DCM URBAN DESIGN LIMITED
10/245 St Asaph St, Christchurch 8011

Kapiti Road - Fast-Track (Substantive) Application

NEW CENTRAL PARK LIMITED

Landscape and Visual Impact Assessment

Project No. 2023_103 | A

KAPITI ROAD - FAST-TRACK (Substantive) APPLICATION

Project no: 2023_103
Document title: Landscape and Visual Impact Assessment

Revision: A
Date: 20 October 2026
Client name: The Wellington Company Limited

Author: Nadine Kirton - Senior Landscape Architect
File name: 2023_103 TWC Kapiti Road_FTA_Substantive LVIA_A

DOCUMENT HISTORY AND STATUS

REVISION	DATE	DESCRIPTION	BY	REVIEW	APPROVED
A	20/10/2026	Substantive Issue	DCM	DCM	DCM

DCM URBAN DESIGN LIMITED

10/245 St Asaph St, Ōtautahi / Christchurch 8011
Level 1, 17 Garrett St, Te Whanganui-a-Tara / Wellington 611
1/1 Umbers Street – Wānaka 9305

COPYRIGHT: The concepts and information contained in this document are the property of DCM Urban Design Limited. Use or copying of this document in whole or in part without the written permission of DCM Urban Design Limited constitutes an infringement of copyright.

CONTENTS

1. Introduction 4
2. The Proposal 7
3. Receiving Environment 10
4. Assessment of Effects 14
5. Recommendations 42
6. Conclusion 44

APPENDIX 1 Landscape and Visual Impact Assessment Methodology

APPENDIX 2 TWC Kapiti Road – FTA_Landscape Graphic Attachment

1. INTRODUCTION

1.1 Purpose and Scope

DCM Urban Design Limited has been commissioned by New Central Park Limited (the applicant) to assess the potential landscape and visual effects associated with the fast-track application for a proposed mixed-use development along Kapiti Road, Paraparaumu. Nadine Kirton is a Senior Landscape Architect with 16 years of experience in the landscape profession and is a current member of the New Zealand Institute of Landscape Architects. Nadine has a Bachelor of Landscape Architecture (BLA) from Unitec Institute of Technology. This report has been reviewed by Dave Compton-Moen, a Registered Landscape Architect with over 25 years' experience, and who has worked on this project since 2023.

This proposal is being submitted under the Fast-track Approvals Act 2024. The Project Site comprises multiple landholdings, including the approximately 28ha primary development site at 77 and 109 Kāpiti Road, together with adjoining Kāpiti Coast District Council (KCDC)-owned land required to support components of the Project. The relevant landholdings comprise:

- Section 3 SO 501569 – 17.5925 ha (77 Kāpiti Road);
- Section 4 SO 501569 – 10.4344 ha (109 Kāpiti Road);
- Pt Sections 1–4 SO 570550 – 8.0079 ha (KCDC-owned land), proposed to accommodate wetland/flood storage, landscaping and road connection works; and
- Lot 4 DP 470759 – 2.809 ha (KCDC-owned Local Purpose Reserve – Drainage), proposed to accommodate wetland/flood storage works.

The combined site is approximately 36ha of largely undeveloped land immediately north of the established Paraparaumu Town Centre. The Kapiti Expressway (SH1) defines the northern edge of the site, Kapiti Road



Figure 1. Proposed plan showing connectivity, open spaces, stormwater networks and commercial areas

extends along the eastern side, and the Wharemauku Stream corridor generally defines the southern edge. Established residential, commercial, civic and town-centre development surrounds the site.



Figure 1A. Updated site boundary (yellow outline).

The site is located within the Metropolitan Centre Zone (MCZ) of the Operative Kapiti Coast District Plan 2021 and A small area of the KCDC land adjacent to the existing aquatic centre is zoned open space. The project site is subject to the Metropolitan Centre Zone Structure Plan contained in Appendix 19 of the District Plan. The Structure Plan identifies a range of anticipated land uses and landscape elements across the site, including different development precincts, Sand Dune Protection Areas, stormwater management areas, reserves, residential areas and movement connections.

This report will assess the potential effects on landscape character and visual amenity that may occur as part of the Fast-track Application. The proposal will also be assessed against the relevant statutory provisions relating to landscape character and amenity under the Operative Kapiti Coast District Plan (OKCDP), including the Metropolitan Centre Zone, and Structure Plan and where appropriate the Resource Management Act 1991 (RMA).

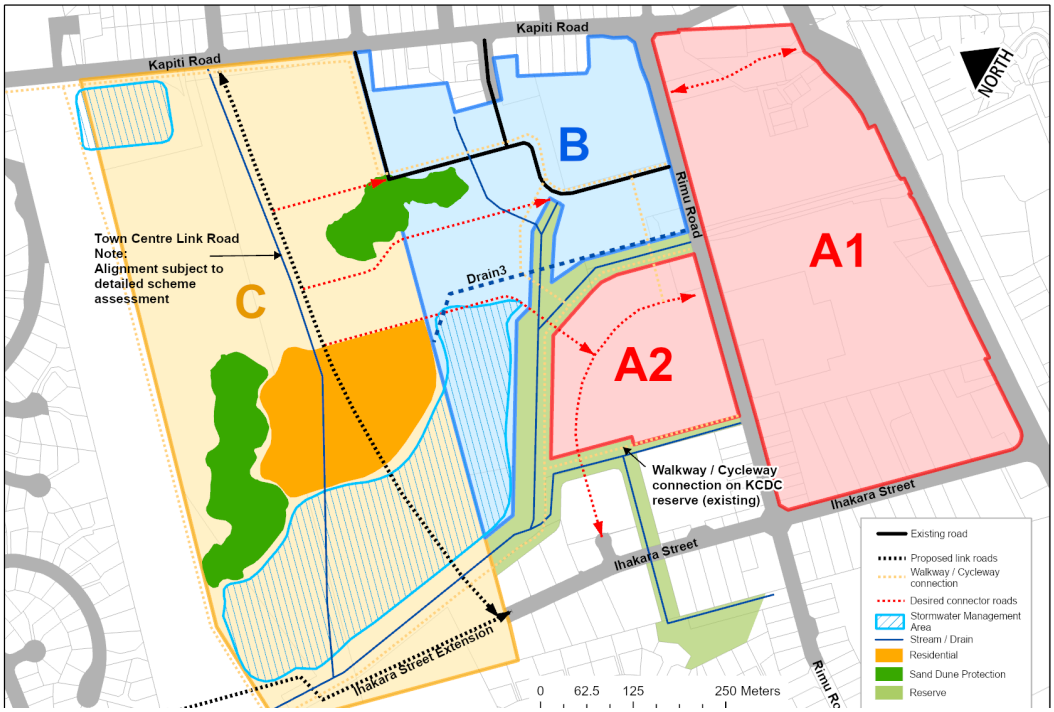


Figure 2. Appendix 19 – Structure Plan (sourced from Kapiti Coast District Plan)

The site is not identified as an Outstanding Natural Feature or Landscape or Special Amenity Landscape under the District Plan. It is, however, located within the identified Coastal Environment and contains dune landforms, Wharemauku Stream and associated wetland and waterway features that contribute to its existing landscape and natural character.

This report is supported by a series of Appendices. Appendix 1 outlines the landscape and visual assessment methodology, while Appendix 2 (Kapiti Road Fast-track Application Landscape Graphic Attachment) includes a set of supporting figures, including site plans, indicative renders, design strategy, character photos and photos from key viewpoints in the surrounding area.

This LVIA also draws on the Bioresearches Assessment of Ecological Effects: 77-109 Kapiti Road, Paraparaumu (October2026) and the Residual Effects – Wetlands Report (October 2026) for information on existing terrestrial, freshwater and wetland values and for relevant enhancement, restoration, offsetting and compensation principles.

1.2 Methodology

This Landscape and Visual Impact Assessment (LVIA) has been informed by Te Tangi a Te Manu - Aotearoa New Zealand Landscape Assessment Guidelines (Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022). The Operative Kapiti Coast District Plan (OKCDP) gives effect to the RMA within the context of the site and provides the policy framework against which this landscape assessment has been evaluated.

The broader methodology is outlined in Appendix 1, where the process that was followed for assessing the visual and landscape effects of this proposal is outlined, and includes the following:

- **Desktop Research and Site Visit:** A combination of desktop research and multiple site visits, with the latest one being on (11 September 2026). These were conducted to gather baseline data on the landscape's physical, perceptual and associative values. This provided a comprehensive understanding of the landscape character and visual context of the receiving environment. Photos were taken from key viewpoint locations (outlined within Appendix 2) while visiting the site and surroundings.
- **Landscape Character and Visual Context Analysis and Assessment** (in the relevant sections): The site's landscape character and values, including potential visual effects, were analysed using the physical, perceptual and associative dimensions outlined in Appendix 1. A 500m study area was used as an initial framework for identifying potential visual receptors; it is not treated as a fixed visibility threshold. Viewpoint selection has regard to receptor type and sensitivity, the accessibility and representativeness of the view, distance, direction and elevation, duration and frequency of viewing, the openness of the view and the potential degree of change. Locations beyond the initial study area should be assessed where they may experience effects greater than, or materially different from, those represented by the selected viewpoints.

  The assessment first describes the nature and magnitude of landscape or visual change and then evaluates the resulting level of adverse effect in the context of the sensitivity and values of the landscape or receptor. The seven-point scale in Appendix 1 is used consistently. In particular, visibility or a noticeable change in itself is not treated as an adverse effect; the assessment considers the implications of that change for identified landscape values and visual amenity, including compatibility with the existing and anticipated environment.

  Potential cumulative and temporary effects have also been considered, together with the permitted and reasonably foreseeable future environment where relevant. Future development that is not permitted or otherwise reasonably certain is not relied upon as guaranteed visual screening.

- **Assessment Against the Relevant Statutory Matters:** The proposal was assessed against the relevant objectives and policies within the OKCDP relating to landscape values and visual amenity. Specific statutory documents have been referenced throughout the assessment to align with the NZILA guidelines and provide a clear basis for determining any effects on landscape and visual amenity.
- **Recommendations / Mitigation Measures:** Identification of potential mitigation measures was undertaken to address adverse and residual effects associated with the Fast-Track Application, which is consistent with best practice guidance.

For further details on our assessment methodology and specific terminology used, please refer to Appendix 1.

2. THE PROPOSAL

2.1 Background to the Current Proposal

DCM Urban has been working development proposals for this site since mid-2023 after an initial consultation document was prepared by The Wellington Company. The current Fast-track application follows two earlier iterations of development proposals for the Kāpiti Road site. The first was the Stage 1 subdivision and earthworks application prepared in 2023, supported by an Urban Landscape and Visual Impact Assessment dated 13 October 2023. That application proposed the creation of superlots and associated infrastructure, together with substantial earthworks across the site. In landscape terms, the proposal included reshaping the larger western dune adjoining the Kāpiti Expressway and removing the smaller eastern dune, alongside works to the Wharemaukū Stream and wetland system. The resource consent application was subsequently documented in the planning material dated December 2023.

That application was peer reviewed on behalf of Kāpiti Coast District Council by Boffa Miskell, with Emma McRae's landscape review dated 7 March 2024. While the review accepted a number of aspects of the assessment, it considered that greater weight should be given to the contribution of the dune landforms to the site's landscape character, including their role in providing a local sense of place, contrast with the surrounding urban environment, and a backdrop and buffer to the Expressway. The review also considered that the assessment needed to more clearly address physical, perceptual and associative landscape values, the relevant provisions relating to the Sand Dune Protection Areas, including MCZ-R15, and the scale and effects of the proposed earthworks. In particular, concern was expressed that the reshaped western dune would read as an engineered slope or bund rather than a natural landform, that the smaller dune would be removed entirely, and that construction-phase effects had not been sufficiently assessed. Ms Rae consequently considered the effects on landscape character and topography to be high adverse and recommended a more landscape-led approach that sought to avoid dune modification to the extent practicable and better integrate necessary earthworks with the natural landform.

A second development iteration was advanced during 2025 as a Fast-track proposal, with over 1,000 dwellings proposed. This application included a comprehensive Master Plan as many of the earlier Peer Review questions related to the eventual built form of the development. This application differed from the earlier subdivision application in that the design contemplated the complete removal of the dune landform, rather than retention and reshaping of a modified western dune. Landscape concept and graphic material was prepared for that proposal, including the wider open-space, stream, wetland and movement network, but a separate Landscape and Visual Impact Assessment was not prepared.

The current Fast-track Landscape and Visual Impact Assessment, dated 20 October 2026, represents a further and more developed assessment of the proposal. Importantly, it has been prepared having regard to the issues raised through the earlier Council landscape review. The methodology now expressly considers the site's physical, perceptual and associative landscape values, the existing and anticipated urban environment, a broader and receptor-based approach to viewpoint selection, temporary effects, relevant statutory provisions, and mitigation measures. The current proposal also returns to an approach involving a modified western dune/landform, rather than its complete removal, as part of the wider open-space and blue-green framework.

2.2 Description of the Proposal

The Fast-track Application seeks approval for the comprehensive development of the site as a new mixed-use extension to the Paraparaumu Town Centre, including 593 residential dwellings together with commercial, retail, transport, stormwater and open-space components.

The proposed works include:

- development of superlots;
- medium and higher-density residential development;
- commercial and retail activities;
- large-format retail development;
- new public and private internal roads and connections to the surrounding transport network;
- large wetland offset and compensation areas
- stormwater management areas;
- recreational reserves and public open spaces;
- playground and recreation facilities;
- pedestrian and cycling routes and other walkway connections; and
- landscape planting and a broader connected open-space network.

The proposal will result in a substantial transition from the site's existing largely open and undeveloped character to a more intensive urban environment. This change is broadly anticipated by the Metropolitan Centre zoning and Structure Plan; although, the proposal will also modify landscape features identified on the structure plan and establish a new landscape and open-space framework through the site.

A key landscape component of the proposal is the proposed network of public open spaces, recreational reserves, stormwater areas and pedestrian connections (both on and off road), forming an integrated green and blue network through the development. These spaces are intended to provide connections between the different residential, retail and commercial areas while contributing to recreation, landscape amenity, accessibility and the overall identity of the development.

The proposed road and subdivision layout will establish the principal framework for the future urban development of the site. New streets and walking and cycling connections will integrate with the surrounding movement network and provide connections between the Town Centre, Kapiti Road, Ihakara Street, the Wharemauku Stream corridor and adjoining areas. Landscape and open-space areas will be integrated with this network to provide structure and amenity as future stages of development occur.

The proposal also involves modification of existing site features, including the dune landforms identified on the Structure Plan, existing drains and wetland areas. A key feature of the current proposal is the retention of the Wharemaukū Stream within its current alignment, with naturalisation and enhancement of the stream corridor

proposed. These features contribute to the existing landscape and natural character of the site and are considered within this assessment.

The proposal reshapes the existing western dune and establishes a realigned western landform extending from the former southern extent of the dune along the Kāpiti Expressway boundary. The new landform will remain a distinct topographical feature within the development, creating a planted green edge, visual relief and a transition between Precinct C and the Expressway. Its design allows for more coherent road and development connections while maintaining an elevated landscape element along this boundary. The smaller eastern dune will be removed. The earthworks form part of an integrated landscape and urban-design response, rather than being undertaken solely to create level building platforms.

The proposed landform is illustrated in DCM drawing 014 Rev A, Dune/Hill - Existing vs Proposed Landform (20 October 2026). Section A-A shows the existing western dune crest at approximately RL17.62 (with a separate maximum annotation of RL20.00) and the proposed crest at approximately RL16.00; Section B-B shows respective crests of approximately RL11.88 and RL5.45 (NZVD2016). These sections confirm that the existing dune will be regraded and realigned, rather than retained in its present profile. Importantly, the new western landform will continue to provide a legible elevated landscape edge and an opportunity for indigenous planting. With varied slopes and crest treatment, it will read as a deliberately designed landscape feature within a metropolitan-centre development rather than as a continuous, uniform earthworks bund.

The existing waterway and wetland network will also be modified and enhanced as part of the proposal. Wharemauku Stream will remain in its existing alignment, and the main channel will retain a continuous flow at all times. The stream margins, predominantly on its northern margins, will be planted with appropriate native riparian vegetation, with localised variation in channel depth and substrate introduced to increase physical and habitat diversity. During flood events, higher flows from the Wharemaukū Stream will be conveyed in a controlled manner into the proposed wetland system, with a sediment forebay providing for the capture and management of sediment before flows enter the wider wetland area. The wetland, stormwater management areas and Wharemauku Stream corridor will form part of the wider blue-green network and will provide opportunities for landscape and ecological enhancement and improved pedestrian connections.

An illustrative masterplan, landscape plans at 1:400, cross sections and supporting visual material have been prepared to demonstrate the intended form and development of the site. The illustrations show how the proposed earthworks, waterways, open spaces and transport network could integrate with the more intensive urban development anticipated by the Metropolitan Centre zoning.

The proposal also includes several taller buildings, with two proposed over the 21m maximum height limit being approximately 38m (10 storeys) and 27m (7storeys). These will be the tallest built elements within the development and will extend above the 21m permitted building-height standard. Its additional height has been assessed as a specific landscape and visual effect rather than being absorbed into the general assessment of urbanisation. In particular, the taller form has the potential to be visible beyond the immediate environs of the site and has informed the inclusion of additional viewpoints to the west, north and southeast of the Metropolitan Centre. The proposed landform, movement, open-space and blue-green network will establish the principal landscape framework within which future development will occur.

This assessment provides sufficient information to assess the potential effects of the Fast-track Application on landscape character and values, natural character and visual amenity, including the extent to which the proposal responds to the anticipated urban environment and the landscape outcomes identified in the Metropolitan Centre Zone Structure Plan.

Mitigation measures have been developed as part of the landscape assessment to avoid, remedy or mitigate potential adverse landscape and visual effects and to support an appropriate landscape outcome as the site transitions to an urban environment.

3. RECEIVING ENVIRONMENT

3.1 Existing Site Description

The site is a large undeveloped section of land immediately north of the existing Paraparaumu Metropolitan Centre. The site is bounded by the Kapiti Expressway to the north, Kapiti Road to the east, Wharemauku Stream and the established town centre to the south, and residential, commercial and wetland areas associated with Ihakara Street to the west. The site has a mixture of large relatively open grassed land areas, with existing dune landforms, scrub vegetation and localised tree planting forming distinct zones. Although the site retains some characteristics commonly associated with rural land, including paddocks, fencing and a small number of farm-type structures, it is almost entirely surrounded by established urban development meaning its existing character is more appropriately described as undeveloped urban land rather than rural land. This is also reflected in the zoning and planned urban context of the site, which anticipates a transition from its existing undeveloped state to a more intensive urban environment. In this context, the former rural activities and associated landscape characteristics are no longer representative of the anticipated long-term use and character of the site.

The underlying topography has been modified by previous land users, with two principal dune landforms remaining evident. The larger western dune runs generally parallel with the Kapiti Expressway and reaches approximately 19-20masl. The dune forms the most prominent topographical feature within the site and provides a degree of physical and visual separation between the application site and the elevated expressway corridor. The smaller eastern dune is located towards the eastern part of the site, west of the Aquatic Centre, and reaches approximately 15masl. Although visible from surrounding roads, this dune has a comparatively limited visual catchment due to surrounding urban development, vegetation and other landform.

Wharemauku Stream runs along the southern edge of the application site and separates the site from established development to the south. The existing stream corridor is modified, which is apparent by their regular, linear alignment, grassed banks and limited riparian vegetation. A number of drains extend through the site, along with nine wetland areas that have been identified, mapped and classified by Bioresearches. The stream, drains and wetland areas are relatively fragmented and generally have limited value as prominent landscape features. Existing vegetation within these areas is predominantly exotic and includes weed species, reducing their existing contribution to visual amenity and natural character. Notwithstanding, these waterways are still natural features within the site and contribute to landscape connections beyond the site.

Vegetation across the remainder of the site is limited, with much of the land being occupied by pasture grass or exotic scrub, including extensive areas of gorse and blackberry. There are a small number of larger exotic specimen trees towards the southern part of the site, but overall, there is little established vegetation of notable landscape value.

There are two existing farm sheds on the site, but it is otherwise free of buildings. The northwestern boundary of the site is defined by the Kapiti expressway and associated infrastructure (fencing, signage and earthworks). Typical suburban residential development is to the northeast, and a mix of civic, light industrial, commercial and large format retail surround the southern portion of the site.

While the site currently provides an area of visual openness within the Paraparaumu urban environment, its existing character is not considered natural but rather is one that has been modified through previous land uses. The watercourses and wetlands have also been altered, and existing vegetation is predominantly exotic, and the site is strongly influenced by adjoining urban development and the Kapiti Expressway.

3.2 Landscape Description and Characterisation

The Fast-track Application site is located inland of the Kapiti Coast within the urbanised coastal environment of Paraparaumu and immediately adjacent to the existing town centre. Although the site is located within the identified Coastal Environment, it is physically separated from the coastline by established urban development and the Kapiti Expressway. The surrounding environment is highly modified and comprises a varied mix of residential, commercial, civic, recreational and transport activities, together with remnant dune landforms, waterways and wetlands that retain aspects of the area's underlying coastal character.

The site is surrounded by a variety of land uses and landscape features:

- To the north, the Kapiti Expressway forms a prominent transport corridor along the site boundary. The expressway is elevated above much of the site and includes an associated shared walking and cycling path. Beyond the expressway is a mix of established residential and mixed-use development extending towards the coast.
- To the east, Kapiti Road provides a principal movement corridor between the town centre, expressway and coastal residential areas. Development along and beyond Kapiti Road comprises a mix of residential and commercial activities, with Mixed Use zoning along the road corridor and High Density Residential zoned land further east.
- To the south, the site adjoins the established Paraparaumu town centre and a range of civic and community facilities including the Aquatic Centre, Community Rooms, Kapiti School, Library and Coastlands Shopping Centre. Large areas of surface car parking, amenity planting, civic buildings and commercial development contribute to the established urban character. More recent medium-density residential development, including Florian Kapiti, has further intensified the residential character of this area.
- To the west and southwest, development along Ihakara Street comprises a mix of residential and commercial activities, together with wetland areas and the Wharemauku Stream corridor. The stream provides an identifiable natural feature extending through an otherwise highly modified urban environment before passing beneath the Kapiti Expressway and continuing towards the coast.

The wider landscape is generally low lying and relatively flat, although remnant coastal dune formations create localised variation in elevation. These dune landforms, together with Wharemauku Stream and associated wetland areas, provide some contrast to the surrounding urban environment and retain a physical connection with the coastal processes and landforms that have shaped the wider Paraparaumu area.

Built form within the receiving environment ranges from detached residential dwellings and medium-density housing to civic buildings, shopping facilities, large-format retail and commercial development. The Kapiti Expressway, Kapiti Road and associated transport infrastructure are also prominent components of the landscape.

Overall, the wider receiving environment is considered to have an urban character with remnant coastal landscape characteristics, rather than a rural or predominantly natural character. It is strongly influenced by established and intensifying urban development, major transport infrastructure and commercial and civic activities. The principal

landscape elements that provide contrast to this urban context are the dune formations, Wharemauku Stream, associated wetlands and the existing areas of open undeveloped land.

The receiving environment is considered to have an overall **Moderate** sensitivity to change. This reflects its modified and urbanised context and the substantial urban development anticipated and encouraged within the Metropolitan Centre Zone, while recognising that the dune landforms and Wharemauku Stream have greater local sensitivity due to their contribution to landscape and natural character.

3.3 Landscape Values

The site is not identified as an Outstanding Natural Feature or Landscape or Special Amenity Landscape under the District Plan. It is, however, located within the identified Coastal Environment and contains dune landforms (which are identified on the Metropolitan Centre Zone Structure Plan), Wharemauku Stream and wetland features that contribute to its existing landscape and natural character. The landscape values of the receiving environment are derived from the interaction between the urban character of the nearby Town Centre and the remaining natural and semi-natural features that reflect the coastal origins of the wider Paraparaumu landscape. These include:

- remnant dune landforms that provide topographical variation within an otherwise low-lying landscape;
- Wharemauku Stream and associated wetland and drainage systems;
- areas of undeveloped open land that provide visual contrast with the nearby Town Centre;
- the relationship between the site and the wider coastal environment; and
- the surrounding urban form comprising residential, commercial, civic and transport activities.

Physical

The site's principal physical landscape values are associated with its landform and waterway features. The western dune is the most prominent topographical feature within the site. Its height and form provide spatial definition along the northern edge of the site and contribute to physical and visual separation from the Kapiti Expressway. The physical influence of the smaller eastern dune is more confined but still provides some topographical variation.

While the dunes retain the site's underlying coastal characteristics, both the site and the wider receiving environment have undergone substantial modification. The landscape value is therefore primarily at a local and site scale, rather than as features of wider landscape significance.

Although not of district-wide landscape significance, the two dune landforms have a greater degree of value at the site and immediate-neighbourhood scale than their size alone might suggest. They provide a distinctive remnant of the wider coastal dune system, contrast with surrounding urban development, and function as a local backdrop, landmark and physical/visual buffer between the site and the Kapiti Expressway. As noted, these dune landforms are identified in the Metropolitan Centre Zone Structure Plan.

Wharemauku Stream is another landscape element, and while its channel and margins have been modified, the stream remains a continuous natural feature extending past the site towards the coast. The landscape values of the smaller waterways, drains and wetlands are reduced by their modified form, fragmented nature, limited riparian vegetation and prominent exotic and weed species. The Wharemauku Stream also contributes to this local sense of place as a continuous waterway and recreational corridor. These attributes are treated as specific landscape values in the effects assessment below.

Vegetation includes, pasture, exotic scrub and weed species, with only scattered larger trees and limited indigenous vegetation noted, making a limited contribution to the site's existing landscape values.

The dune topography is considered to have a Moderate-High sensitivity to change, which recognises that it contributes to the site's existing character and landscape values. Wharemauku Stream has a Moderate sensitivity, while the more modified waterways, drains and wetlands have a Moderate-Low to Low sensitivity.

Perceptual

The site's perceptual values arise primarily from the contrast between its current open and undeveloped appearance and the noticeable urbanised environment surrounding it. Large open areas provide a sense of visual spaciousness, particularly when viewed from adjoining roads and public spaces, although this openness is interrupted by the dune formations and scrubby vegetation, resulting in a combination of both open and enclosed spaces across the site. The western dune provides a landform buffer to the Kapiti Expressway and reduces the visual prominence of the transport corridor from parts of the site and adjoining urban environment. The dunes also provide a visual reminder of the area's coastal landscape origins within an otherwise heavily modified urban setting.

Wharemauku Stream provides another natural element, although its current visual amenity is limited, due to the lack of riparian vegetation and its modified banks. Similarly, the existing wetlands contribute relatively little to the site's visual amenity due to their condition.

The site's perceptual values are strongly influenced by the surrounding urban environment including, traffic movement and infrastructure associated with the Kapiti Expressway, the nearby Town Centre, civic facilities, commercial development and residential areas. Which means that the site is not experienced as an isolated natural landscape. As a result, the site's existing perceptual values are considered Moderate overall, with greater value associated with the dune formations, open space and Wharemauku Stream than with the more modified parts of the site.

Associative

The associative landscape values that have been identified, relate to the site's position within the Paraparaumu urban area and its relationship with the wider coastal environment. The dune formations and Wharemauku Stream contribute to the local identity of the landscape by retaining physical connections with the natural processes and landforms that have shaped the Kapiti coastal environment. The Wharemauku Stream also extends beyond the site as a continuous landscape and existing recreational corridor through the surrounding urban area.

The site is associated with the ongoing growth and development of the Paraparaumu Town Centre. Its undeveloped character currently provides a contrast to the surrounding town centre, although the site forms part of an area identified for substantial future urban development.

The site's associative values also include the relationship of the dunes with the wider coastal landscape, noting that the expressway has ‘cut’ this relationship to a degree, with the western dune already partially modified. The Interim Cultural Impact Assessment (30 September 2026) identifies specific associative values for the existing dunes, including their role as onepū within an ancestral cultural landscape, as tirohanga towards significant geographical features, and their relationships with whakapapa, kaitiakitanga, the wider dune-wetland-waterway system, and potential cultural restoration. These values are material to the assessment of landscape associations even though their significance and the acceptability of their loss are ultimately matters for mana whenua.

3.4 Anticipated Environment

The existing open and undeveloped character of the site does not represent its anticipated long-term character. As noted, the site is located within the Metropolitan Centre Zone and forms part of the Metropolitan Centre Zone

Structure Plan in Appendix 19, which anticipates comprehensive urban development comprising residential, commercial, open space, transport and stormwater functions. The zoning therefore anticipates substantial change to the existing landscape, including the transition away from the former rural activities and open character that currently remain evident across parts of the site.

Outside the identified Dune Protection Areas, the MCZ provisions enable a substantially greater scale and intensity of development than currently exists, including buildings up to 21m in height enabled as a permitted activity, (subject to the relevant standards). Accordingly, the anticipated landscape character is one that is substantially more developed, enclosed and urban than the existing environment.

The wider policy framework anticipates the greatest building heights and densities in the Metropolitan Centre Zone. UFD-P14 refers to buildings up to 15 storeys, while the zone standards for buildings up to 21m as a permitted activity and a restricted discretionary pathway for buildings between 21m and 53m. For the purposes of this assessment, the 21m permitted height provides the relevant permitted baseline and has not been treated as equivalent to the height of the proposed 38m (10-storey) or 27m (7-storey) buildings. Rather, the additional approximately 17m and 6m of height respectively has been assessed as part of the proposal. The broader policy and zoning framework is nevertheless relevant to understanding the nature and degree of urbanisation and vertical development anticipated within the Metropolitan Centre Zone.

The effects assessment distinguishes between the magnitude of landscape and visual change from the existing open site and the degree to which that change gives rise to adverse landscape and visual effects. A substantial increase in built form may be visually obvious while still being compatible with the planned metropolitan-centre character, provided the development retains and integrates the landscape framework identified by the Structure Plan. Visibility or prominence is not, in itself, treated as an adverse effect.

The Structure Plan also recognises the importance of the site's landscape framework, including the identified dune protection areas, Wharemauku Stream, stormwater areas, and movement connections. These features are intended to contribute to landscape structure, amenity and natural character as future development occurs. The proposal therefore needs to be considered not only in terms of the scale of urban development anticipated by the zoning, but also in terms of the overall landscape response achieved through the proposed landform, enhancement and naturalisation of the Wharemaukū Stream corridor, wetland and open-space network, landscaping and movement connections.

The landscape and visual effects assessment recognises that the existing undeveloped condition will change. The key consideration is not the loss of the existing open character in itself, but how the landscape and visual effects associated with the particular form and scale of development proposed, and the extent to which those effects are appropriately managed in the context of the anticipated urban environment. This includes consideration of the dune landforms, waterways and wetlands, open-space network, earthworks, built form and visual amenity.

4. ASSESSMENT OF EFFECTS

4.1 Statutory Provisions

In order to provide an assessment of effects on landscape values, policy is thereby used as a framework. The proposed fast-track application for the development has been considered under the Operative Kapiti Coast District Plan 2021 (OKCDP) which accounts for and upholds the values of those who reside in the district. An assessment of effects on landscape values for the proposed development is considered in the context of the relevant objectives,

policies and rules which relate to landscape and visual amenity, with alignment with the policy framework informing the assessment of effects on landscape values.

The proposal site falls under the Metropolitan Centre Zone of the OKCDP. The OKCDP recognises Outstanding Natural Features and Landscapes, and Special Amenity Landscapes, but the proposal is not located in either an ONFL or SAL. Historical, Cultural and Natural Environment Values are also recognised under the OKCDP, however there are no identified features within the site boundary related to these values.

As mentioned previously, the site is located within the Metropolitan Centre Zone Structure Plan, which anticipates comprehensive urban development comprising residential, commercial, open space, transport and stormwater functions. The objectives and policies relevant to the proposal will be assessed from a landscape perspective, these are as discussed below:

FAST TRACK APPROVALS ACT 2024

Schedule 5 — Approvals relating to Resource Management Act 1991

7. Matters to be covered in assessment of environmental effects

The assessment of an activity's effects on the environment under clause 5(4) must cover the following matters:

- *(a) any effect on the people in the neighbourhood and, if relevant, the wider community, including any social, economic, or cultural effects:*
- *(b) any physical effect on the locality, including landscape and visual effects:*
- *(c) any effect on ecosystems, including*
- *(d) effects on plants or animals and physical disturbance of habitats in the vicinity:*
- *(e) any effect on natural and physical resources that have aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations:*
- *(f) any discharge of contaminants into the environment and options for the treatment and disposal of contaminants:*
- *(g) any unreasonable emission of noise:*
- *(h) any risk to the neighbourhood, the wider community, or the environment through natural hazards or hazardous installations.*

Response

Schedule 5 requires the AEE to consider physical effects on the site, including landscape and visual effects, together with effects on the natural and physical resources that have, recreational, cultural or other special values. This LVIA addresses these matters through an assessment of the proposal's effects on landscape character and values, natural character and visual amenity, including the proposed open-space network, dune landforms, waterways and wetlands. Other environmental effects are addressed by the relevant specialist assessments that form part of the Fast-track Application.

RESOURCE MANAGEMENT ACT 1991 (RMA)

Section 6 of the RMA identifies matters of national importance:

> *"In achieving the purpose of this Act, all persons exercising functions and powers under it, its relation to managing the use, development, and protection of natural and physical resources, shall recognise and provide for the following matters of national importance:*
>
> *s.6 (a) The preservation of the natural character of the coastal environment (including the coastal marine area), wetlands, and lakes and rivers and their margins, and the protection of them from inappropriate subdivision, use and development;*
>
> *s.6 (b) The protection of outstanding natural features and landscapes from inappropriate subdivision, use, and development;*

s.6 (c) The protection of areas of significant indigenous vegetation and significant habitats of indigenous fauna."

Other matters are included under Section 7:

> *"In achieving the purpose of this Act, all persons exercising functions and powers under it, in relation to managing the use, development, and protection of natural and physical resources, shall have particular regard to-*
> *(c) The maintenance and enhancement of amenity values;*
> *(f) The maintenance and enhancement of the quality of the environment."*

Response

The proposal will modify elements that contribute to the natural character of the coastal environment, including the dune landforms, Wharemauku Stream, waterways and wetlands. The western dune will be substantially modified, with a realigned landform extending from the former southern extent of the dune along the Kāpiti Expressway boundary, while the eastern dune will be removed. At present the dunes are covered in exotic scrubland species, with large areas of gorse.

The works will substantially change the existing dune profiles, and that physical change is expressly recognised in the assessment. The relevant completed-landscape outcome, however, is not an absence of landform. A shaped and planted western landform will remain a prominent green topographical edge, provide separation from the Kāpiti Expressway, soften views of transport infrastructure from the development and retain visual relief within Precinct C. These functions are particularly relevant as the surrounding land develops at the metropolitan-centre scale anticipated by the District Plan.

A key feature of the proposal is the retention of the Wharemauku Stream in its existing alignment and retain continuous flow within the main channel. Native riparian planting, greater variation in channel depth and substrate, and the controlled conveyance of higher flows to the proposed wetland system, including through a sediment forebay will strengthen the expression of freshwater processes and contribute positively to natural character and amenity without requiring relocation of the existing stream channel.

The site is not identified as an Outstanding Natural Feature or Landscape. Effects on indigenous vegetation and ecological values are addressed through the relevant ecological assessments. While the proposal will result in substantial modification of the existing dune landforms, the landscape response has been developed to integrate the proposed urban development with a connected network of naturalised and restored landscape features. In this context, the proposal provides opportunities to enhance the site's overall landscape structure, ecological connectivity and natural character expression, while recognising that the existing dune landforms cannot be retained in their entirety.

NEW ZEALAND COASTAL POLICY STATEMENT 2010 AMENDED 2025

- *Objective 1*, Objective 2 and Objective 6
- *Policy 6 – activities in the Coastal Environment*
- *Policy 13 – Preservation of natural character*
- *Policy 14 – Restoration of natural character*
- *Policy 15 – Natural features and natural landscapes*

Response

The site is located within the identified Coastal Environment, although it is separated from the coastline by established urban development and the Kapiti Expressway. The proposal will modify existing natural character features, including the dune landforms, waterways, and wetlands; however, the urbanisation of the site is anticipated by the underlying Metropolitan Centre zoning.

The western dune will be modified, with a realigned landform extending from the former southern extent of the dune along the Kāpiti Expressway boundary, while the eastern dune will be removed:

- DCM drawing 014 (20 October 2026) illustrates the change in the western landform at two locations. At A-A the existing crest is approximately RL17.62 and the proposed crest approximately RL16.00; at B-B the respective levels are approximately RL11.88 and RL5.45. The levels illustrate a reconfigured profile while confirming that an identifiable landform will remain along the Expressway boundary. The new form is intended to have varied gradients, a naturalistic crest profile and indigenous vegetation that reinforce its role as an elevated landscape edge. The landscape outcome is assessed on that design basis, not on an assumption that the original dune profile will remain unchanged or that the works recreate an active natural dune system.

The Wharemauku Stream will remain in its existing alignment and will be enhanced through native riparian planting and greater variation in channel depth and substrate.

While the eastern dune will be removed, the proposal retains and enhances other landscape and natural character features across the site.

Overall, the proposal is considered to appropriately manage effects on the coastal environment while providing for the anticipated urban development of the site.

WELLINGTON REGIONAL POLICY STATEMENT 2013

- *Landscape: Objective 4; Policies: 35, 36*

WELLINGTON NATURAL RESOURCES PLAN (NRP)

- *Objective O14 – natural character*
- *Objective O26 – outstanding natural features and landscapes*

Response

The site is not identified as an Outstanding Natural Feature or Landscape, although its dunes, stream and wetlands contribute to local coastal character. The eastern dune will be removed, and the western dune will be regraded to establish the proposed landform along the Expressway. Together with an indigenous planting programme, retention and naturalisation of Wharemaukū Stream in its current alignment, and the enhanced wetland and open-space network, the western landform provides a positive landscape structure and improved amenity within the developed site. These measures respond to the landscape and natural-character provisions while acknowledging the change to existing dune topography.

OPERATIVE KAPITI COAST DISTRICT PLAN 2021

The Operative Kapiti Coast District Plan identifies Special Amenity Landscapes and Outstanding Natural Features and Landscapes, as mapped on Map 11D. The site is not located within or adjacent to any identified SAL or ONFL and is zoned Metropolitan Centre Zone.

As the District Plan has already identified landscapes of significance in accordance with Section 6(b) of the RMA, a separate assessment against ONFL or SAL values is not considered necessary. However, the site contains dune landforms, waterways and wetlands and is located within the identified Coastal Environment; therefore, its landscape, natural character and amenity values remain relevant to this assessment. The following objectives and policies of the District Plan are considered particularly relevant to the landscape and visual effects of the proposal.

PART 2 – DISTRICT WIDE OBJECTIVES

DO-O3 – Development Management

To maintain a consolidated urban form within existing urban areas and a limited number of identified growth areas, and to provide for the development of new urban areas where these can be efficiently serviced and integrated with existing townships, delivering:

1. *urban areas which maximise the efficient end use of energy and integration with infrastructure;*
2. *a variety of living and working areas in a manner which reinforces the function and vitality of centres;*
3. *an urban environment that enables more people to live in, and more businesses and community services to be located in, parts of the urban environment:*
    a. *that are in or near a Centre Zone or other area with many employment opportunities; or*
    b. *that are well serviced by existing or planned public or active transport; or*
    c. *where there is high demand for housing or for business land relative to other areas within the urban environment;*

while accommodating identified qualifying matters that constrain development;

4. *resilient communities where development does not result in an increase in risk to life or severity of damage to property from natural hazard events;*
5. *higher residential densities in locations that are close to centres and public open spaces, with good access to public transport;*
6. *management of development in areas of special character or amenity in a manner that has regard to those special values;*
7. *sustainable natural processes including freshwater systems, areas characterised by the productive potential of the land, ecological integrity, identified landscapes and features, and other places of significant natural amenity;*
8. *an adequate supply of housing and areas for business/employment to meet the needs of the District's anticipated population which is provided at a rate and in a manner that can be sustained within the finite carrying capacity of the District;*
9. *management of the location and effects of potentially incompatible land uses including any interface between such uses; and*
10. *urban environments that support reductions in greenhouse gas emissions and are resilient to the current and future effects of climate change*

Response

The proposal is located within the Metropolitan Centre Zone and represents an anticipated extension and intensification of the existing Paraparaumu urban environment. The mixed-use development provides for higher density residential, commercial and retail activities in close proximity to the town centre, supported by an integrated road, pedestrian, open-space and stormwater network.

The proposal also responds to the site's natural and landscape features through the proposed treatment of landform, retention and naturalisation of the Wharemaukū Stream in its existing alignment, offsetting and compensation of wetlands, and provision of connected open spaces and planting. Overall, it is considered that the proposal supports urban form while recognising and managing the landscape and amenity values of the site.

DO-O4 – Coastal Environment

To have a coastal environment where:

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

Response

The site is not identified as an Outstanding Natural Feature or Landscape; however, the Wharemauku Stream, wetlands and the existing dune landforms do contribute to the landscape and coastal character of the receiving environment. The proposal will modify some of these features, including removing the eastern dune and reshaping the western dune. The eastern dune has a relatively small and localised influence on the wider receiving environment, while the more prominent western dune modified, with a realigned landform extending from the former southern extent of the dune along the Kāpiti Expressway boundary. The Wharemauku Stream, wetlands and associated planting will also be enhanced as part of the wider open space and reserve network.

Overall, while there will be a loss of part of the existing dune system, the proposal retains and enhances other key natural character features and provides mitigation through landform design, native planting and restoration of waterways and wetlands.

DO-O9 – Landscapes, Features and Landforms

To protect District's identified outstanding natural features and landscapes from inappropriate subdivision, use and development; and

1. *maintain or enhance landscape values of special amenity landscapes and identified significant landforms; and*
2. *avoid, remedy or mitigate manage adverse effects of earthworks on natural features and landforms.*

Response

The site is not identified as an Outstanding Natural Feature or Landscape or Special Amenity Landscape; however, the existing dune landforms contribute to the site's landscape character. The proposal will remove the smaller eastern dune and modify the more prominent western dune, with a realigned landform extending from the former southern extent of the dune along the Kapiti Expressway boundary. While the eastern dune has a relatively localised influence on the wider receiving environment, the new landform will be reformed as a recognisable landform adjacent to the Kapiti Expressway. It will be planted with native vegetation to help integrate the earthworks with the natural and landscape character of the wider site. Overall, the proposal will attempt to manage the effects of earthworks on the site's natural landforms through landform design and landscape mitigation where practical.

DO-O11 – Character And Amenity Values

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

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

Response

The proposal will change the site from an open, undeveloped landscape to a more intensive urban environment; however, this change is expected within the Metropolitan Centre zoning and Structure Plan, which anticipate higher density residential and mixed-use development. The proposed open-space network, planting, pedestrian connections and wider landscape framework will provide amenity and help establish a distinct urban character. While the eastern dune will be removed, the new western landform, Wharemauku Stream, wetlands and associated landscape treatment will increase amenity and natural landscape values across the site. Overall, the proposal will allow the site's character and amenity values to evolve in a manner consistent with the anticipated Metropolitan Centre environment.

DO-O17 - Open Spaces / Active Communities

To have a rich and diverse network of open space areas that:

1. *is developed, used and maintained in a manner that does not give rise to significant adverse effects on the natural and physical environment;*
2. *protects the District's cultural, ecological and amenity values, while allowing for the enhancement of the quality of open space areas;*
3. *supports the identity, health, cohesion and resilience of the District's communities; and*
4. *ensures that the present and future recreational and* open space *needs of the District are met.*

Response

The proposal incorporates a connected network of open spaces, recreational reserves, playgrounds and walkways, integrated with Wharemauku Stream, wetlands and the wider reserve and green space network. These spaces will improve accessibility and recreational opportunities while contributing to landscape amenity, ecological enhancement and provide the development with a defined identity for the development. Native planting, naturalisation and enhancement of the Wharemaukū Stream corridor, wetland areas and associated landscape treatment will further support a varied, high-amenity and well-connected open-space framework.

PART 2 – URBAN FORM / URBAN DESIGN

UEDI – Urban and Environmental Design and Incentives

UEDI-P1 – URBAN DESIGN

Quality urban design outcomes will be promoted so that public and private places and spaces:

1. *are liveable and safe;*
2. *enhance the local economy, environment and community;*
3. *are sustainable, enduring and resilient;*
4. *provide a strong sense of place reflecting cultural values and distinct community identities;*
5. *are enjoyable, comfortable, welcoming and provide a diversity of experiences; and*
6. *are easy to move around and through, by encouraging a well-connected and integrated transport network;*
7. *at all levels of urban design, from macro (urban structure and subdivision) to micro (building details and materials) scale.*

Response

The proposed mixed-use development has an integrated network of streets, pedestrian connections and open-spaces that support accessibility, recreation and a high level of amenity. The layout incorporates residential, commercial and retail activities alongside reserves, waterways, planting and public spaces, helping to create a varied and legible urban environment. The proposed landscape response, including the open-space network, Wharemaukū Stream and wetland enhancements, new landform and landscape treatment, will contribute to a strong sense of place and support the long-term quality and amenity of the development.

UFD – URBAN FORM AND DEVELOPMENT

UFD-P1 – Growth Management

New urban development for residential activities will only be located within existing urban areas, identified growth areas, and areas that can be efficiently serviced and integrated with existing urban areas, and will be undertaken in a manner which:

1. *supports the District's consolidated urban form;*
2. *maintains the integrity of the urban edge north of Waikanae and Ōtaki;*
3. *manages residential densities by:*
    a. *providing for a variety of housing types and densities in the residential zones;*
    b. *enabling increased housing densities:*
        i. *in, and within a walkable catchment of the Metropolitan Centre Zone;*
        ii. *within a walkable catchment of the train stations at Paekakariki, Paraparaumu and Waikanae; and*
        iii. *in an adjacent to the Town Centre Zone and Local Centre Zone;*

while accommodating identified qualifying matters that constrain development;

4. *avoids urban expansion that would compromise the distinctiveness of existing settlements and unique character values in the rural environment between and around settlements;*
5. *can be sustained within and makes efficient use of existing capacity of public services and infrastructure (including additional infrastructure), or is integrated with the planned capacity of public services and infrastructure and the likely availability of additional infrastructure;*
6. *promotes the efficient use of energy and water;*
7. *manages reverse sensitivity effects on existing lawfully established non-residential activities.*

Response

The proposal is located within the existing Paraparaumu urban area and Metropolitan Centre Zone, where further residential and mixed-use development is anticipated. It will support a consolidated urban form by providing increased residential density close to the town centre, employment opportunities, parks reserves and other open space areas and public transport connections. The development will also integrate with the surrounding urban area through new roads, pedestrian and cycling connections, and open-space and stormwater networks. Overall, it is considered that the proposal is consistent with the planned growth and intensification of the Metropolitan Centre and supports the efficient use of land and existing infrastructure.

UFD-P7 – Accessibility

Subdivision, landuse and development will be undertaken in a manner which enables all urban residences to have access to public open space within a distance of 400metres.

Response

The proposal will provide a well-connected network of public open spaces, reserves and walkways with public open space accessible within 400 m of the residential areas throughout the development. These connections will support walking, passive recreation and movement through the site, while significantly improving public access compared with the existing situation where there is currently no formal public access across the site.

UFD-P10 – Cycleway, Walkway and Bridleway Network

Council will ensure the continued development and maintenance of a public cycleway, walkway and bridleway network as part of the wider open space network in co-operation with relevant stakeholders, linking residential areas with open space, schools, commercial and community facilities, public transport nodes and important natural areas.

Response

The proposal provides a series of pedestrian and cycling routes that connect to the wider open-space network. These connections will link residential areas with reserves, recreational spaces, commercial and retail activities,

Wharemauku Stream, the existing town centre, and the surrounding movement network. The proposal will therefore significantly improve walking and cycling accessibility through an area that currently has limited public access.

UFD-P11 – Amenity Values

1. *New subdivision, land use and development within reserves and areas identified in the District Plan as having significant scenic, ecological, cultural, scientific and national importance will provide for the amenity values of these areas, including (but not limited to) values associated with:*
    a. *a sense of openness and visual relief from more intensive urban areas;*
    b. *indigenous vegetation (excluding planted vegetation);*
    c. *significant landforms; and*
    d. *natural character.*
2. *New subdivision, use and development of land outside of the areas identified in (1.) above will be undertaken in a manner that considers effects on the amenity values of those areas while recognising that the District's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities and future generations.*

Response

The existing open and undeveloped character of the site will change; however, the change is anticipated by the Metropolitan Centre zoning and Structure Plan. The design provides amenity through the proposed western landform, retention and naturalisation of the Wharemaukū Stream, enhancement of the wetland areas, and a connected network of open spaces, reserves and extensive landscape planting., While the eastern dune will be removed, the proposal will enhance the existing landscape features and introduce native planting, green spaces and natural character within the future urban environment. Overall, the amenity values will evolve with the anticipated development of the site.

PART 2 - COASTAL ENVIRONMENT

CE-P1 - Coastal Environment Characteristics

Recognise the extent and characteristics of the coastal environment including:

1. *areas or landforms dominated by coastal vegetation or habitat of indigenous coastal species;*
2. *landform affected by active coastal processes, excluding tsunami;*
3. *elements or features, including coastal escarpments, that contribute to the natural character, landscape, visual quality or amenity value of the coast; and*
4. *sites, structures, places or areas of historic heritage value adjacent to, or connected with, the coast, which derive their heritage value from a coastal location.*

Response

The site is located within the Coastal Environment, although it is physically separated from the coastline by residential urban development and the Kapiti Expressway. Existing vegetation within the site is predominantly exotic grass and scrub, including gorse and blackberry, with limited native vegetation. The main features that inform the site's coastal character are the western and eastern dune landforms, Wharemauku Stream and associated wetlands.

The proposal will remove the eastern dune and modify the western dune, with a realigned landform extending from the former southern extent of the dune along the Kāpiti Expressway boundary. The proposed western landform will incorporate native planting as part of the wider landscape response. The Wharemaukū Stream will be retained in its existing alignment and naturalised and enhanced through native riparian planting and greater variation in channel depth and substrate, alongside enhancement of the associated wetland network.

Overall, while the proposal will modify the existing dune landforms, the effects of this change are addressed through the proposed landform design and landscape treatment, together with enhancement of the Wharemaukū Stream corridor, wetland system and wider blue-green network.

CE-P3 – Preservation of Natural Character

Preserve natural character in the coastal environment, and protect it from inappropriate subdivision, use and development, including by:

1. *avoiding adverse effects of activities on natural character in areas of outstanding natural character;*
2. *avoiding significant adverse effects, and avoiding, remedying or mitigating other adverse effects of activities on natural character in all other areas of the coastal environment;*
3. *reinstating dunes which function as natural buffers where practicable;*
4. *providing managed public access ways to the beach and foreshore and limiting damage to dunes from unmanaged access;*
5. *regulating encroachment of permanent structures and private uses onto the beach or public land;*
6. *removing existing unnecessary structures and associated waste materials from the beach; and*
7. *retaining a natural beach and foreshore including a dry sand beach where practicable.*

Response:

As mentioned previously, the proposal will modify the dune landforms, waterways and wetlands. The smaller eastern dune will be removed, however, its landscape impact on the receiving environment is relatively localised. The more prominent and visible western dune will substantially modify, with a realigned landform extending from the former southern extent of the dune along the Kāpiti Expressway boundary. reinforce its natural character and maintain its presence as a landscape buffer adjacent to the Kapiti Expressway.

Wharemauku Stream and the wetland network will also be modified and enhanced through restoration and planting. Overall, while some existing natural character will be lost or altered, the proposal will retain and enhance some key features and provide mitigation where possible.

CE-P4 – Restore Natural Character

Promote restoration of the natural character of the coastal environment where practicable, by:

1. *creating or enhancing indigenous habitats and ecosystems, using local genetic stock;*
2. *encouraging natural regeneration of indigenous species, while effectively managing weed and animal pests;*
3. *rehabilitating dunes and other natural coastal features or processes, including saline wetlands and intertidal saltmarshes;*
4. *restoring and protecting riparian and intertidal margins;*
5. *removing redundant coastal structures and materials that do not have heritage or amenity values; or*
6. *redesign of structures that interfere with ecosystem processes.*

Response:

The proposal includes a number of measures that will assist in restoring the natural values and character within the site. While the existing western dune will be modified, the proposed realigned landform along the Kāpiti Expressway boundary will incorporate native planting as part of the wider landscape response.

The Wharemaukū Stream will be retained in its existing alignment and naturalised and enhanced through native riparian planting and greater variation in channel depth and substrate. The associated riparian margins and wetland areas will also be enhanced through restoration and native planting. These measures will help improve biodiversity and increase native vegetation, contributing to a more consistent greenspace network through the development.

CE-P5 – Amenity and Public Access

Maintain and enhance amenity values in the coastal environment, such as open space and scenic values, and provide opportunities for recreation and the enjoyment of the coast, including the enjoyment of a high tide dry beach by the public. Public access to and along the coast will be maintained and enhanced while minimising any significant adverse effects on the public's use and enjoyment of the coast.

Response:

The proposal will enhance public access and recreational opportunities with a connected network of open spaces, walkways and cycle connections along Wharemauku Stream, wetlands and other landscape areas. The proposed planting, reserves and greenspaces network will also increase visual amenity and provide areas of open space within the future urban environment. While the site is physically separated from the coastline by the Kapiti Expressway and residential urban development, the proposal will improve public access within this part of the wider coastal environment.

CE-P7 - Natural Dunes

Natural dune systems will be protected and enhanced (including through restoration) and natural dune function will be enabled where practicable.

Response:

The proposal will remove the smaller eastern dune and regrade the western dune into a realigned, planted landform following the Kāpiti Expressway boundary. Although the landform's original profile will change, the design retains a substantive topographical component within the site's future landscape character.

Retention of both dunes in their existing footprints has been considered through the master planning process and assessed in detail in Appendix A of the Urban Design Statement prepared by Urban Acumen. Retention of the dunes would materially restrict the planned link road and internal connections, fragment development blocks and reduce opportunities for active interfaces and coordinated public open spaces within Precinct C. The proposed design addresses these spatial constraints while retaining a planted landform along the Expressway edge, rather than removing all topographical variation. In my assessment, this represents a reasonable landscape-led response to the competing outcomes identified for the Metropolitan Centre by providing effective urban connectivity and development alongside the maintenance of recognisable local landscape structure.

The eastern dune has a relatively confined visual influence within the wider receiving environment. The new western landform will maintain a recognisable green edge adjoining the Expressway, with shaped slopes and native species suited to the site's conditions. The replacement of extensive gorse and exotic scrub with sustained indigenous planting will improve vegetation quality, seasonal interest and amenity, while the wider stream and wetland enhancements reinforce the coastal landscape character of the completed development.

PART 2 – EARTHWORKS
EW-P1 – Earthworks

Earthworks activities excluding extractive industries, the removal and replacement of underground storage tanks, and earthworks defined in and regulated by the NESPF will:

1. be managed to protect geological features identified in Schedule 6 from disturbance; and
2. be sympathetically located and of a scale that protects the values of outstanding natural features and landscapes identified in Schedule 4; and
3. avoid or mitigate erosion and off-site silt and sediment runoff to the Council's reticulated stormwater system and waterbodies; and

4. be managed to ensure adverse effects on natural landforms, residential amenity values and rural character values are remedied or mitigated.

This policy does not apply to extractive industries, the removal and replacement of underground storage tanks, and earthworks defined in and regulated by the NESPF.

Response

The proposal involves earthworks, associated with the modification of the dune landforms and preparation of the site for urban development. The eastern dune will be removed, while the more prominent western dune will be modified with a new identifiable landform providing a buffer between the site and the Kapiti Expressway. Adverse landscape and amenity effects associated with the earthworks will be mitigated through a well-considered landform design and native planting, which will assist in integrating the reshaped dune into the future urban environment. The site is not identified as an Outstanding Natural Feature or Landscape, and erosion and sediment effects associated with the earthworks will be addressed through the relevant engineering and construction controls.

PART 3 – METROPOLITAN CENTRE ZONE (MCZ)

An assessment of the proposal against the Metropolitan Centre Zone objectives and policies is provided below.

POLICIES
MCZ P1 - Metropolitan Centre Zone

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

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

1. *retail and commercial activities (excluding industrial activities) in Precinct A that contribute to a vibrant and vital centre and will activate the following streets:*
   (a) existing State Highway One (Main Road);
   (b) Rimu Road;
   (c) the desired connector roads in Precinct A;

1. *residential activities (excluding visitor accommodation that is not temporary residential rental accommodation in Precinct B);*
2. *clustered community facilities, including civic offices, community centres, community libraries, displays of information to the public, courthouses, and public toilets in Precinct B;*
3. *commercial (excluding industrial), limited retail and residential activities in Precinct C which do not adversely affect the role, function and vitality of Precinct A;*
4. *a large, consolidated stormwater management area and, if practicable, wetland to provide for flood storage, ecological values and amenity values; and*
5. *recreational opportunities along the Wharemauku Stream, Drain 3, other stormwater management and wetland areas, and in Precinct B.*

Response:

The proposal supports the intended role of the Metropolitan Centre Zone by providing a mixture of residential, commercial and retail activities supported by a connected road, pedestrian and cycling network. The development also incorporates a substantial wetland and flood-storage area, an integrated open-space network, and recreational connections associated with the Wharemaukū Stream corridor, increasing amenity and ecological values while supporting a connected urban environment. Overall, the proposal is consistent with the mixed-use, connected and integrated character anticipated for the Metropolitan Centre Zone.

MCZ P2 - Metropolitan Centre Zone Precincts

Subdivision, use and development in the Metropolitan Centre Zone will be undertaken in accordance with the Metropolitan Centre Zone Structure Plan in Appendix 19 and consistent with the relevant matters in the Centres Design Guide in Appendix 25, in a manner that reinforces the following specific management principles for each precinct:

2. ***Precinct B***

   Manage Precinct B to consolidate its role as the community and civic focal point for the district. Precinct B will be developed in the following manner:

   a. *accessibility to active or public transport, transport circulation and integration within the surrounding Metropolitan Centre precincts will be provided, while reinforcing the development of Rimu Road as the Metropolitan Centre's Main Street;*
   b. *community uses and civic facilities will be consolidated in the Iver Trask Place and Ngahina Street areas; and*
   c. *substantial stormwater management facilities will be provided where these also provide ecological and recreational values.*

3. ***Precinct C***

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

   Precinct C will be developed in the following manner:

   a. *accessibility to active or public transport, transport circulation and integration within the surrounding Metropolitan Centre precincts will be provided for;*
   b. *adverse effects that would otherwise decrease the efficiency and effectiveness of Kapiti Road as a transport corridor, including for public transport, will be managed;*
   c. *amenity values of Kapiti Road will be maintained or enhanced;*
   d. *adverse effects on the landscape and amenity values of the dune system will be avoided to the extent practicable having regard to the development outcomes provided for in Precinct C and, where adverse effects cannot be avoided, they will be mitigated or offset by environmental enhancements within Precinct C that are commensurate with the scale of the adverse effects.*
   e. *the establishment of complementary activities, including commercial and residential activities (excluding industrial and retail activities), will be provided for where activities remain compatible with the role and function of Precinct A as the primary retail and commercial core of the Metropolitan Centre Zone;*
   f. *allowance for retail activities will be limited in type and scale, to ensure adverse effects on the vitality and viability of the Metropolitan Centre will not be significant;*
   g. *higher density residential activities will be enabled in conjunction with commercial activities (excluding industrial and retail activities); and*
   h. *stormwater management will be provided to address stormwater concerns and, where practicable, will also support ecological and recreational values.*

Response:

The proposal generally reflects the outcomes anticipated by the Metropolitan Centre Zone Structure Plan through a mix of residential, commercial and retail activities supported by an integrated road, pedestrian, open-space and stormwater network. Within Precinct C, the proposal provides for higher density residential and commercial development together with strong connections through the wider Metropolitan Centre. Landscape treatment, open spaces and planting along movement corridors will assist in maintaining amenity, including along Kapiti Road.

Modification of the dunes is assessed against the specific development outcomes of Precinct C, including an integrated Link Road, internal street connections, coherent development blocks and accessible public open space. Retaining both dunes in their existing configuration would materially restrict that structure. The current proposal is a design response that maintains a meaningful topographical element along the Expressway while enabling the connected, mixed-use urban form anticipated by the Structure Plan. MCZ-P2(d) expressly contemplates mitigation or environmental enhancement where effects on the dunes cannot practicably be avoided. In this case, the modified western landform will deliver an identifiable, extensively planted landscape edge, topographical variation and visual relief alongside the Expressway. The integrated enhancement of Wharemaukū Stream, wetland areas, indigenous vegetation and publicly accessible blue-green spaces will further strengthen landscape amenity and environmental quality across Precinct C. Taken together, these are substantive elements of the proposal's landscape response, rather than incidental screening.

Overall, the proposal responds to the intended mixed-use, connected and landscape character of the Metropolitan Centre Zone.

RULES

MCZ-R14 – Large Format retail activities in Precinct C that are not permitted by MCZ-R10.

Standards

1. *The building for the retail activity must meet the permitted activity standards for buildings in Precinct C in MCZ-R7.*
2. *The activity must be consistent with the Structure Plan in Appendix 19.*
3. *Department Stores shall be limited to one department store, which may include grocery and other retailing, within a single premise which must have a minimum gross floor area of 3,000m2 and the store or brand must not be in the District.*

Measurement Criteria:

When measuring gross floor area, include:

a. *covered yards and areas covered by a roof but not enclosed by walls*

Exclude:

b. *uncovered stairways;*
c. *floor space in terraces (open or roofed), external balconies, breezeways or porches;*
d. *roof car parking, lift towers and machinery rooms on the roof having a floor area of not more than 200m²;*
e. *car parking areas; and*
f. *floor space of interior balconies and mezzanines not used by the public.*

Response:

The proposal will include large-format retail within Precinct C as part of the wider mixed-use development. The retail area is integrated with the proposed road, pedestrian and open-space network and forms part of the comprehensive development shown on the masterplan. From a landscape perspective, the layout provides opportunities for planting, landscaped frontages and pedestrian connections to assist in integrating the larger-scale built form and associated parking areas into the wider Metropolitan Centre environment. The proposal is also considered in relation to the overall outcomes of the Appendix 19 Structure Plan. Compliance with the detailed building standards of MCZ-R7 will be addressed through the urban design and planning assessment.

MCZ-R15 – Earthworks to Dunes

Earthworks, new buildings and structures and additions or alterations to existing buildings and structure in the Dune Protection Area identified in the Structure Plan in Appendix 19.

Excludes: New minor buildings and additions and alterations to existing minor buildings.

Response:

The earthworks affect both identified Dune Protection Areas, including removal of the smaller eastern dune and substantial regrading of the western dune. The eastern dune has a relatively limited visual catchment. On the western edge, an identifiable new landform will be re-established beside the Expressway, retaining the experience of an elevated planted landscape boundary within the new urban environment. The new western landform is deliberately integrated with the proposed open-space structure. Its shaped profile, indigenous planting and location adjoining the Expressway will provide a visually coherent green edge, reinforce the site's topographical identity and moderate the relationship between new urban development and transport infrastructure. The finished grading and planting are to be detailed in accordance with MM1 so that it does not appear as a uniform or utilitarian bund.

Overall, the landscape and visual effects associated with modification of the dune landforms are addressed through the design of the proposed landform, native planting and the wider landscape mitigation and enhancement measures proposed across the site.

MCZ-R15 - Matters of Discretion

The relevant matters of discretion include:

- effects on ecological, landscape and amenity values
- the extent to which the dune landform and natural character are retained\
- the necessity for earthworks to facilitate development within Precinct C
- mitigation or offsetting of adverse effects
- integration of cut and fill with the natural landform
- the layout of roads, walking and cycling routes, infrastructure and stormwater areas
- the finished appearance of buildings
- and the outcomes sought by MCZ-P1 and MCZ-P2.

The proposed earthworks will enable the integrated development of Precinct C, including the link road, walking and cycling connections, servicing and associated public open spaces. The eastern dune will be removed, and the western dune will be regraded into a new landform along the Kāpiti Expressway boundary. This approach provides a clear, planted topographical edge, a landscape backdrop to the new neighbourhood and visual separation from the Expressway, while maintaining connectivity across the development. The landform is conceived as part of the public landscape framework, supported by the stream, wetlands, stormwater spaces and connected reserves.

The existing dune footprints would interrupt key transport links, limit integration between development blocks and the existing centre, and constrain the arrangement of connected public spaces. The proposal resolves those relationships while providing a designed western landform that continues to express the coastal-derived topography of the site. In this context, modification of the dunes is a considered design trade-off, with the finished landform and environmental enhancements providing tangible landscape and visual benefits.

The western landform has a role beyond screening: it will define the Expressway edge, create topographical and planted relief within the new urban area, offer a coherent green backdrop to adjoining development and reinforce the identity of the site's open-space framework. Variable slopes, rounded crest transitions and appropriate indigenous planting will be important to achieving this outcome. The wider network of roads, paths, stream margins, wetlands and reserves connects these benefits through the development. Modification of the existing dune forms gives rise to a localised adverse effect on physical landscape character. That effect is addressed through the new western landform, associated indigenous planting and the wider environmental enhancements within Precinct C. In particular, the new landform maintains an elevated green edge; stream and wetland works improve freshwater landscape expression; and the connected reserves provide accessible open space and visual relief within the

intensified urban area. Together, these measures support the positive overall landscape-effects finding while recognising the extent of earthworks.

Overall, the proposal achieves an appropriate balance between modification of the existing dune topography and the landscape outcomes sought by MCZ-R15 and MCZ-P2. The shaped western landform, indigenous planting and connected blue-green network will provide a cohesive and enduring landscape framework, with the detailed grading and planting measures in Section 5 securing the quality of the finished outcome.

MCZ-R16 – Buildings and structures or earthworks in the indicative Stormwater Management Area on the Metropolitan Centre Structure Plan.

Excludes: Minor buildings

Response:

The indicative Wetland Offset and Compensation Area will form part of the wider open-space and green reserve network throughout the development. From a landscape perspective, the proposed treatment of the stormwater areas will increase visual amenity through wetland and riparian planting, open space and pedestrian connections within the surrounding urban environment. Any buildings or structures within this area should be appropriately located and landscaped to minimise visual and amenity effects and maintain the open-space character of the stormwater area. Retaining Wharemauku Stream in its existing alignment while enhancing its banks, channel diversity and flood-event connection to the proposed wetland will also provide a positive landscape and natural character outcome.

Natural hazard and detailed stormwater effects are addressed through the relevant engineering assessments.

APPENDIX 19 – METROPOLITAN CENTRE ZONE STRUCTURE PLAN

The purpose of the Structure Plan is to plan for an integrated Metropolitan Centre Zone within the Paraparaumu Sub-Regional Centre. The Structure Plan, in conjunction with the District Plan policies and rules, sets out the land use activities, transport network, public open space network and stormwater management for the Metropolitan Centre Zone.

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

1. *Retail and commercial areas being located where these activate the following roads/streets:*
   - *(a) existing State Highway One (Main Road);*
   - *(b) Rimu Road;*
   - *(c) the desired connector roads in Precinct A;*
1. *Strengthen the role and function of the existing retail and commercial core (Precinct A) to better provide for the community's retail, social and commercial needs;*
2. *Provide for residential activities to encourage medium density residential development to occur close to the town centre;*
3. *Clustered community facilities (in Precinct B);*
4. *Provide for commercial, limited retail and residential activities (in Precinct C);*
5. *Provide for a large consolidated stormwater management area and if practicable, wetland to provide for ecological and amenity values;*
6. *Recreational opportunities along the Wharemauku Stream, Drain 3, other stormwater management and wetland areas, and in Precinct B;*
7. *Increased connectivity (the road, cycle and walkway network) throughout the area which does not impede proposed link roads and desired connector roads shown on the Structure Plan; and*
8. *A link road between the Kapiti Road/Arawhata Road intersection and the Ihakara Street extension that provides a strategic east-west transport and freight connection, alleviates traffic issues on Kapiti Road, and enables connections to desired connector roads.*

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

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

The Structure Plan provides for the development of a transport network which will increase connectivity through and to the Metropolitan Centre Zone. Because of the current lack of connectivity in the Metropolitan Centre Zone, traffic thresholds are required at this time to manage traffic effects.

The Structure Plan also provides for a range of land use activities which are appropriate within the Paraparaumu Sub-Regional Centre. The location, scale and design of these activities are managed through the rules and standards.

***Precinct A** is the primary retail precinct. A full range of retail activities is enabled in Precinct A. Precinct A includes two parts: the existing commercial mall and large format retail area between State Highway 1 and Rimu Road, identified as Precinct A1, and the area to the west of Rimu Road, identified as Precinct A2. These two areas are distinguished in the Metropolitan Centre Zone rules.*

***Precinct B** is the civic precinct. The provision for civic and community activities within the Metropolitan Centre ensures that a wide range of centres activities, appropriate to the role of the Paraparaumu Sub-Regional Centre is provided for. The indicative stormwater management area has been identified for the management of stormwater and flood hazards within the Metropolitan Centre Zone. This area will also serve an ecological and amenity function.*

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

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

1. *The Structure Plan allows for development to adapt over time, including provision for more intensive uses to be developed. Activity standards allow for the future sleeving of commercial development.*
2. *The indicative stormwater management area may be amended.*

Response

The Structure Plan identifies eight strategic outcomes under its “focus” section. None expressly identifies dune protection as one of those outcomes. Instead, the focus is on achieving an integrated metropolitan centre, including commercial and residential development, transport connectivity, stormwater management, ecological and amenity values, and recreational opportunities. Dune protection is subsequently identified as a key element of the Structure Plan, and the description of Precinct C refers to development integrating with the natural dune landform. Those provisions clearly remain relevant, but they should be read within the broader strategic framework rather than treated as overriding it.

The proposal gives effect to the principal integrated-development outcomes of the Metropolitan Centre Zone Structure Plan through its mixed-use layout, link road and movement connections, stormwater and wetland system and connected public spaces. The Structure Plan also recognises dune protection; this is addressed through the specific assessment of the earthworks and the re-established western landform. In landscape terms, retaining a substantial planted elevated edge while enabling an integrated urban structure is a more positive outcome than treating the residual landforms and urban development as separate, disconnected elements. The proposed western landform will establish a recognisable elevated green edge along the Kāpiti Expressway, integrated with the open-space and movement network. Its deliberately shaped profile and indigenous planting will provide topographical interest, visual buffering and a strong landscape identity. The Wharemaukū Stream corridor, wetlands, stormwater landscapes and reserves complement this landform as a connected blue-green framework delivering amenity, recreational and habitat benefits across the development.

The Structure Plan identifies the dune areas while also seeking interconnected residential, commercial and centre activities within Precinct C. The Urban Acumen Appendix 1 assessment (Urban Design Outcomes and Wetland and Dune Retention, pp. 3-8) identifies practical difficulties with retaining all dune and wetland footprints, including impacts on the Link Road, Iver Trask Place connection, continuity of development blocks, active frontages and integration with the existing centre. The proposed landform design responds to those identified constraints while retaining an important part of the site's landscape expression along the Expressway edge.

Overall, the proposal is considered to be consistent with the broader land use, movement, open-space, stormwater and landscape outcomes sought by the Structure Plan. The Structure Plan expressly anticipates that development may adapt over time, while the relevant provisions recognise that effects on the dune system are to be avoided to the extent practicable having regard to the development outcomes anticipated for Precinct C. The proposal responds to this framework while recognising that some existing landscape elements, particularly the dune landforms, will be modified to enable the comprehensive development of the site.

APPENDIX 25 – CENTRES DESIGN GUIDE

The purpose of this design guide is to provide urban design guidance to inform the design of high quality residential, commercial and mixed-use development in the Kapiti Coast District. To achieve this purpose, the design guide outlines a series of principles that promote high- quality design, and outlines the matters that need to be considered in order to meet these principles.

Successful residential, commercial and mixed-use development meets the needs of those who use or live within the development, while contributing positively to the surrounding environment and the environment of the District as a whole. Mixed-use density improves choice of access to essential services including education, health as well as employment and retail services. This design guide is intended to help achieve this outcome.

Response

The proposal provides a mix of residential, commercial and retail activities supported by a connected street, pedestrian and open-space network. The layout provides clear connections between development areas, public spaces, recreational areas and the wider surrounding urban environment. Landscape treatment, including reserves, street and open-space planting, stormwater areas and the Wharemauku Stream corridor, will contribute to amenity, legibility and a clear sense of place. The proposed western landform, together with the naturalisation and enhancement of the Wharemaukū Stream and wetland areas, will form part of the wider landscape framework within the future urban environment. Overall, the proposal is considered to respond positively to the relevant principles of the Centres Design Guide by establishing a connected, accessible and high-amenity mixed-use environment.

4.2 Effects on Landscape Character and Values

As outlined in Section 1, the site currently has an open, undeveloped landscape character within an otherwise established and intensifying urban environment. Its principal landscape features are the western and eastern dune landforms, Wharemauku Stream, associated waterways and wetlands, and the openness created by its current undeveloped condition. The proposal will result in a noticeable change within the site through the introduction of residential, commercial and retail development, roads, superlots, public open spaces, stormwater areas, playgrounds and pedestrian and cycling connections. However, the existing undeveloped condition does not represent the anticipated long-term character of the site. The Metropolitan Centre zoning and Structure Plan provide for comprehensive urban development, with the principal landscape consideration being how the proposal responds to the site's landscape and natural character values within the context of the anticipated urban environment.

At a site level, the anticipated changes to the physical, perceptual and associative dimensions of the landscape are described below.

Physical

The proposal will introduce substantial physical change through earthworks, residential and commercial development, roads and infrastructure. The smaller eastern dune will be removed, while the western dune will be regraded to establish a new, planted landform adjoining the Kāpiti Expressway. This landform will retain an elevated topographical element along the western boundary, provide a green backdrop to future development and contribute visual relief and separation from the transport corridor. Together with the stream, wetlands and public open spaces, it forms a purposeful landscape structure for the new neighbourhood.

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

The Wharemauku Stream will be retained in its existing alignment rather than relocated. The existing channel is already highly modified; however, the proposal will enhance it through riparian planting and localised variation in channel depth and substrate. Together with the wider wetland and stormwater network, these measures will strengthen ecological and landscape connections and increase the expression of freshwater processes within the site.

Built form is also a key physical landscape change. The proposal will introduce buildings of a scale substantially greater than the existing farm-type structures and, from some nearby viewpoints, those buildings will be prominent. This is not overlooked in the assessment. The effect is considered in relation to the Metropolitan Centre context, the permitted and anticipated scale of development, the relationship of buildings to the proposed western landform and open-space network, and the extent to which the waterways and blue-green network remain legible as landscape elements.

Public reserves, open spaces, playgrounds and pedestrian pathways will establish a new landscape framework through the development. Construction and bulk earthworks will result in noticeable temporary effects, particularly while the dunes and waterways are being modified; however, these effects will reduce as earthworks are completed and landscape treatment establishes.

The physical change will be substantial, particularly where the existing dune profiles are altered. Nevertheless, the proposal retains meaningful topographical variation, establishes a planted western landscape edge and enhances the waterway, wetland and open-space network. The resulting physical landscape framework is considered appropriate for the more intensive urban environment anticipated for this site.

Perceptual

The proposal will change the site from predominantly open land to an active and more enclosed mixed-use urban environment, consistent with the Metropolitan Centre zoning and Structure Plan which includes the provision of buildings over 20m in height. The proposed western landform will provide a distinctive green backdrop and topographical contrast to the new built form, maintaining visual relief beside the Expressway. The naturalised Wharemaukū Stream, wetlands, stormwater areas and reserves will create a succession of open spaces and pedestrian experiences, giving the future development a legible landscape identity and opportunities for recreation and passive enjoyment.

From a perceptual perspective, the proposal will be highly apparent from some close viewpoints. The assessment does not equate high visibility with a high adverse effect. It considers whether built form would dominate or obscure valued landscape features, interrupt important view composition, or appear incompatible with the planned urban context. The proposed western landform, waterway corridor, stormwater areas and connected open spaces provide visual relief and separation between areas of built form.

Overall, the completed perceptual character will be urban, but the western landform and connected waterway and open-space network will establish a distinctive and positive landscape structure. The dune modifications create a change to the existing outlook, with effects moderated by the site's current urban setting, the planned intensity of development and the quality of the proposed landscaped edges and public spaces.

Associative

The site's associative landscape values relate to its remnant coastal-derived landforms, the Wharemaukū Stream and its location within the wider Kāpiti coastal environment, as well as its relationship with the developing Paraparaumu Town Centre. The Interim Cultural Impact Assessment prepared by Ātiawa ki Whakarongotai Charitable Trust also identifies important whakapapa, cultural and historical associations with the existing dunes, waterways and wider landscape. In particular, the Trust has raised significant concerns regarding the proposed modification and removal of the dunes and considers that these features should be retained. These cultural values and concerns are acknowledged, with the Trust's assessment set out separately in the CIA.

The proposed western landform will continue to give the future urban area a recognisable topographical edge, and indigenous planting, stream enhancement and wetland landscapes will strengthen the experience of a connected coastal landscape framework. The proposal alters the original dune forms, but the visible landscape identity of the completed neighbourhood will not be reliant on built development alone. The landscape character assessment recognises that the original dune profiles have specific place-related associations which differ from those of a newly designed landform. The western landform is nonetheless a meaningful part of the future landscape experience as it sustains the presence of elevated open-space topography beside the Expressway and forms a green connection with the proposed stream, wetland and reserve network. These benefits inform the landscape and visual assessment, without treating the new landform as an exact preservation of the former dunes.

Cumulative Effects

The proposal will contribute to the ongoing urbanisation of the wider Paraparaumu town centre environment; however, this change is anticipated by the Metropolitan Centre zoning and Structure Plan and will occur within an area already modified by urban development and major transport infrastructure. The proposal will also contribute to a reduction in the existing dune landform through removal of the eastern dune and modification of the western dune. These effects are primarily localised to the site. The proposed western landform, together with retention and naturalisation of the Wharemaukū Stream, enhancement of the wetland areas and the wider open-space network, will assist in establishing an identifiable landscape framework as development occurs.

The cumulative assessment also recognises that other land within and adjoining the Metropolitan Centre is capable of further urban development. That planned urbanisation is relevant to the evolving character of the receiving environment. However, this assessment does not rely on unbuilt future development as certain screening; where future built form may provide additional screening, that is treated as a potential secondary reduction in visibility rather than as the basis of the effects rating.

Overall Effects

Overall, the site's landscape will change substantially as the undeveloped land becomes the integrated Metropolitan Centre environment anticipated by the District Plan. The principal adverse physical change relates to the dune earthworks, particularly removal of the eastern dune and regrading of the western dune. The new western landform, however, will sustain a strong planted topographical edge and visual buffer beside the Expressway, create relief within the new urban form and contribute to a distinctive landscape identity. Its benefits are reinforced by retention and naturalisation of Wharemaukū Stream, enhanced wetlands, reserves, indigenous planting and improved public access. These positive landscape outcomes are integral to, rather than separate from, the development proposal.

Considering the physical, perceptual and associative dimensions together, overall adverse effects on landscape character and values are assessed as Low-Moderate. This judgement recognises the magnitude of localised dune modification, while giving appropriate weight to the site's already modified urban context, the anticipated Metropolitan Centre development and the enduring amenity, visual and landscape-structure benefits of the designed western landform and connected blue-green network.

The dune earthworks will create a substantial physical change at the locations of the existing landforms; the natural-character effect associated with that localised change is assessed as Moderate. The completed development, however, will retain an expressive planted western landform and establish an improved network of indigenous vegetation, enhanced watercourses, wetlands and usable open spaces. As a result, the site-wide and wider landscape effects are lower than the immediate magnitude of earthworks, supporting the Low-Moderate overall conclusion.

Construction Effects

Construction will temporarily produce a materially different landscape condition from both the existing and completed environments. Large-scale bulk earthworks, removal of the eastern dune, recreation of a new western landform, localised enhancement works within and alongside Wharemauku Stream, and wetland works will expose areas of bare ground and introduce heavy machinery, haul routes and construction activity across a substantial part of the site. At the site and immediate-neighbourhood scale these works are assessed as having a Moderate adverse landscape effect for the principal earthworks period. The effect is temporary and reversible in visual terms, and will reduce as finished landforms are completed, stream and wetland enhancement works are completed and landscape planting establishes.

Effects on Natural Character

Natural character is considered separately because the site lies within the identified Coastal Environment and includes dune landforms, Wharemauku Stream, wetlands and drainage features. Existing natural character is not high overall: the site is surrounded by urban development and major transport infrastructure; terrestrial vegetation is predominantly exotic; and the stream, drains and wetlands are modified. The strongest natural-character values are the remnant dune landforms (abiotic), Wharemauku Stream and wetland/waterway network, and the perceptual contrast these features provide within the urban setting.

The Bioresearches ecological assessments provide technical evidence for the biotic and freshwater components of natural character. They identify the terrestrial habitats as predominantly exotic grassland and scrub of negligible to low ecological value, while Wharemauku Stream retains Moderate freshwater ecological value despite its straightened and modified form. The existing wetlands are identified as low to moderate ecological value and are heavily influenced by historic pastoral land use and exotic vegetation. These findings support an assessment that natural character is present but compromised: the stream and wetlands retain identifiable natural elements and processes, but their present expression occurs within a substantially modified ecological and urban context.

For abiotic natural character, removal of the eastern dune and modification of the western dune represent the principal adverse changes. The western dune will be regraded into an identifiable landform with a varied planted profile rather than replaced by a uniform artificial boundary treatment. This retains topographical variation and an elevated landscape edge beside the Expressway and will continue to make the area's underlying coastal-derived landform legible within the future urban setting. At the wider coastal-environment scale the effect is lower because the dunes form a localised remnant within an already highly modified urban environment.

Construction will temporarily expose areas of sand and earthworks, with the closest views changing most markedly during the works. In its completed condition, the shaped western landform and indigenous planting will establish a coherent green boundary, provide visual separation from the Expressway and create an elevated, topographical feature within the development. The detailed landform treatment in MM1 will establish varied slopes and rounded crest transitions to achieve a naturalistic rather than uniform engineered appearance. This designed landform will operate alongside the enhanced stream, wetlands and open spaces as a positive landscape framework for the site.

For biotic and freshwater natural character, there will be an initial reduction during construction as wetland works and localised stream enhancement works are undertaken. Importantly, the current design retains Wharemauku Stream in its existing alignment and maintains continuous flow within the main channel. Native riparian planting and localised variation in channel depth and substrate will increase vegetation cover and habitat diversity. Experientially, the site will become more urban, the proposed western landform, enhanced stream corridor, wetlands and public open spaces will continue to express elements of the underlying coastal landscape. Overall, post-mitigation natural-character effects are assessed as Low-Moderate adverse, with a more pronounced Moderate site-level effect associated with the dune landforms and beneficial freshwater and biotic effects becoming increasingly apparent as riparian and wetland vegetation establishes.

4.3 Effects on Visual Amenity

The visual study area initially used a radius of approximately 500m to identify receptors likely to experience effects from the general development, having regard to intervening urban development, vegetation and topography. The proposed 38m and 27m buildings extend the potential viewing area because their upper levels may be visible above intervening built form, vegetation and the new western landform. The study area has accordingly been extended to

representative locations up to approximately 1.75km away. Viewpoint selection considers receptor sensitivity, viewing duration and frequency, distance, orientation and elevation, the openness of views and the compatibility of change with the existing and anticipated urban environment. The assessment does not rely on uncertain future buildings or planting to provide complete screening. The additional building height is assessed specifically against the 21m permitted building-height reference and the wider anticipated Metropolitan Centre context.

Viewpoints are generally located on public land and located as close as possible to existing residential dwellings or key locations in the site's surroundings. Selected viewpoints are as follows:

VP1 - View northwest from 3 Manawa Avenue
VP2 - View northwest from the Kapiti Expressway
VP3 - View southwest from 94 Kapiti Road
VP4 - View northwest from 51 Kapiti Road
VP5 - View northwest from the Kapiti WW1 Soldier's Memorial
VP6 - View west from Iver Trask Place
VP7 - View north from 40 Ihakara Street
VP8 – View northwest from 200 Rimu Road
VP9 - View southeast from 22 Milne Road
VP10 - View south from 134 Kapiti Road (corner of Te Roto Drive)
VP11 - View southeast from 299 Kapiti Road (corner of Hurley Road)
VP12 - View northwest from 45 Panorama Drive

In assessing the potential effects on visually sensitive receptors, the key viewpoints outlined above have been used as a reference point where it is considered that the effects are likely to be similar to the viewpoint and for a group of viewers. The viewpoint is a representative view, as close as possible to the view likely to be experienced from a private residence or property but obtained from a public location.

Receptor sensitivity has been considered as part of the professional judgement underlying the viewpoint ratings. Residents are generally more sensitive because views may be experienced frequently and for long durations; users of the Wharemauku Stream corridor and visitors to the memorial are also relatively sensitive because appreciation of the surrounding environment forms part of their experience. Pedestrians and cyclists have moderate sensitivity, while motorists generally have lower sensitivity because views are transient. The viewpoint narratives therefore distinguish the magnitude of visible change from the resulting adverse visual effect.

Table 1 summarises the professional judgement reached for each representative viewpoint. The ratings are not derived from a sensitivity-by-magnitude matrix. Rather, the assessment considers the identified landscape and visual values, the nature and extent of visible change, receptor type and viewing duration, distance and orientation, screening and backdrop, and the degree to which the proposed change is compatible with the existing and anticipated environment. The narrative assessments below provide the reasons for the ratings. Mitigation measures are listed in Section 5 of this report.

Table 1: Assessment of Effects on Visually Sensitive Receptors

Viewpoint	Visually Sensitive Receptors (VSR)	Distance to the Proposal Site (m)	Existing View (open, partial, screened)	Adverse Visual Effect before Mitigation	Mitigation Measures	Residual Adverse Visual Effect
1	Residents along Manawa Avenue and users of the shared path	0m	Open	**Low**	MM1 MM2 MM3 MM4	**Low**
2	Drivers, cyclists and pedestrians along the expressway corridor	50-80	Partial	Very Low	MM1	**Very Low**
3	Residents, drivers, cyclists and pedestrians along Kapiti Road	0-40	Open	Very Low	MM1 MM2 MM3 MM4 MM5	**Very Low**
4	Residents, drivers, cyclists and pedestrians along Kapiti Road	0-40	Open	Very Low	MM1 MM2 MM3 MM4 MM5	**Very Low**
5	People visiting the war memorial	0	Open / Partial / Screened	Low	MM1 MM2 MM3 MM4	**Low**
6	Pedestrians and cyclists using the trail by the Wharemauku Stream corridor	0	Open	Low	MM1 MM2 MM3 MM4	**Low**
7	Residents at Florian development and people walking along the Wharemauku Stream corridor	40	Partial and Open	Low	MM1 MM2 MM3 MM4	**Low**
8	Drivers, pedestrians and cyclists using Rimu Road	350	Open	Very Low	MM1 MM2 MM3 MM4	**Very Low**
9	Residents and road users around Milne Road	approx. 350-450	Partial	Low-Moderate	MM6	**Low-Moderate**
10	Residents, workers and road users around Kapiti Road / Te Roto Drive	approx. 450-550	Partial / Open	Low	MM6	**Low**
11	Residents, workers and road users around Kapiti Road / Hurley Road	approx. 1,750	Partial	Very Low	MM6	**Very Low**

12	Residents and road users around Panorama Drive, Riwai St and Countryridge Close	approx. 900-1,000	Open / Partial	Low	MM6	**Low**

VP1: View northwest from 3 Manawa Avenue

Description of existing view: This viewpoint represents views experienced by both residents along Manawa Avenue and users of the informal grassed walkway. The viewpoint provides open views across the site with glimpses of urban development beyond and the Paraparaumu Scenic Reserve and the Tararua Ranges in the far distance. Wharemauku Stream and the walkway are in the foreground, while the existing western dune extends alongside the Kapiti Expressway. Overall, the view reflects an open, undeveloped landscape characterised by grassed areas and scrub vegetation, with glimpses of urban development in the distance.

Description of Effects:

The proposal will replace the existing undeveloped outlook with residential and commercial development and an associated recreation/stormwater reserve, a change generally anticipated by the Metropolitan Centre zoning. Reshaping the western dune and removing the smaller eastern dune will also alter the visible topography. The new western landform will continue to provide an identifiable planted landscape edge and a degree of visual separation from the Kāpiti Expressway, while the reserve network adds visual relief and landscape amenity. Taking account of the planned urban context and the new landscape framework, overall adverse visual effects are assessed as **Low** from this viewpoint.

The magnitude of visible change will be substantial for residents and regular path users because development replaces a largely open foreground. The Low adverse rating reflects the planned Metropolitan Centre context and the quality and role of the new western landform and connected reserve/stormwater network, rather than an assumption that the development will be inconspicuous.

VP2: View northwest from the Kapiti Expressway

Description of existing view: This viewpoint represents views experienced by motorists travelling along the Kapiti Expressway. Views into the site are partially screened by existing vegetation, dune landforms or a combination of both. The Expressway is elevated above the site, with vehicles travelling at approximately 100km/h, resulting in generally brief and transient views. The Paraparaumu town centre, Scenic Reserve and Tararua Range are visible beyond. Overall, the view reflects a modified urban landscape with pockets of undeveloped land.

Description of Effects: The proposal will introduce the modified dune landform and associated native planting in the foreground, with commercial and residential development and associated urban infrastructure visible beyond. While this represents a change from the existing open outlook, development of the site is anticipated by the Metropolitan Centre zoning and Structure Plan.

Views experienced by motorists will generally remain partial and fleeting. Along the western edge of the site, the modified dune and associated landscape treatment will provide screening and separation between the development and the Expressway. Given the elevated road corridor, intervening dune landform and vegetation, and short duration of views, adverse visual effects are assessed as **Very Low**.

The upper parts of buildings may remain visible above the modified dune and planting, particularly before vegetation matures. The Very Low adverse rating does not depend on complete screening; it principally reflects the short duration and oblique nature of motorway views, the existing transport-dominated context and the fact that urban development of the site is anticipated.

VP3: View southwest from 94 Kapiti Road

Description of existing view: This viewpoint is located at approximately 94 Kapiti Road and looks southwest across the site. It represents views experienced by passing road users and residents on the eastern side of Kapiti Road, who currently have relatively open views across the site. The existing outlook is characterised by open, undeveloped land comprising pasture grass and areas of scrub and weed species, with the dune landforms visible across the site and urban development beyond. Overall, the view has an open, undeveloped landscape character within an urban setting.

Description of effects: The proposal will replace the existing open landscape with a local commercial centre, medium-density residential development and associated urban infrastructure. A new road connection will extend Ihakara Street through to Arawhata Road, providing a direct connection between the site and existing town centre. The removal of the eastern dune and modification of the western dune will also be visible. While the proposal will result in a clear change from the existing outlook, it will be experienced within the context of surrounding urban development and the more intensive development anticipated for the site under the District Plan. The existing stormwater retention pond in the northern corner, outside the application site, will remain. Overall, adverse visual effects are assessed as **Very Low** from this viewpoint.

For nearby residents the visual change will be obvious and experienced for longer durations than by passing road users. The Very Low adverse rating reflects the compatibility of the change with the Metropolitan Centre zoning and surrounding urban context, rather than a conclusion that the magnitude of visible change is negligible.

VP4: View northwest from 51 Kapiti Road

Description of existing view: This viewpoint is located at approximately 51 Kapiti Road and looks northwest across the site. It represents views experienced by passing road users and nearby residents. Views across the site are relatively open and are characterised by undeveloped grassed land and scrub vegetation, with the dune landforms visible across the site and established urban development beyond. Overall, the view has an open, undeveloped landscape character within an urban setting.

Description of effects: The proposal will replace the existing open landscape with a local commercial centre, medium-density residential development and associated urban infrastructure. The new development will introduce a substantially more urban outlook, including the extension of Ihakara Street through to Arawhata Road. Changes to both dune landforms will be visible, including removal of the eastern dune and modification of the western dune. However, the development will be experienced within an existing urban context and is consistent with the more intensive character anticipated for the site under the District Plan. Taking into account the viewing distance, existing outlook and anticipated development of the site, adverse visual effects are assessed as **Very Low**.

As with VP3, the development will be readily apparent to nearby residents and road users. The adverse effect is moderated by the site's planned metropolitan-centre function and the retention of an integrated landscape framework; visibility in itself is not relied upon as the measure of adverse effect.

VP5: View northwest from the Kapiti WW1 Soldier's Memorial

Description of existing view: This viewpoint is located at the Kapiti WW1 Soldier's Memorial and looks west across the site. It represents views experienced by visitors to the memorial. From the elevated viewpoint, relatively open views are available across the site, although views from the memorial itself and nearby Aquatic Centre are more restricted by vegetation and topography. The existing outlook is characterised by open, undeveloped grassed land and areas of scrub vegetation, including gorse. Commercial and residential development is visible in the

distance, with the Akatarawa Forest in the far distance. Overall, the view has an open, undeveloped landscape character.

Description of effects: The proposal will introduce residential and commercial development, roads and associated urban infrastructure into the existing open outlook. While this will result in a noticeable change, the development will be experienced as an extension of the surrounding Paraparaumu urban environment and is consistent with the development anticipated under the District Plan.

The proposed open spaces, planting and wider landscape network will assist in integrating the development into the receiving environment. Overall, adverse visual effects are assessed as **Low** from this viewpoint. The elevated position provides a broad view across the site, so the urban development will be evident. The Low adverse rating reflects the existing and anticipated urban context, the proposed planted western landform, and the strengthened stream and open-space network, while recognising the sensitivity of visitors to the memorial.

VP6: View west from Iver Trask Place

Description of existing view: This viewpoint is located alongside Wharemauku Stream and looks southwest towards the Paraparaumu Medical Centre and Lollipops Childcare Centre. It represents views experienced by users of the recreational space associated with the stream corridor. Open views are available across this part of the site, with Wharemauku Stream characterised by grassed banks, a relatively narrow channel and limited riparian vegetation. The surrounding land comprises open grassed areas and scrub vegetation, while existing commercial and residential development is visible beyond. Overall, the view has an open, undeveloped character within an urban setting.

Description of effects: The proposal will introduce residential and commercial development and associated urban infrastructure into the existing open outlook. While this will result in a noticeable change, the transition to a more urban environment is anticipated by the District Plan and will be experienced in the context of surrounding development. From this viewpoint the enhancement of Wharemauku Stream will be through native riparian planting and its integration with the wider open-space and pedestrian network. These measures will improve the landscape amenity of the stream corridor as planting establishes. Overall, adverse visual effects are assessed as **Low**.

The built development will remain visible, and the Low rating is not dependent on riparian planting fully screening it. The principal mitigation is the improved quality and structure of the stream corridor in the foreground, together with the compatibility of urban development with the surrounding town-centre environment.

VP7: View north from 40 Ihakara Street

Description of existing view: This viewpoint is located at approximately 40 Ihakara Street, adjacent to the Wharemauku Stream corridor, and looks north across the proposal site. It represents views experienced by nearby residents and users of the stream corridor, who currently experience a mix of open and partial views across the site. The Wharemauku Stream and its modified margins form the foreground, with open grassed land, scrub vegetation and the dune landforms beyond. Overall, the view has an open, undeveloped landscape character within the wider town-centre setting.

Description of effects: The proposal will introduce residential and commercial development, roads and associated urban infrastructure into the existing open outlook. Views may also be available towards the modified western dune and the area where the eastern dune will be removed. While this represents a noticeable change from the existing

outlook, more intensive urban development is anticipated by the Metropolitan Centre zoning and Structure Plan. Enhancement of Wharemauku Stream through native riparian planting and integration with the wider open-space network will provide additional landscape amenity in the foreground. Overall, adverse visual effects are assessed as **Low** from this viewpoint.

Residential receptors at Florian are relatively sensitive and will experience a noticeable change. The Low adverse rating recognises this sensitivity but also the planned urban context and the enhanced stream/open-space foreground; establishment planting is treated as mitigation rather than as a means of eliminating views.

VP8: View northwest from 200 Rimu Road

Description of existing view: This viewpoint looks northwest from Rimu Road across currently undeveloped land towards the application site. The foreground land is zoned Metropolitan Centre Zone and is anticipated to accommodate future urban development. Existing views are characterised by open grassed land and areas of scrub and weed vegetation. The dune formations adjoining the Kapiti Expressway are visible in the distance, with Kapiti Island beyond. Overall, the existing view has an open, undeveloped character.

Description of effects: The proposal will introduce residential and commercial development, roads and associated urban infrastructure into the existing outlook. At approximately 350m, this will be a discernible change but viewed at some distance within an area already influenced by town-centre development and zoned for comprehensive urban development. The assessment does not rely on future intervening buildings as certain screening; any such development would provide additional screening if and when it occurs. Given the distance, urban context and relative scale of the proposal within the wider view, adverse visual effects are assessed as **Very Low** from this viewpoint.

VP9: View southeast from 22 Milne Road

Description of existing view: This viewpoint represents a residential/public-road location on the western side of the Kapiti Expressway. The existing outlook is an established urban residential environment influenced by local vegetation, surrounding dwellings and the Expressway corridor. The application site is separated from the viewpoint by intervening development, transport infrastructure and landform, rather than forming an open foreground view.

Description of effects: The upper portion of the proposed 38m building, and potentially the 27m building, is likely to be visible above intervening roofs, vegetation and/or the new western landform, adding a vertical element to the southeast outlook. For residential receptors, the change will be noticeable over long viewing periods. The buildings will be experienced in the existing urban and Expressway context, however, with the majority of the development separated from the viewpoint. Subject to the proposed upper-level articulation and roof-plant integration, the adverse visual effect is assessed as **Low-Moderate**.

VP10: View south from 134 Kapiti Road (corner of Te Roto Drive)

Description of existing view: This viewpoint represents views from the Kapiti Road corridor north of the site, including road users and people associated with adjoining residential and commercial properties. The outlook is strongly urban and transport influenced, with development, roadside vegetation and infrastructure forming the immediate context.

Description of effects: The proposed 38m building, and possibly the 27m high building, may be visible as taller elements in views south toward the Metropolitan Centre. Their upper levels would be more apparent than the lower built form, but the building would be read as part of the established and intensifying urban corridor rather than

against an otherwise natural skyline. At this distance and in this urban context, and subject to the tall-building design measures in Section 5, adverse visual effects are assessed as **Low**.

VP11: View southeast from 299 Kapiti Road (corner of Hurley Road)

Description of existing view: This viewpoint is approximately 1.75km from the application site and represents a longer-distance view from the Kapiti Road corridor. The existing outlook contains substantial intervening urban development, vegetation and transport infrastructure, with the application site forming only a small part of the wider view.

Description of effects: At this distance the 38m building may be discernible as a small vertical element associated with the Metropolitan Centre, but it will occupy a limited proportion of the overall view and will be seen amongst existing and anticipated urban development. The proposal will not materially alter the character of this wider urban outlook. Adverse visual effects are assessed as **Very Low**. It is unlikely the other buildings will be visible.

VP12: View northwest from 45 Panorama Drive

Description of existing view: This viewpoint represents a more distant and elevated (from ~RL60m compared to ~RL6 for the site) urban residential/public-road location to the southeast of the site. Views northwest are across established Paraparaumu urban development toward the Metropolitan Centre, with built form and vegetation occupying much of the middle ground.

Description of effects: The 38m building is likely to be visible within the wider urban panorama and may read as a distinct town-centre marker. Its additional height will be apparent, but the building will be seen beyond intervening urban development and within the part of Paraparaumu where the District Plan anticipates the greatest concentration of built form. Provided the upper building is well articulated and rooftop plant is integrated into the architectural form, the proposal is not expected to dominate the wider outlook. Adverse visual effects are assessed as **Low**. The additional 6m for the 27m high building will not be discernible from this viewpoint.

Construction-related visual effects will be greatest for the nearest receptors with open or partial views into the site because large areas of earthworks, exposed soil, machinery and temporary works will be visible. These effects are assessed as Moderate adverse at the closest residential/recreational viewpoints during the main earthworks phase, reducing to Low or Very Low for more distant receptors and transient road users. They are temporary and will reduce progressively as finished contours, roads, waterways and landscape planting are completed.

5. RECOMMENDATIONS

5.1 Mitigation Measures

The following mitigation measures are recommended to avoid, remedy, or mitigate potential adverse effects on landscape character and visual amenity as perceived from the site's surroundings. Please refer to Appendix 2, Graphic Attachment, for a plan and renders visualising the mitigation measures discussed.

MM1 – WESTERN LANDFORM LANDSCAPE

The western landform is to be shaped in an irregular manner which allows for plant growth but maintains a height higher than the expressway. The landform is to be planted with appropriate species. It is recommended that a Planting Plan is developed for the landform at the Subdivision Stage for approval by KCDC. The species

are recommended to be planted at 1000mm centres with a two-year establishment period. No solid fencing is allowed on the landform except where screening service areas. Internal Residential boundaries are to be defined using 1.5m open style fencing, designed to disappear into planting over time.

Before substantial works to establish the western landform, a detailed grading and landscape plan generally consistent with DCM drawing 014 (20 October 2026) should be prepared. It should identify finished levels, varied gradients, rounded crest transitions, interfaces with streets and development lots, surface stabilisation and integration with adjacent open spaces. The design objective is a cohesive, naturalistic elevated landscape edge as the concept landscape plans intend rather than a continuous engineered bund. A detailed planting specification should provide locally appropriate indigenous species, planting densities, establishment and replacement requirements, weed control and long-term maintenance responsibilities. The planted landform should be managed to secure its intended visual-buffering, landscape-amenity and green-edge functions over time.

MM2 – OPEN SPACE LINKS AND RESERVES

The future subdivision under the Fast-track Application will include green pedestrian/cycle links and a range of recreation reserve and stormwater management areas (SMAs), forming a diverse network of open space throughout the development. These areas will incorporate native planting and naturalised stormwater management, providing prominent green focal points and visual relief within an otherwise intensified residential environment. Compared to the site's current land use and exotic weed species, the proposal will substantially increase native vegetation diversity and provide enhanced habitat and foraging opportunities for indigenous bird, insect, and pollinator species. The green links will also contribute to landscape structure, amenity, and character within the wider Kapiti Coast and Paraparaumu Town Centre.

MM3 – INTEGRATED MOVEMENT AND AMENITY NETWORK

The future development will provide a connected network of streets, shared paths, cycleways, and pedestrian links that tie into the movement network within the adjoining properties. By extending these established connections and providing access to reserves, stormwater management areas, and public facilities, the development will create a well-connected and accessible environment that encourages walking, cycling, and everyday community use. This integrated network will help the development sit more naturally within its surroundings, softening the transition from the site's existing undeveloped urban-fringe character to an urban residential environment. The resulting streets, paths, and open spaces will provide a high level of amenity for future residents and the wider Kapiti Coast community, while reinforcing the character and connectivity already established within nearby residential and urban areas.

MM4 –ENHANCEMENT OF WHAREMAUKU STREAM CORRIDOR AND WETLANDS

Enhance the Wharemauku stream (project side) margin with suitable native riparian planting and introduce localised variation in channel depth and substrate, in coordination with the project ecologist/freshwater specialist. Detailed stream, wetland and planting plans are to be prepared by the project ecologist.

MM5 – BUILT FORM AND KAPITI ROAD INTERFACE

The interface with Kapiti Road should include a 4m wide native planting buffer where service areas of Large Format Retail buildings are proposed adjacent to the road corridor. Planting should form a continuous vegetated edge

MM6 – 38M BUILDING / TALL BUILT FORM

The proposed 38m building should read as a slender, well-articulated Metropolitan Centre element rather than a monolithic slab. Upper levels should be visually differentiated through setbacks, modulation and/or material changes; long blank elevations should be avoided; glazing should minimise excessive reflectivity; and rooftop plant, lift overruns and other servicing should be integrated within the overall architectural form. Upper-level signage and lighting should be restrained so that the building does not become unnecessarily prominent at night. Any effects from the 27m building are less of a concern as from all external viewpoints are considered Very Low.

6. CONCLUSION

From a landscape perspective, the Kāpiti Road Fast-track Application, incorporating 593 dwellings, is considered appropriate in the context of its highly modified receiving environment and the substantial urban development anticipated by the Operative Kāpiti Coast District Plan. The Metropolitan Centre zoning and Structure Plan anticipate a mixed-use extension to Paraparaumu Town Centre with residential, commercial, retail, civic, transport and open-space components.

The landscape response provides positive, site-defining features. Although the eastern dune will be removed and the western dune regraded, a new western landform will remain as a prominent planted topographical edge along the Kāpiti Expressway. This feature will contribute visual relief and separation from transport infrastructure, form a green backdrop to new development and reinforce the site's coastal-derived landscape identity. Retention and naturalisation of Wharemaukū Stream within its existing alignment, enhanced wetlands, reserves, playgrounds, planting and connected pedestrian routes will extend these benefits across the development and improve public access and everyday landscape amenity.

The cross-sections establish that the western dune will be reconfigured, not preserved in its existing form. That physical change is acknowledged with the proposed landform being an intentional landscape-design response, with a shaped profile, indigenous planting and a clear role within the public open-space framework. The Urban Acumen assessment of dune and wetland retention identifies material consequences for the Link Road, Iver Trask Place connection, continuity of development blocks and links to the existing centre if the existing footprints are retained in full. The proposal balances those constraints with a purposeful, landscaped western edge and substantial enhancements to the wider blue-green network. In my opinion, that balance supports the proposed dune modification in landscape and visual terms, subject to securing the detailed grading and planting outcomes in Section 5.

The Interim Cultural Impact Assessment prepared by Ātiawa ki Whakarongotai Charitable Trust identifies important cultural associations with the existing dunes and records the Trust's opposition to their modification and removal. While the proposed western landform does not replace these cultural values or necessarily mitigate the associated cultural effects, there are important opportunities for mana whenua involvement in its detailed design, alongside the wider blue-green network, including planting, restoration and cultural expression.

Visual effects and the degree of visibility will vary by receptor. The proposal will be readily apparent from a number of close viewpoints, and the proposed 38m building will extend the visual catchment beyond the immediate 500m area by introducing a taller element that may be visible above intervening built form, vegetation and the proposed western landform. The four additional viewpoints have been included specifically to test this. The building is likely to be most apparent from the western residential area and from elevated/distant urban viewpoints but will be experienced in the context of the Kapiti Expressway and the Metropolitan Centre where substantial urban intensification is anticipated. The assessment does not rely on complete screening of the building. The 27m (7-storey building is considered to only have Very Low effects when assessed against the permitted 21m height limit.

On this basis, completed adverse effects on landscape character and values are assessed as Low-Moderate overall, with a Moderate localised natural-character effect associated with the dune earthworks and Low-Moderate natural-character effects overall after the proposed landscape treatment. Construction effects will temporarily be Moderate in the immediate receiving environment. Residual adverse visual effects at the representative viewpoints range from Very Low to Low-Moderate; the highest assessment relates to a residential viewpoint west of the Expressway where part of the 38m building is likely to be visible. In RMA terminology, the enduring adverse landscape and visual effects are assessed as no more than Minor, subject to the proposed landscape mitigation and tall-building design measures. This conclusion recognises the dune modifications while placing appropriate weight on the positive contribution of the new western landform and the wider landscape framework.

APPENDIX 1:

LANDSCAPE AND VISUAL IMPACT ASSESSMENT METHODOLOGY

The purpose of a Landscape and Visual Impact Assessment is to evaluate how a proposal will affect the landscape and views within a particular environment. The assessment aims to understand any changes to the landscape character and visual amenity, identifying any adverse impacts and proposing ways to mitigate them. The methodology used for this assessment follows the guidelines provided in Te Tangi a Te Manu - Aotearoa New Zealand Landscape Assessment Guidelines (July 2022). The process is often non-linear, but may typically consist of the following stages:

1. Gaining a thorough understanding of the proposal;
2. Identifying and describing the relevant landscape context;
3. Reviewing and assessing any relevant statutory provisions;
4. Assessing the landscape and visual effects on the proposal;
5. Recommending changes to the proposal that will improve the proposal or lessen any adverse effects, including suggesting mitigation measures.

1.0 LANDSCAPE ASSESSMENT

1.1 LANDSCAPE DESCRIPTION AND CHARACTERISATION

Landscape embodies the relationship between people and place. It is the character of an area, how the area is experienced and perceived, and the meanings associated with it. Landscape attributes can be broken down into three overlapping dimensions: Physical, Associative and Perceptual qualities or values.

'Physical' includes both natural and human features, and the action (and interaction) of natural and human processes over time. This might include anything from more 'natural' features such as topography and vegetation to human-made features such as roads or buildings.

'Perceptual' means both direct sensory experience and broader interpretation through the senses. While sight is the sense most typically applied to landscape assessment, direct sensory perception importantly includes all the senses.

'Associative' means intangible things that influence how places are perceived, such as history, identity, customs, laws, narratives, creation stories, and activities specifically associated with the qualities of a landscape. Such associations typically arise over time and out of the relationship between people and place, often referred to as 'sense of place'.

Landscape characterisation involves interpreting these elements to define the landscape's unique identity and to identify the existing landscape values. This step is essential for understanding how the landscape contributes to

the environment, community, and cultural heritage, providing a foundation for assessing the proposal's impact on these valued attributes.

1.2 STATUTORY PROVISIONS

Planning and Statutory Context: The first step in identifying landscapes of significance involves reviewing relevant planning documents to determine if any specific landscape values have been assigned to the site or its surrounding areas. This includes:

- **Outstanding Natural Landscapes and Features (ONL/ONF):** If the area is designated as an ONL or ONF in a district or regional plan, its value is legally recognised, often requiring special consideration and protection measures.

- **Areas of High Landscape Value (AHLV):** Some planning documents identify areas with high landscape value, often in sensitive environments. These areas typically carry specific policies for preserving landscape quality and character.

- **Cultural and Historical Sites:** Statutory plans may identify significant cultural or historic landscapes, which could include areas of indigenous significance, heritage sites, or locations associated with important historical events.

District Plan and Policies: Where specific values relating to landscape are identified in local and regional planning documents, the objectives, policies, and rules are examined and assessed. These values form a baseline of landscape values against which the proposal is assessed to ensure alignment with local or national policies and objectives. The purpose for reviewing the provisions is not to undertake a planning assessment. It is to frame the landscape assessment and assist with identifying the relevant landscape values.

1.3 EFFECTS ON LANDSCAPE CHARACTER AND VALUES

Following the descriptive phase of landscape assessment and assessment of the statutory provisions where existing landscape character and values are identified, the evaluative phase determines the impact the proposal might have on these landscape values. While the magnitude of change to the landscape is considered as part of the assessment, '*change itself is not an effect: landscapes change constantly. It is the implications of change for a landscape's values that is the effect*'.[1] Effects are not always adverse and positive effects are also taken into account. Cumulative and temporary effects may need to be considered and assessed as part of the effects on landscape values. Cumulative effects are potential impacts of the proposal when considered in conjunction with other existing or approved developments in the area. The assessment may include granted resource consents that are likely to be implemented in the future, influencing the overall landscape and visual environment. The degree of change allowed under current planning regulations also must be considered (permitted baseline), which may influence the landscape regardless of the proposal. This could include activities that are permitted under zoning rules or existing land use rights.

[1] Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 135

In this section, both the nature and the magnitude of the effects are described and assessed in terms of specific values and attributes identified within the landscape. The magnitude of effects is described using the 7-point scale outlined within Te Tangi a Te Manu, as below:



The magnitude of effects is assessed in relation to the specific nature of the effect, with reasons provided as to why that conclusion has been drawn. This process is essential for understanding the potential impacts of the proposal on landscape character and values and provides a foundation for the visual effects assessments that follows.

Where recommendations or mitigation measures are suggested, a pre-mitigation and post-mitigation assessment on landscape effects may be required to understand the extent of the effects. Often these measures are discussed with the client before finalising the assessment and are included as part of the application, avoiding the need for a pre-mitigation assessment.

If we are required to provide an effects assessment using RMA terminology, we refer to the below table from Te Tangi a te Manu:



1.4 VISUAL EFFECTS ASSESSMENT

The visual effects assessment evaluates the effects of the proposal on visual amenity and assesses how these effects may impact on the people who experience the landscape. Visual amenity values refer to the qualities of a landscape that contribute to people's appreciation of its visual appeal, aesthetic coherence, and cultural or recreational value. The visual effects are a subset to the landscape effects and contribute to understanding the landscape effects. The methodology used follows a systematic approach to evaluate the proposal's visual impacts, identifying the views affected, the different types of viewers (residents, workers, passersby etc), and the potential for visual impact. The following steps inform and influence the visual assessment:

1) Identification of the visual catchment and key viewpoints (where it may be seen from)
2) Identification of the 'audiences' (who will see it)
3) Assessment of the effects on landscape values from certain viewpoints

IDENTIFICATION OF KEY VIEWPOINTS AND AUDIENCES

Viewpoint Selection: Key viewpoints are chosen to represent a range of viewing audiences and locations. This includes public spaces, such as parks, roads, and recreational walkways, as well as residential areas where people may experience the visual impacts of the proposal on a regular basis. Viewpoints are selected based on:

- **Receptor Type:** Identifying where people are likely to experience the view (e.g., residents, visitors, and recreational users).
- **View Accessibility:** Selecting public locations where views of the proposal are accessible to a broad audience.
- **Diversity of Perspectives:** Ensuring the viewpoints represent different distances, angles, and elevations relative to the proposal.

Verification Process: The initial selection of viewpoints is based on a desktop study using tools such as GIS to review aerial imagery, topographic contours, and land use data. These preliminary viewpoints are then verified through on-site visits to ensure their accuracy and relevance to the assessment. Adjustments are made if necessary to reflect the most accurate and representative viewpoints. Not every receptor within the identified catchment area will be assessed, as it is considered sufficient to assess receptors who are more likely to be affected than others, with the other receptors considered to have a lesser effect than those assessed.

Viewshed Analysis: For larger or more complex projects, a Theoretical Zone of Visual Influence (TZVI) may be created. This analysis uses digital modelling to identify the areas from which the proposal is likely to be visible. The TZVI mapping is conservative, as it does not account for existing structures, vegetation, or other obstructions that may block views. This data helps refine the selection of key viewpoints and assists in visualizing the potential impact on the surrounding landscape.

PHOTO SIMULATIONS

Photos are taken of the identified viewpoints following the methods set out within the 'Best Practice Guide 10.2 – Visual Simulations (2010)' from the NZILA. All photos are taken using a Sony ILCE-6000 (Alpha 6000) digital camera, with two focal lengths used for each viewpoint photo. One 16mm focal length photo is taken to show the wider context of the view, and then one 35mm focal length photo is taken, which is the equivalent of an approximately 52mm focal length on a full frame sensor camera (the recommended focal length for visual simulations is 50mm, being similar to the human eye when viewed on the page). The horizontal and vertical fields of view are based on the fields of view at each focal length on the Sony ILCE-6000 and how the photo has been cropped. For the 16mm focal length, the horizontal field of view is approximately 73.7º and the vertical field of view is approximately 53.1º without any cropping. For the 35mm focal length, the horizontal field of view is approximately 37º and the vertical field of view is approximately 25.1º without any cropping. Photos generally have to be cropped to fit on a page and so field of view is adjusted accordingly. The recommended viewing distance is the distance at which the photograph or simulation correctly reconstructs the perspective seen from the viewpoint location at which the photograph was taken and is stated on each page.

IDENTIFICATION OF VISUAL EFFECTS

The assessment then identifies the potential sources of visual impact the proposal may cause to the existing view. The nature and degree of effect is described for each viewpoint, which may involve:

- **Defining Visual Changes:** Visual changes are described in terms of scale, contrast, and compatibility with the existing landscape. This includes the size, shape, colour, and materials of the proposed development relative to the surrounding environment.

- **Assessing View Composition:** The visual assessment evaluates how the proposal will alter the composition of the view. This includes consideration of elements such as:
  - Whether the proposal will block open views or reduce visual clarity.
  - Whether the proposal will dominate the view or blend with existing features.
  - Whether the proposal aligns with the aesthetic qualities of the current landscape or introduces contrasting elements.

- **Analysing Cumulative Effects:** For areas already experiencing visual changes, the assessment considers the cumulative impact of the proposal in relation to other developments or existing structures, evaluating the potential for visual clutter or landscape character degradation.

It is important to note that *'a development that is in keeping with the landscape character (existing or anticipated) may have no adverse effects on landscape values even through it is highly visible and a noticeable change to the view'*.[2]

Where recommendations or mitigation measures are suggested, a pre-mitigation and post-mitigation assessment of the visual effects may be required to understand the extent of the effects. Often these measures are discussed with the client before finalising the assessment and are included as part of the application, avoiding the need for a pre-mitigation assessment.

As with landscape effects, visual effects are measured using the 7-point scale, with both the nature and magnitude of the effects considered. Operational impacts from a change in the use of the site and temporary effects, such as effects during construction or prior to vegetation establishing, may also need to be considered in this section.

1.5 RECOMMENDATIONS / MITIGATION MEASURES

Where potential adverse visual effects are identified, the assessment may explore mitigation measures to reduce or minimise these impacts. These may include:

- **Avoidance:** Changing the proposal's location, scale, or design to completely avoid adverse effects on sensitive areas.

- **Minimisation:** Reducing the magnitude of visual impact by refining design aspects, such as reducing the height or adjusting the colour palette to better integrate with the surrounding landscape.

- **Remediation:** Introducing elements to restore or enhance affected landscape values. For example, replanting disturbed vegetation or restoring habitats that are altered during construction.

---

[2] Te Tangi a te Manu: Aotearoa New Zealand Landscape Assessment Guidelines'. Tuia Pita Ora New Zealand Institute of Landscape Architects, July 2022. Page 245

- **Compensation:** In cases where direct mitigation is not feasible, compensatory measures such as creating additional public open spaces, or enhancing nearby landscapes to offset the impact, may be considered.

Common examples of mitigation strategies include:

- **Design Modifications:** Adjusting the scale, location, or orientation of the proposal to reduce visibility from key viewpoints.
- **Landscape Screening:** Using vegetation, such as trees or hedges, to screen or soften views of the proposal. Native planting is often prioritised to enhance ecological integration.
- **Material Selection:** Utilising materials and colours that reflect the natural tones of the surrounding landscape, reducing visual contrast.
- **Lighting Controls:** Managing the intensity, direction, and timing of artificial lighting to limit light pollution and reduce visual impacts during nighttime.

The effectiveness of these mitigation measures is assessed to determine the extent to which they reduce visual impacts, aiming for a balance between development and landscape preservation. Often these measures will be included as part of the application, where work has been done with the client prior to or during the assessment.