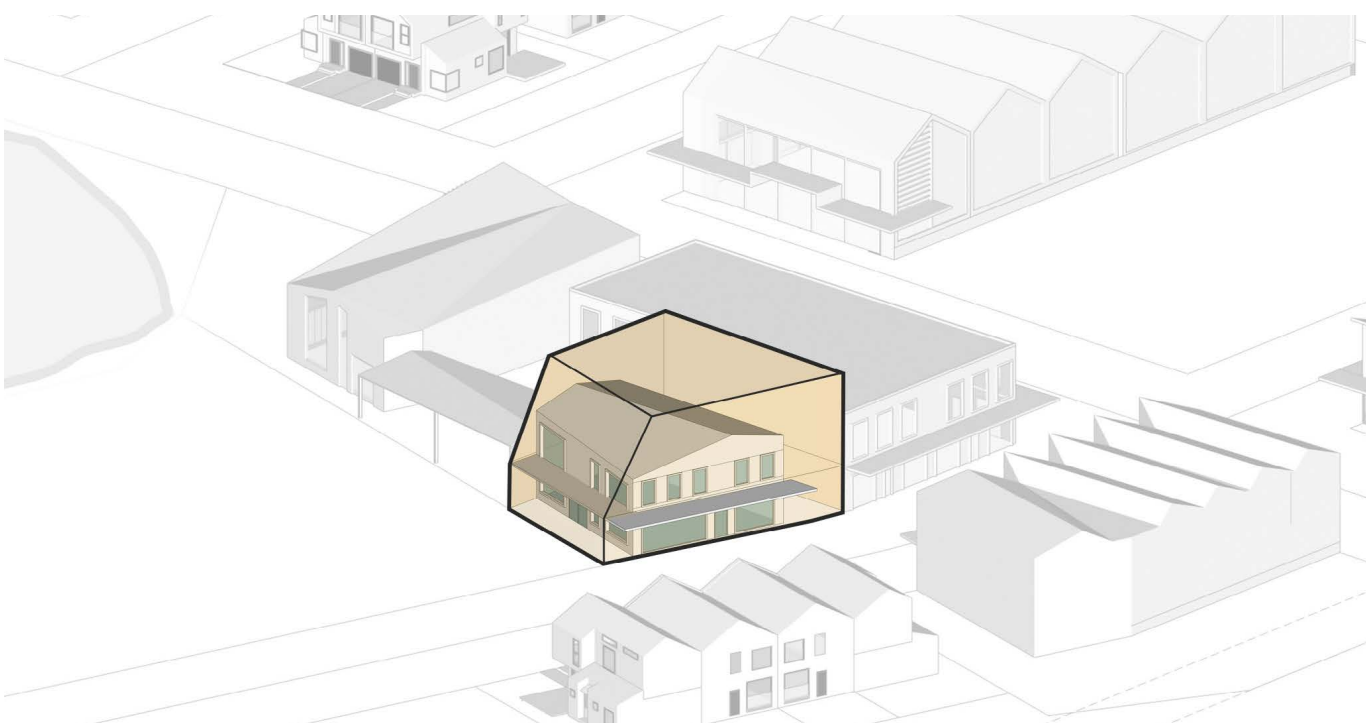


Figure 128. 2003 Community Building

Building typology

Mixed Use Building (Plan A)

Reference MD-67 (also applies to MD-68)

Figure 129. Lot MD-67 key plan

1-3 bed
3 storey Mixed Use Walk-up
Extrernal car parking

First floor
- Residential

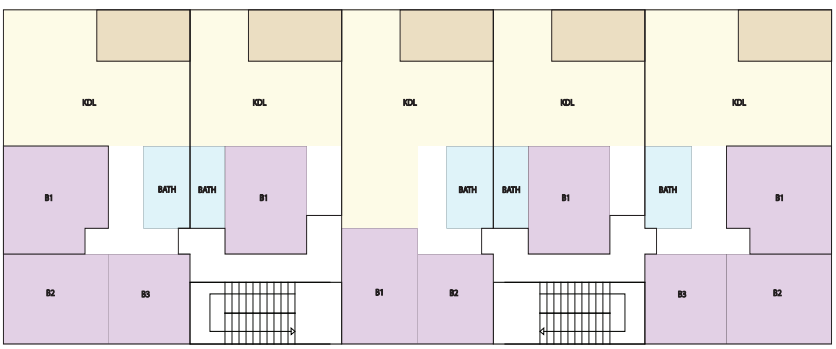


Figure 130. MD-67 Plan A First floor plan

Ground floor
- Commercial

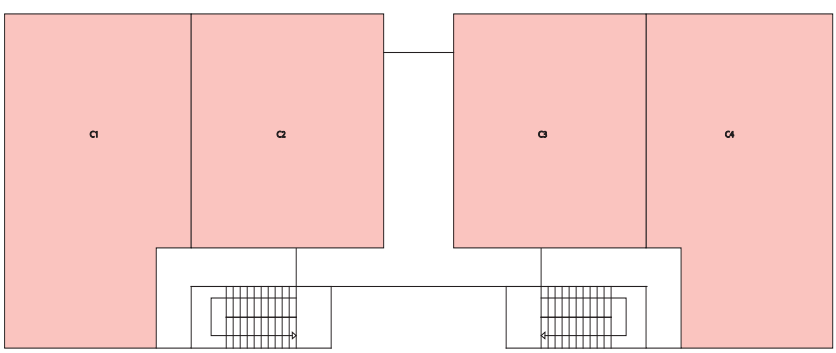


Figure 131. MD-67 Plan A Ground floor plan

- Kitchen, Dining and Living Room Spa
- Bedrooms
- Outdoor Balcony (8 m2)
- Commercial units

Typical Lot area	1100 - 1600 sq.m
Typical Lot size	38m x 28m
Car Parking	External Car Parking
Residential Units	10
Commercial Tenancies	4
Standards	KCDC Local Centres
GFA	1360 sq.m
Footprint	440 sq.m

Figure 132. Long Bay Village Centre
Architect: Architectus
Source: https://architectus.co.nz/work/long-bay-village-centre-2/

Built Form

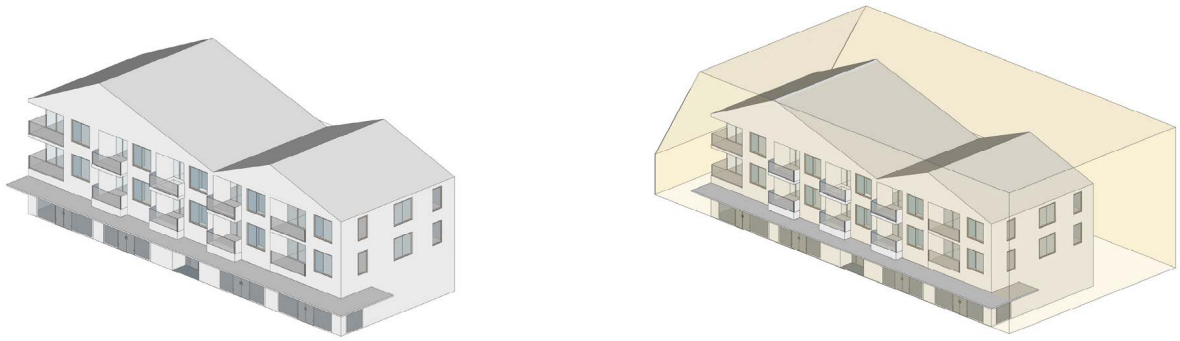


Figure 133. Mixed use built form

Successful public realms possess flexible accommodation that can host a range of different activities. Accordingly, the local centre's mixed-use buildings are designed to increase variety and provide options for future occupants. The ground floor can be split into two independent tenancies for retail premises or commercial offices. Active frontages define street edges and wrap around prominent corners. Service areas and on-site parking are located at the rear.

First-floor residential accommodation comprises one and three-bedroom apartments. All have balconies overlooking the local centre hub. Modelling demonstrates compliance with maximum building height and recession planes. While the indicative design has a single floor of apartments, the 14m height limit allows for an additional residential level. Lot sizes of 600-630 sqm enable efficient site planning with landscaping, parking and a shared driveway. The indicative design also complies with glazing and envelope standards.

Landscape Outcomes

Figure 134. Mixed use landscape plan

Car parking is located to the rear of the building provising a single carpark for each apartment.

Low level planting is provided throughout which helps define and create space and softens building edges Larger trees are proposed in the carpark area.

Paving finishes are used to distinguish between pedestrian and vehicular areas while also being used as a traffic calming measure within the car parking area.

Communal bin stores areas are located along the site edge in small groupings.

The communal open space will include pathways leading from carpark to the building entrances where there is an opportunity for seating and bike parking.

Reference MD-67
Terraced Housing Alternative (Plan B)

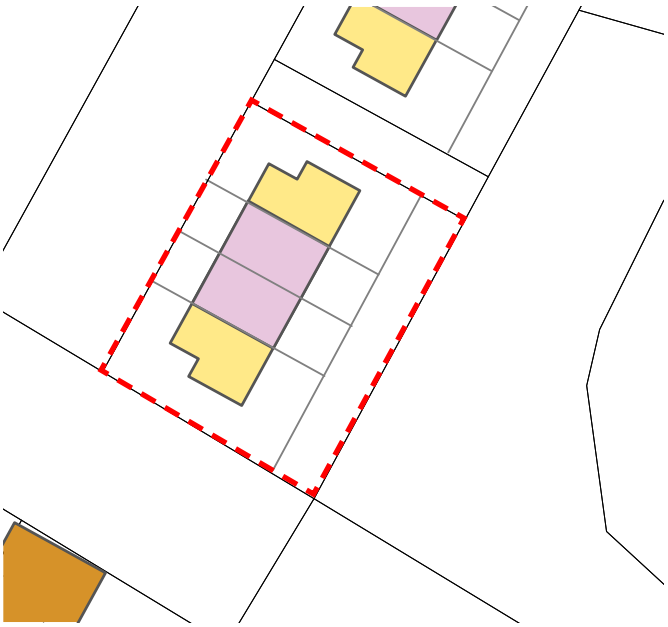
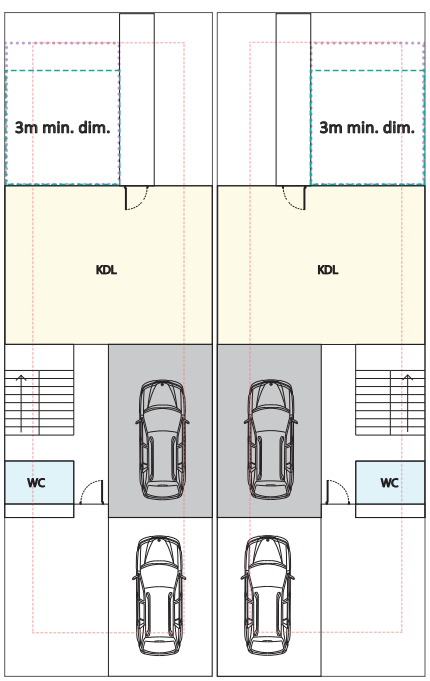


Figure 135. MD-67 Plan B Layout

Plan B for the mixed-use building site swaps out the mixed-use building for a row of four terrace houses comprising the Terrace House (TH1) and End of Terrace (SD2) types.

A shared access lane is provided along the rear of the site that allows for vehicle access and carparking to the back of the townhouses. This addresses potential conflicts with vehicle crossings at the street front within the local centre and in close proximity to a roading intersection. Private open spaces for each dwelling and direct pedestrian access is provided at the public street edge, as anticipated by KCDC guidelines.

Terrace House (TH1)



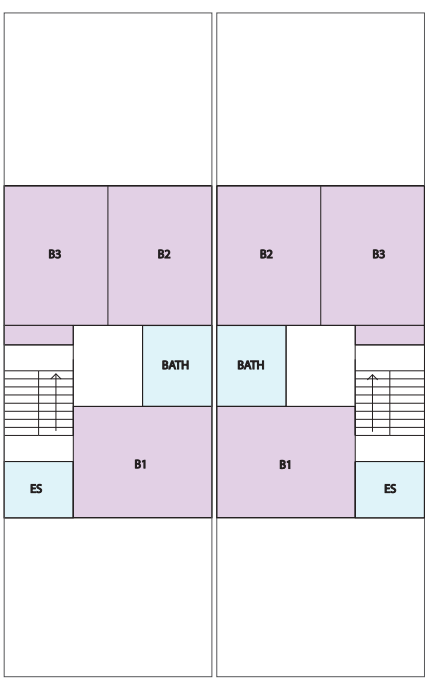
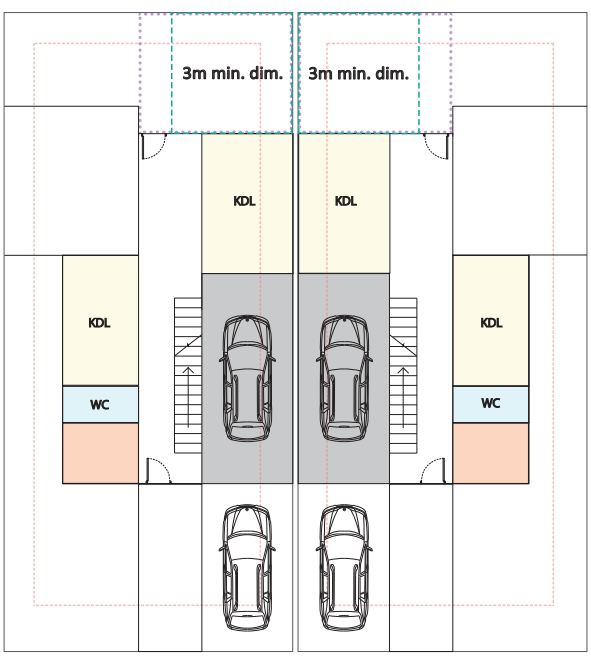


Figure 136. Floor plans for type TH1 - Refer fig 71,72 (page 60) for further details

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Study
- Outdoor Patio
- Internal Garage
- Vehicle Accessway/ Parking
- 20sqm Open Space (3m min dim)
- 4m x 4m Outlook space
- Setback lines
- Main door is accessed from the front or rear of the site as required



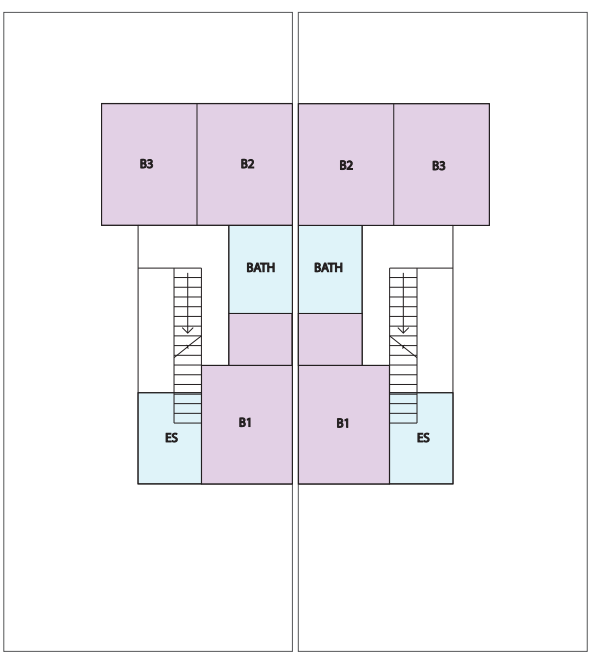


Figure 137. Floor plans for type EOT2 -
Refer fig 66.67 (page 58) for further details

- Kitchen, Dining and Living Room Spaces
- Bedrooms
- Study
- Outdoor Patio
- Internal Garage
- Vehicle Accessway/ Parking
- 20sqm Open Space (3m min dim)
- 4m x 4m Outlook space
- Setback lines
- Main door is accessed from the front or rear of the site as required

Commercial Buildings Cluster and Town Square 2004-2010, 3003, 5401

The Town Square is conceived as a flexible setting for economic and social activity. While it is shaped by retail and commercial generators, it also serves as a hub for community interaction. These varied purposes help to create a vibrant place where casual encounters intersect with organised events and everyday business transactions.

The commercial complex has active frontages on all sides. These edges define two prominent corners and help to give a retail character to a section of the Primary Connector. Street-facing shops are accompanied by cafés and restaurants, which look north across the Town Square. In both locations, a readily sub-divisible floorplate accommodates multiple owners and occupants. Retail and hospitality operations are supported by dedicated service areas with rear access. This arrangement establishes a clear separation between fronts and backs.

Total area	2099 sq.m
Car Parking	Street Parking
Standards	KCDC Local Centre
GFA	1023 sq.m
Footprint	1023 sq.m

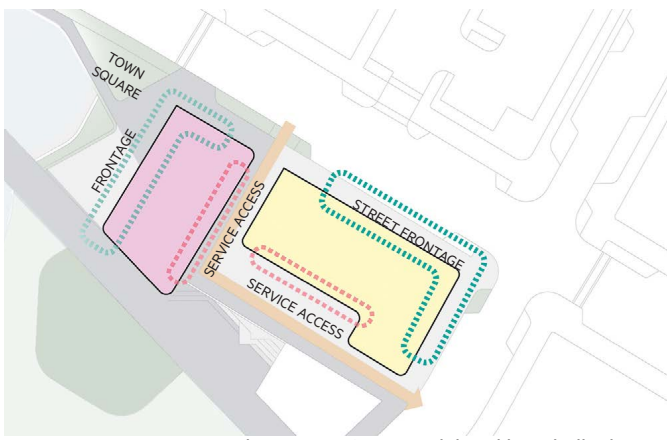


Figure 138. Commercial and hospitality layout

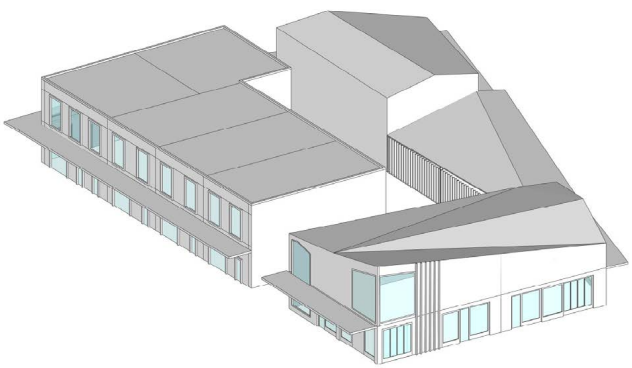


Figure 139. Commercial and hospitality built form

Figure 140. Built form and envelope tested in relation to context

Community Building
2003

A 200 sqm Community Building is conceived as a public facility that fosters collective identity and a sense of belonging. Instead of treating the building as a stand-alone structure, the design houses community activities within what is otherwise a commercial complex. This relationship reinforces the local centre's role as a place for gathering, interaction, and exchange.

By focusing on community activities, the building supports perceptions that the local centre is collectively 'owned' and part of the public realm. This impression is enhanced by connection to the Neighbourhood Park as well as proximity to the Town Square and wetlands.

Lot area	363 sq.m
Car Parking	Street Parking
Standards	KCDC Local Centre
GFA	200 - 220 sq.m
Footprint	200 - 220 sq.m

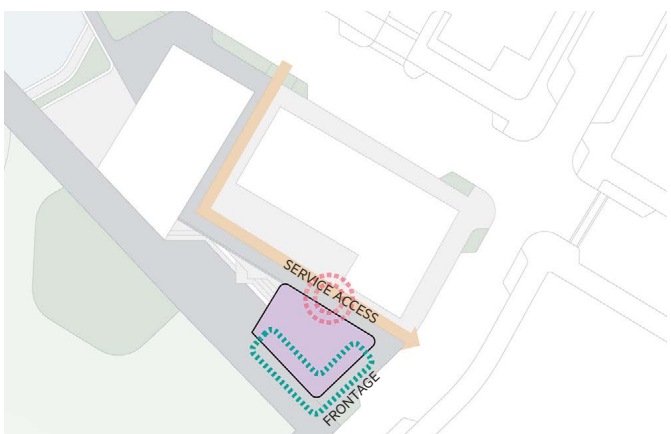


Figure 141. Community building layout

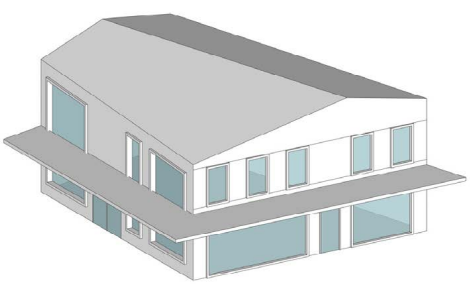


Figure 142. Community building built form

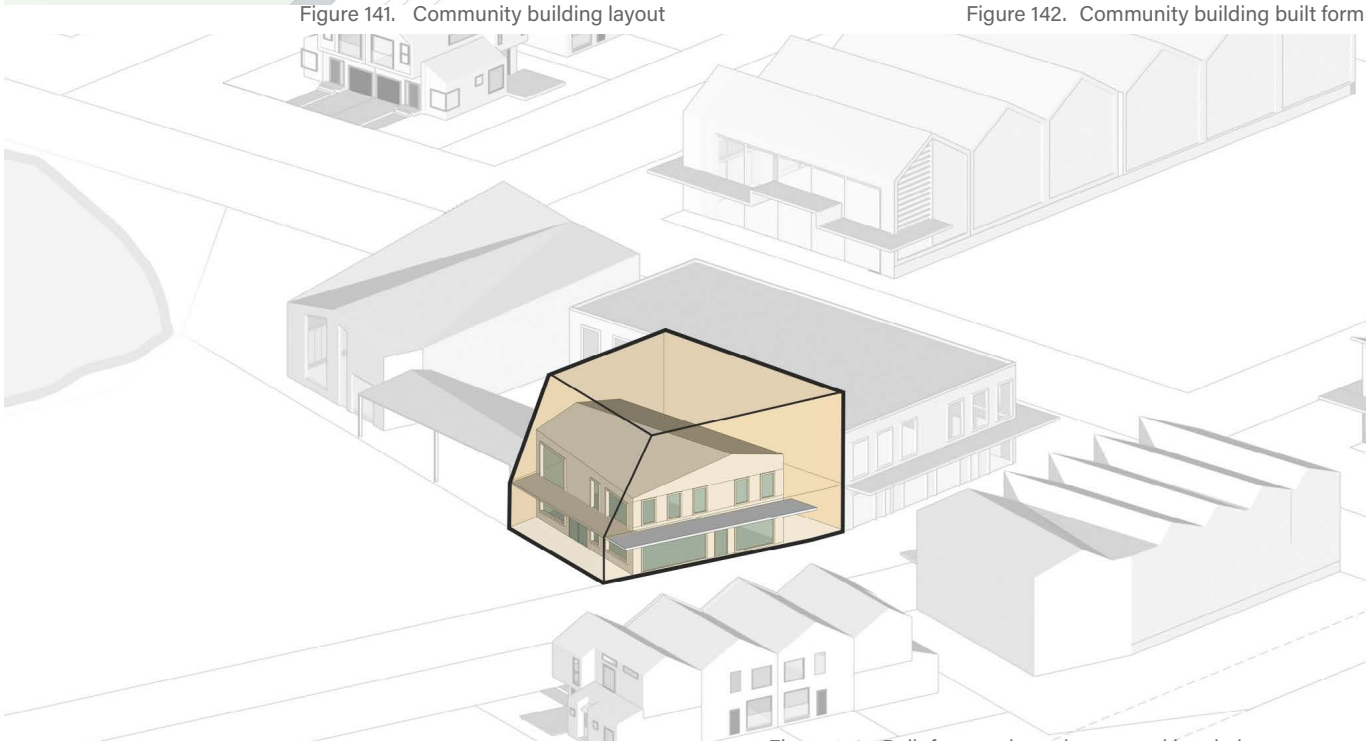


Figure 143. Built form and envelope tested in relation to context

Superette 2000

Lot size	3799 sq.m
Lot dims	58m x 66m
Car Parking	54x External Car Parking
Standards	KCDC Local Centre
GFA	1000 - 1200 sq.m
Footprint	1000 - 1200 sq.m

Option A

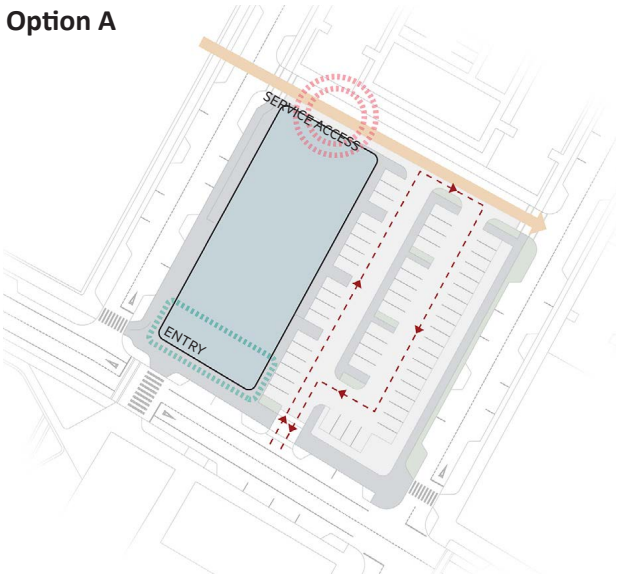


Figure 144. Superette shown in the Option A layout

Option B

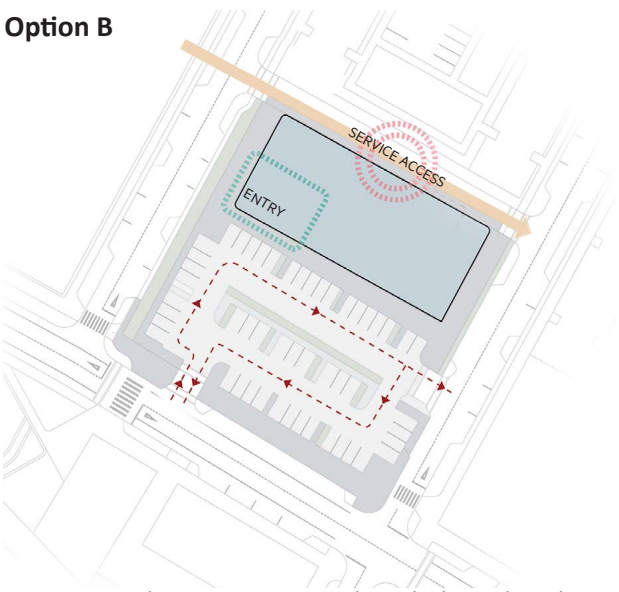


Figure 145. Superette shown in the Option B layout

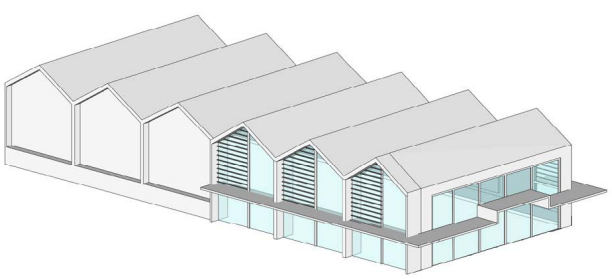


Figure 146. Superette built form

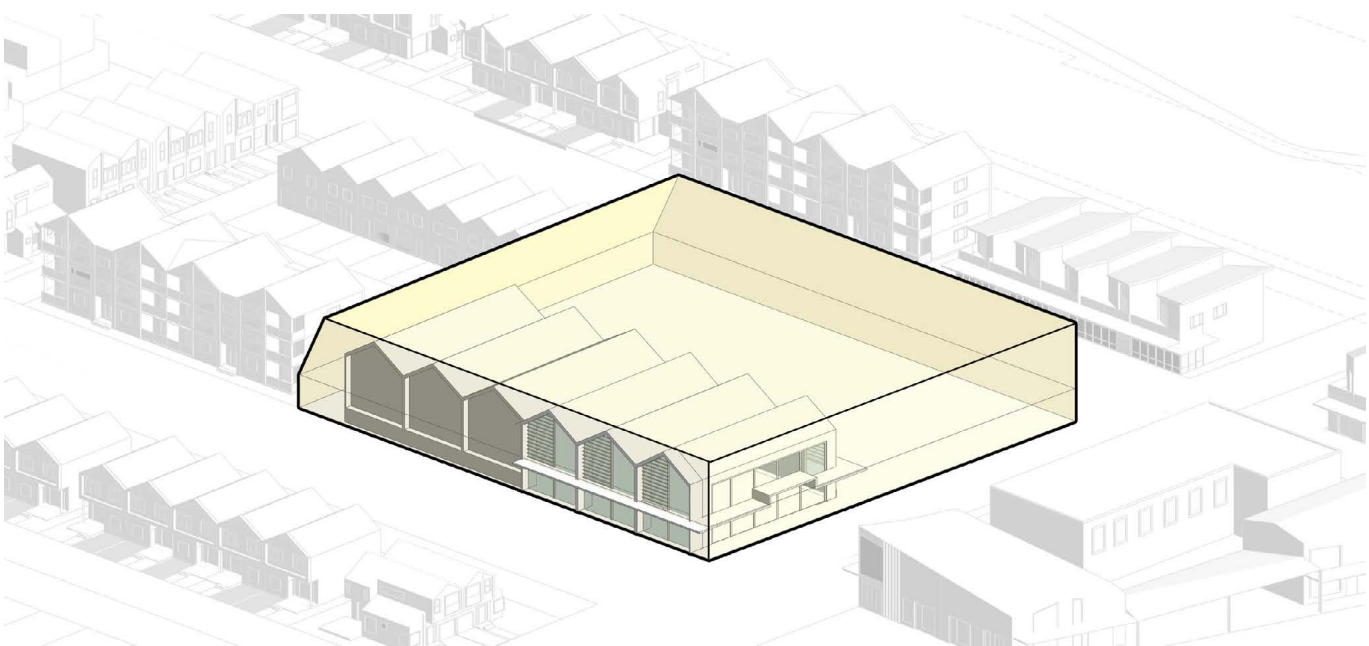


Figure 147. Built form and envelope tested in relation to context