S210167 292 Main Rd, Tawa (Appn to WCC)

SpencerHolmes
engineers - surveyors - planners

PO Box 588
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Wellington 6140, New Zealand
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3 December 2021

Resource Consents Team
City Consenting & Compliance
City Planning
Wellington City Council
PO Box 2199
Wellington 6140

Dear Sir/Madam,

RESOURCE CONSENT: 292 MAIN ROAD, TAWA

On behalf of the applicant, 292 Main Road Limited, we submit an electronic version of a resource consent application for a 24 unit development at the above address.

This application is made pursuant to section 88 of the Resource Management Act 1991, and incorporates all information required by Form 9 and Schedule 4 to the Act.

Please issue an invoice for the processing fee deposit required by Council. The applicant intends to make payment of the fee utilising Council's online payment method or via internet banking. We trust the attached information is satisfactory and look forward to your favourable response.

If you have any further queries, please do not hesitate to contact me on (04) 472 2261.

Yours faithfully
Spencer Holmes Limited

Ian Leary
Director

itl@spencerholmes.co.nz

SpencerHolmes
engineers - surveyors - planners

Application for Land Use Consent

292 Main Road Tawa

Spencer Holmes Limited
P O Box 588
WELLINGTON 6140
Phone: (04) 472 2261
Email: admin@spencerholmes.co.nz

December 2021
(S210167)
Prepared for: Alex Khera

FORM 9
APPLICATION FOR RESOURCE CONSENT UNDER SECTION 88 OF THE RESOURCE MANAGEMENT ACT 1991

TO: Wellington City Council
P O Box 2199
WELLINGTON 6140

1. **292 Main Road Limited** (the Applicant) hereby applies for the following resource consents:

- **A land use consent:** For 24 residential units and earthworks.

2. **Activity & Classification:**

Overall, land use consent for the proposed units has been assessed as a non-complying activity pursuant to rule 5.5 of the District Plan.

3. **The location to which this application relates:**

Street Address: 292 Main Road, Tawa

Figure 1: Location Aerial - Extract from WCC Web Maps

4. **The owner of the site is: -**

Lot 1 DP 15312 (RT WN8B/597) is owned by 292 Main Road Limited

5. **There are no other activities that are part of the proposal to which the application relates.**

6. **A resource consent will be required from GWRC for building and earthworks in the floodplain. This will be sought following the lodgement of this application.**

From our knowledge of the site, there are no National Environmental Standards that would apply to this proposal.

7. Attached, in accordance with Clauses 6 & 7 of the Fourth Schedule of the Resource Management Act 1991, is an assessment of environmental effects in the detail that corresponds with the scale and significance of the effects that the proposed activity may have on the environment.

8. Attached is an assessment of the proposal against Part 2 Resource Management Act 1991.

9. Attached is an assessment of the proposal against Section 104(1)(b) Resource Management Act 1991 including any relevant objectives, policies or rules.

10. Also attached is any information required to be included in this application by the District Plan, a Regional Plan, the Resource Management Act 1991, or any regulations made under that Act.

The relevant assessment of environmental effects, proposal plans and other information required by the Wellington City Council District Plan are attached.

292 Main Road Limited
by their duly authorised agent

pp

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Ian Leary for Spencer Holmes Limited.

Date: December 2021

Address for Service:

Spencer Holmes Limited
Surveyors, Engineers & Planners
PO Box 588
WELLINGTON 6140

Telephone: (04) 472-2261
Email:

All Invoices to:

c/- Alex Khera

021 831 955
alex@khera.co.nz

ATTACHMENTS

1. Record of Title
2. Architectural Plans (Archaus)
3. Residential Area Design Guide Assessment (Spencer Holmes)
4. Topographical Survey – T1 and T2
5. Geotechnical Report- ENGEO
6. Flooding report - ENGEO
7. Traffic Report (Traffic Concepts Ltd)
8. Landscape Plan (Local)
9. Pre-application notes (SR487769 and WW notes)

CONTENTS

DESCRIPTION OF PROPOSAL & ASSESSMENT OF EFFECTS ON ENVIRONMENT

1 THE PROPOSAL

1.1 Site & Locality

The site is located in Tawa, on the corner of Main Road and McLellan Streets.

The site slopes down from the Main Road, has a relatively flat area before sloping away towards the stream.

The Porirua Stream runs along the full length of the rear boundary and is therefore the site is partially in the Porirua Stream floodplain.

There are areas of Open Space B zoned land across Main Road and on the southern corner of Main Road and McLellan Street.

There is a historical building line restriction (BLR) on the property which will be removed within due course. This BLR states that *"no buildings or hoardings shall be erected within 49.5 feet of the middle line of the line of the Main Highway".*

An aerial photograph of the site is shown at Figure 2 below.

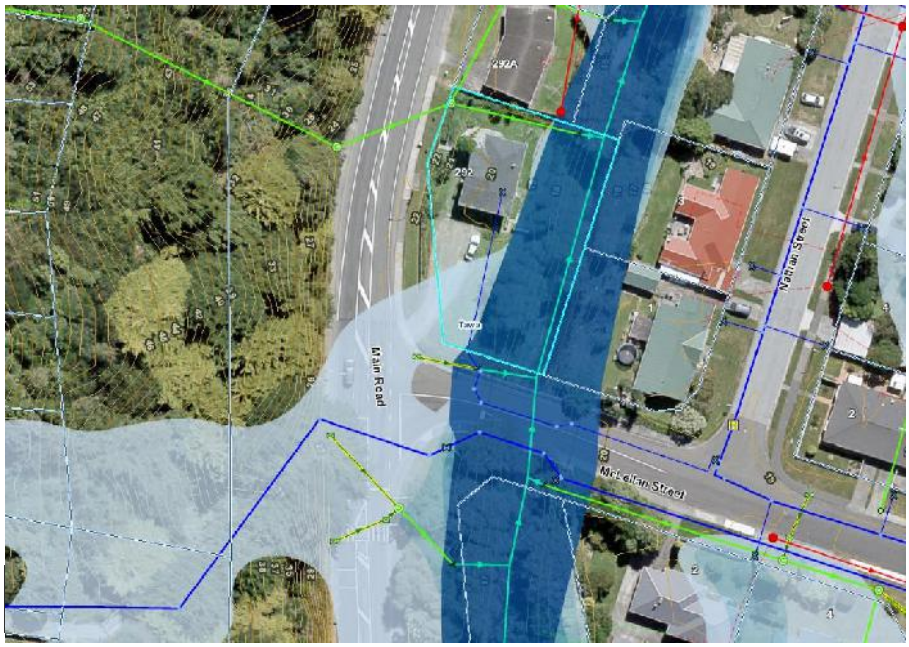


Figure 2: Aerial of Site – Extract from WCC GIS

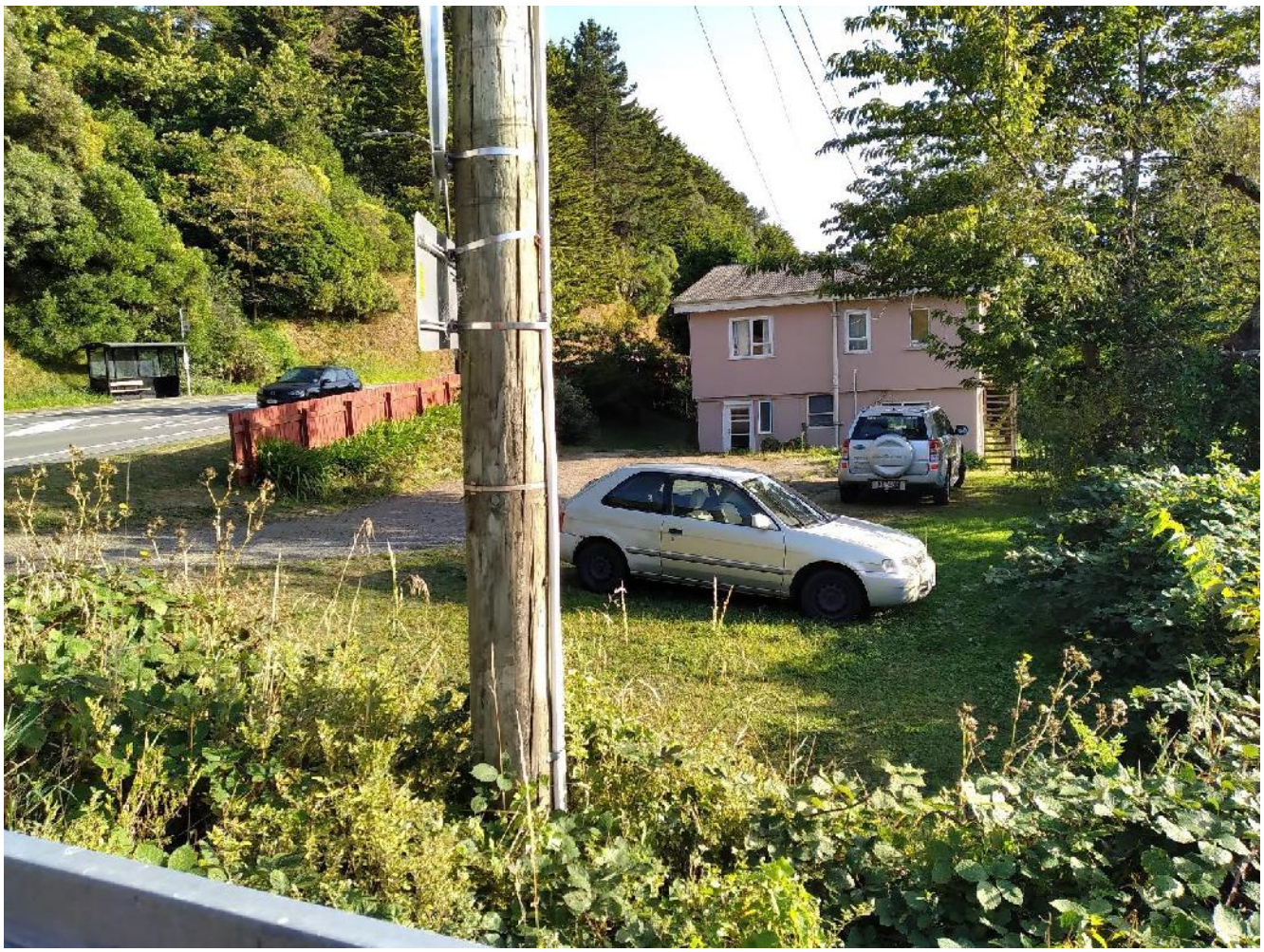


Figure 3: Looking north west from the bridge showing the existing house, driveway and parking at 292 Main Road, Tawa and bus stop across the road.

Figure 4: Existing driveway access, berm, and dwelling at 292 Main Road, Tawa

Figure 5: Looking north from the bridge at the stream adjacent to the property at 292 Main Road.

Figure 6: Looking south from the eastern bank of the stream adjacent to property at 292 Main Road

1.2 Legal Description

Lot 1 DP 15312 (RT WN8B/597). The property has an area of 1204m^2.

A copy of the title is attached (Attachment 1). The historic building line restriction on the property will be removed in due course. There are no other registrations on the title that would impact on the proposal.

1.3 Description of Proposal

1.3.1 New building

The applicant proposes to demolish the existing dwelling on the site and construct 24 new residential units on the site as shown on the Architects drawings by Archaus (included as Attachment 3) as follows: RC 01.00; RC 02.00; RC 04.00; RC 04.01; RC 04.02; RC 04.03; RC 04.05; RC 05.00; RC 05.01; RC 06.00; RC 07.00; RC 07.01; RC 07.02; RC 07.03; RC 07.04; RC 07.05; RC 07.10; RC 07.20; all Rev 1 and all dated 15.11.21.

Figure 7 below is a perspective of the proposed building:

Figure 7:Perspective of the proposed new residential development at 292 Main Road, Tawa

The new residential units will be provided over 4 floors (ie: ground and three floors above).

The ground floor units will have yards and decks, whilst the upper floor units will have 5-6m^2 decks.

The proposal also includes planting and landscaping of the area of adjacent road reserve including a central entranceway, steps and access ramp for the building.

An assessment under the RADG is provided in Attachment 3 to this application.

The following perspectives illustrate how the proposed new buildings will appear in the surrounding environment.

Figure 8: Perspectives of the proposed new 24 unit residential development at 292 Main Road, Tawa.

1.3.2 Earthworks

Earthworks will be required across the site to prepare the building platforms, driveway, yards and frontage area for the proposed residential development.

Full details of the earthworks required are included on Sheet R 07.20 of the Archaus plans.

In summary, 175m^3 of cut and 189m^3 of fill is required which results in a nett of 13.5m^3.

1.4 Access & Parking

No on site carparking will be provided.

A 5m wide driveway will however provide access for a small rubbish collection truck along with five scooter/motorcycle parks and secure cycle parking to the rear as shown on the Archaus plans.

1.5 Services

Consultation regarding water, sewer and stormwater services for the site is ongoing with Wellington Water and the applicant will continue dialogue with Wellington Water regarding appropriate servicing and wastewater mitigation for this site.

A detailed services design will be submitted as part of the building consent process.

1.6 Flood Hazard

Figures 9, 10 and 11 below shows the WCC Flood Hazard Map and GWRC flood hazard maps for the site.

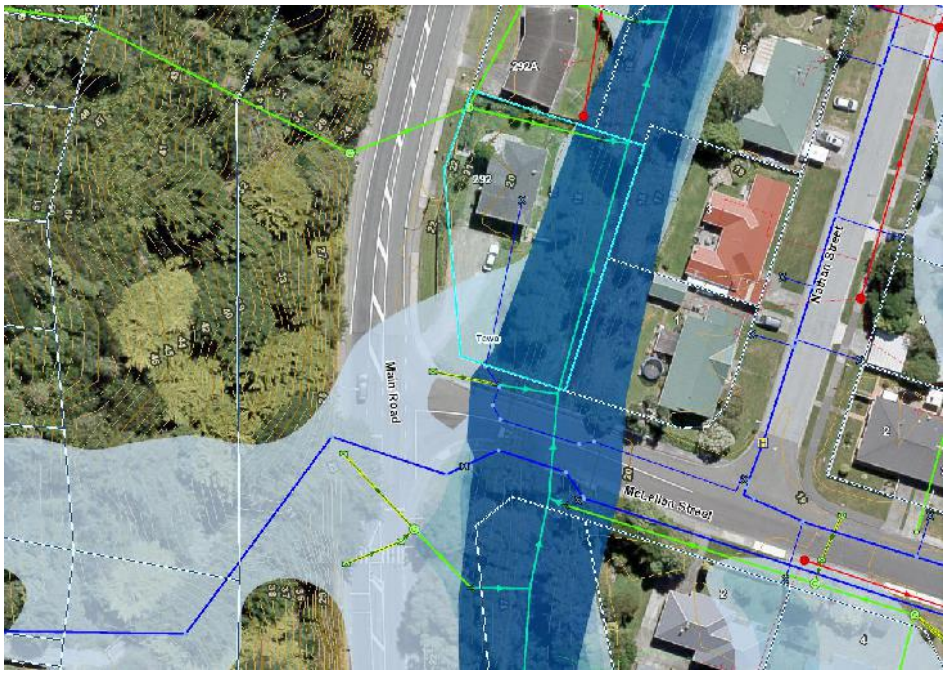


Figure 9: Aerial of Site – Extract from WCC GIS

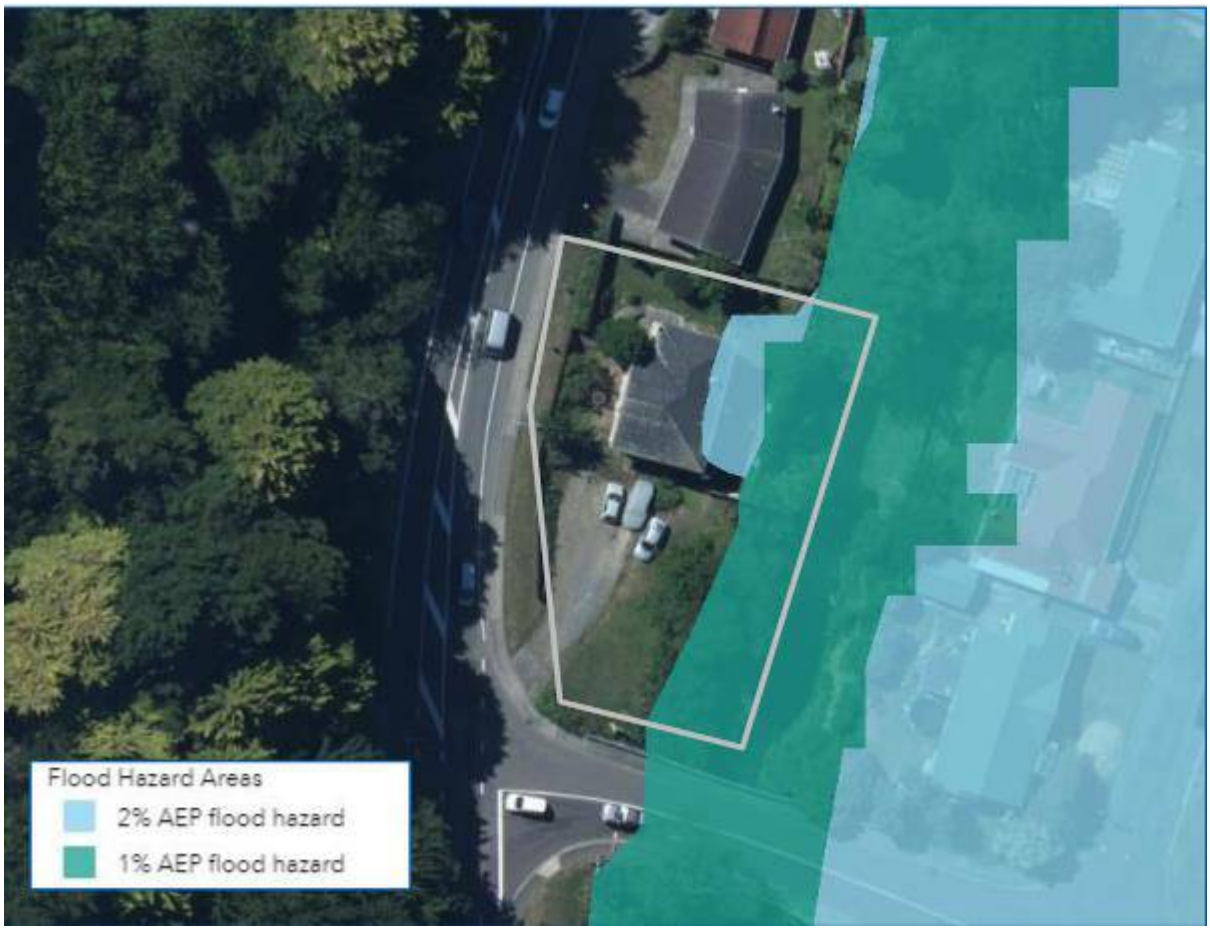


Figure 10: Flood Hazard Map GWRC

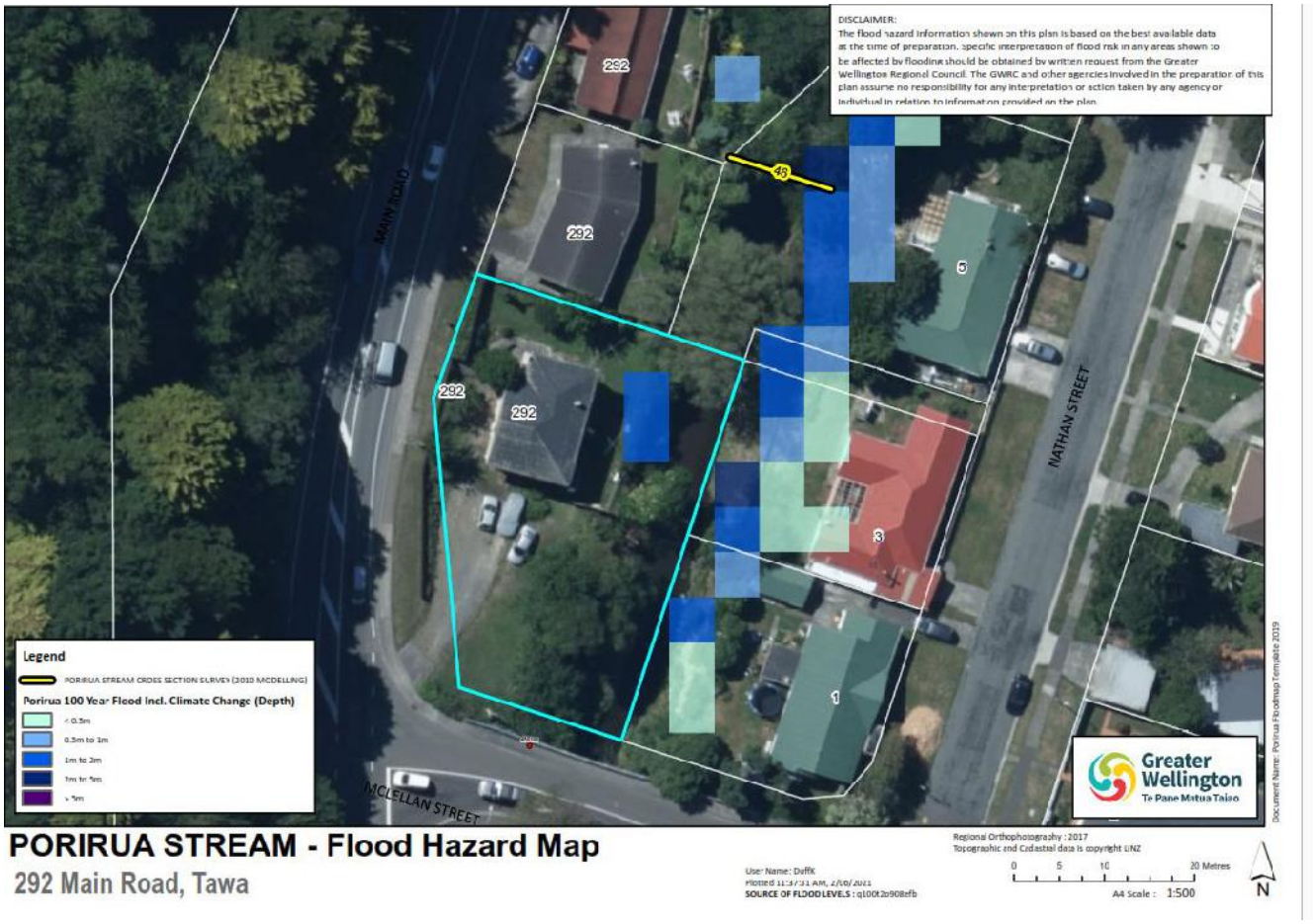


Figure 11: : Porirua Stream Flood Hazard Map (GWRC)

The applicant has also consulted with Wellington Water Limited (WWL) regarding the proposed development.

An appropriate floor level will be established to protect the residential units.

The foundation system proposed will also elevate the structure above the flood plain to ensure that there is no displacement of floodwater.

2 PLANNING PROVISIONS

2.1 Zoning

The site is located in the **Outer Residential Area** (Map 31). Main Road is a Principal Road on the District Plan Maps. It is not subject to any special character rules or designations.

Part of the site is included in the Tawa Hazard Flooding Area as identified on Map 31 of the District Plan.

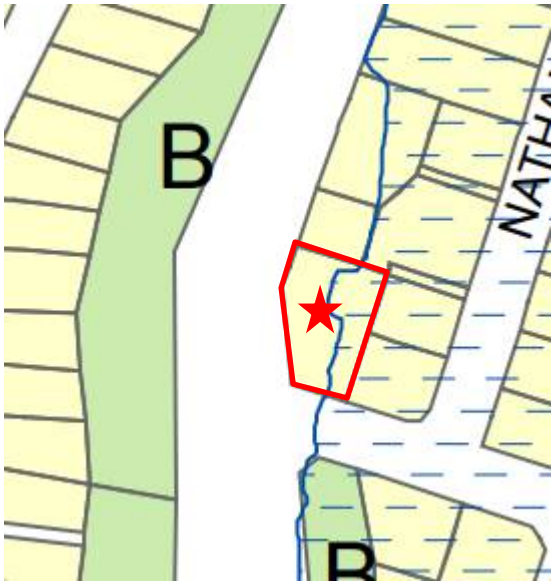


Figure 12: District Plan zoning and Porirua Stream flooding area

2.2 Future Policy Direction

Under the **Draft District Plan**, the site is included in the Medium Density Residential Zone and is subject to a 21m height limit. While the Draft District Plan rules are not yet "in effect" and they do not have any legal status, they do indicate that the site is identified as an area for potential change in rules.

Wellington City Council also adopted its **Spatial Plan** on 24 June 2021. Under the Adopted Spatial Plan the site is included in the Walkable Catchment area 4B which enables at least 6 storeys to be built.

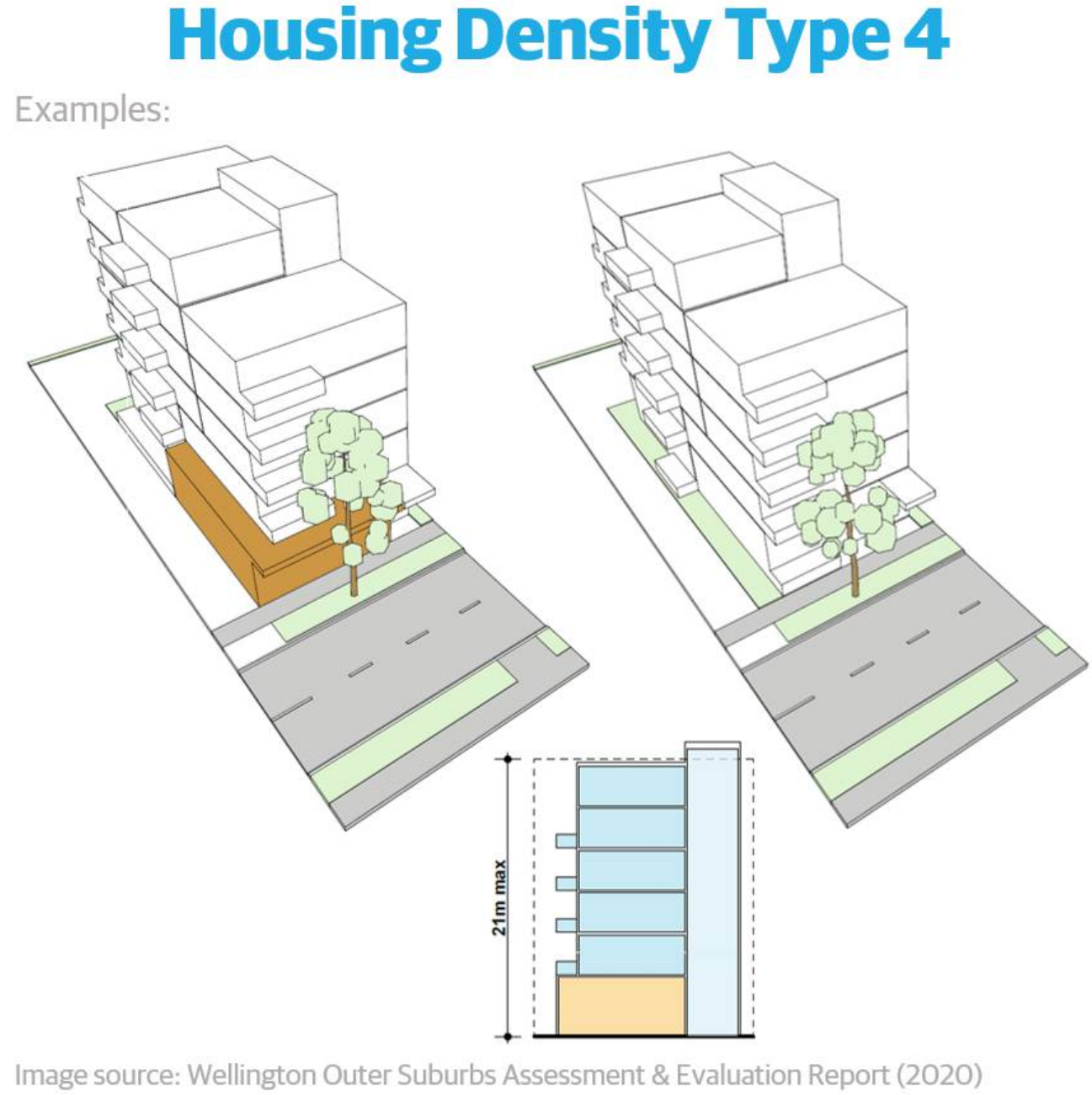


Figure 13: Example of Housing Density Type 4B given in the WCC Adopted Spatial Plan (Source: WCC Adopted Spatial Plan 2021)

In addition, the recently introduced the **Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill** enables the intensification of housing supply in Wellington via streamlined planning process under the RMA and includes a requirement to the territorial authorities in Tier 1 (ie: Wellington) to make changes to their District Plans to enable housing. The Bill in effect introduces as a permitted activity Medium Density Residential Standards/rules across the City. This substantially increases the capacity of land to accommodate denser housing as a permitted activity provided it meets the standards (ie: height in relation to boundary, setbacks. Coverage, impervious surface, outdoor living space and outlook space). Councils in Tier 1 have until August 2022 to notify plan changes to give effect to this directive from the Government.

2.3 Compliance with District Plan Standards

2.3.1 Land Use

Under Rule 5.3.9, the *relevant* standards and terms for the construction of walls and fences located partially on legal road are:

5.3.9.1	design (including building bulk, height and scale), external appearance and siting;
5.3.9.2	amenity protection;
5.3.9.4	safety.

The provision of landscaping and fencing along the road frontage/berm together with centralised entrance steps and an access ramp to the site forms an integral part of the overall building design.

Under Rule 5.3.10, the standards and terms for the construction of buildings in the Tawa Hazard (Flooding) Area are:

5.3.10.1	building floor level;
5.3.10.2	building location within the site;
5.3.10.3	building floor area;
5.3.10.4	effects of the proposal on the erosion and flood hazard risks, and stream maintenance.

The applicant is aware of the flood hazard for this site and further assessment has been provided by ENGEO with regard to flood hazard for the site in section 3.10 of this report.

Under Rule 5.3.7 the construction of multi-unit developments are a discretionary (restricted) activity provided all buildings and structures meet the parking, access and the bulk and location conditions of the residential standards contained in sections 5.6.1 and 5.6.2.

The proposed new units have been assessed against the permitted activity standards of sections 5.6.1 and 5.6.2 for the Outer Residential Area as shown in Table 1 below.

Table 1: Assessment of Residential Standards

Standard	District Plan Requirements	Proposed Building
Vehicle Parking 5.6.1.3	Parking (if provided) to be provided in accordance with sections 1, 2 & 5 of ANZS 2890.1:2004: • Park dimensions (Fig 2.2 or Fig 2.5)[1] • Park gradient (1 in 20 - 5%)[1] • Driveway width 3m or Table 2.2[1] • Driveway gradient (1 in 4 - 25%)[1]	Off street loading area provided for small rubbish truck No on-site car parking provided; scooter/motorbike parking for 4 bikes provided. Complies
Site Access 5.6.1.4	Site with one road frontage has one access	N/A
	Site with two road frontages may have one access per frontage subject to following:	Complies
	Sites with frontage to: • State highway, arterial or collector; and • One or more local or sub-collector (not restricted road frontages)	N/A

[1] Other criteria of ANZS 2890.1:2004 may apply due to particular circumstances.

Standard	District Plan Requirements	Proposed Building
	May only have access to the local or sub-collector roads.	
	Sites with two or more frontages that are: • State highway; or • Restricted frontage; or • Arterial, principal or collector road may have max. one access. The access may not be from State Highway or restricted road.	Complies – site has one driveway
	Not from a restricted road frontage	Complies
	Provided by ROW if no direct frontage to road; and To be in accordance with section 3 of ANZS2890.1:2004 – including: • Min distance to intersection (Fig 3.1) • Sight distance along road (Fig 3.2) • Sight distance to pedestrians (Fig 3.3)	Complies
	Max crossing width is • 3.7m (Inner Res. & coastal edge) • 3.7m for up to 6 units, and 6.0m for 7 or more units (Med. Density Res) • 6m (Outer Res - excl. coastal edge)	Complies
Front Yards 5.6.2.2.1-5	3m or 10m less half width of road (whichever is less) Accessory building permitted to 6m wide in front yard	Complies
Side and Rear Yards 5.6.2.2.6-8	0m for Outer Residential	Complies
	1m access to rear of site	Complies
	1m separation between residential buildings	Complies
Deck Yards 5.6.2.2.9-10	Decks greater than 1.5m in height to be 2m from bdy	Complies
General Yards 5.6.2.2.11-13	No building or structure within 10m of the Porirua Stream or Coast, or within 5m of another waterbody.	**Does not comply**
	No impervious surface within 3m of a waterbody.	Complies
Open Space 5.6.2.3.1 - 5.6.2.3.5	• 50m² ground level open space, • min width of 4m adjacent to the dwelling • Not more than 15m² used for vehicle accessway or manoeuvring areas, • Uncovered except that uncovered decks less than 1m high are OK, • Provided as open space per unit adjoining the unit.	**Does not comply** Ground level yards/decks 15m^2 – 27m^2 Upper level decks 5-6m^2
Site Coverage 5.6.2.4.1	35% for buildings (Up to 40% where the extra 5% is uncovered decks)	45% (includes uncovered decks over 1m)
Max Bldg Height 5.6.2.5	Maximum 8m (+1m for pitched gable roof) Accessory Bldgs = 3.5m	**Does not comply** (up to 14.7m)
Infill Height 5.6.2.7	Maximum height of infill unit on sites less than 800m^2 in Outer Residential Area: - 4.5m on slope < 3:1 - 6.0m on slope > 3:1	N/A
Building Recession 5.6.2.8	2.5m & 45^0 incline	**Does not comply** East: up to approx. 6.2m North: approx. up to approx. 5.6m

Standard	District Plan Requirements	Proposed Building
Max. Fence Height 5.6.2.10	Maximum 2m height.	Can Comply

From the assessment of the proposed building in Table 1 above, land use consent for the buildings is required under the following rules.

- The proposed building 24 unit building is a multi-unit development. This a discretionary activity (restricted) under rule 5.3.7.
- The proposed units do not provide 50m^2 of ground level open space per unit. This is a discretionary activity under rule 5.3.4.
- The access steps and access ramp to the proposed building is partially located on legal road and therefore is a discretionary (restricted) activity under rule 5.3.9.
- The proposed building is set back 8.1m from the Porirua Stream and it is located within the Tawa Hazard (Flooding) Area and is therefore a discretionary (restricted) activity under rule 5.3.10.
- The proposed building exceeds the 42% discretionary limit for site coverage (approx. 45% including decks over 1m^2) and is therefore a non complying activity under rule 5.5.
- The proposed building exceeds the building recession planes by more than 3m (approx. 5.6m North and 6.2m East) and overall building height exceeds by more than 20% (approx. 14.7m) and therefore the building is a non-complying activity under rule 5.5.

  Overall, the proposed building is assessed as a non complying activity.

2.3.2 Earthworks

Earthworks will be required across the site to allow for building platforms to be created.

The proposed earthworks are over an area of 697m^2 and to a maximum depth of 1.6m.

The total volume of cut is 176m^3 and fill is 189m^3, with the total nett cut/fill for the site being 13.5m^3.

The earthworks have been assessed against the permitted activity standards for earthworks as shown in Table 2 below:

Table 2: Assessment of Earthworks Standards

Standard	District Plan Requirements	Proposed Earthworks
30.1.1.1(a)	1.5m vertical alteration maximum;	**Does not comply** (1.6 max depth)
	Not on slope over 34^O (1V:1.5H);	Complies
	Height/depth not to exceed distance from boundary;	Complies
	Total disturbed area not more than 250m^2	**Does not comply** (697m^2)
30.1.1.2	Not within 5m of water body	Complies
30.1.1.3	Not in Hazard (Flooding) Area on DP Maps	**Does not comply**
30.1.1.4	No visible settled dust beyond the site boundaries	Complies
30.1.1.5	Proximity to transmission line / structure	Complies

The assessment above indicates that the earthworks do not meet the permitted standards as the area of earthworks will be greater than 250m^{2,} the site is within the Tawa Flood Hazard area and the maximum depth of earthworks will exceed 1.5m.

Under Rule 30.2.1.2 the *relevant* standards and terms for earthworks within the flood hazard area are:

(i) earthworks stability;
(ii) erosion, dust and sediment control;
(iii) visual amenity – where the cut height exceeds 1.5m or the area exceeds 100m^2;
(iv) the flooding hazard (if located in a Hazard (flooding) Area;
(v) earthworks and structures associated with rivers (including streams) where the cut or fill is closer than 5m to the stream.

As outlined in the Local plans, the already established quality stream bank vegetation and trees will be retained and supplemented with additional appropriate planting and groundcover.

Therefore the earthworks associated with the 24 unit development are a discretionary activity (restricted) under rule 30.2.1.

2.4 Activity Status

The assessment of the provisions of the Operative District Plan in the preceding sections shows that the housing proposal must be assessed as the following:

- Land Use Consent for 24 residential units. While there are some aspects of the development which are a discretionary (restricted) activity, overall the application has been assessed as a non complying activity under rule 5.5 for non-compliance with front yard setbacks, site coverage, height, building recession plane and earthworks standards, along with part of the site being in the Tawa Hazard (Flooding) zone and the access steps/ramp being located on legal road.

3 ASSESSMENT OF EFFECTS ON THE ENVIRONMENT

3.1 Introduction

This assessment of environmental effects on neighbouring properties and the wider community has been prepared in such detail as corresponds with the scale and significance of the effects that the proposal may have on the environment.

The effects arising out of this application that we consider would potentially impact on the amenity of neighbours and the wider community, including physical effects are listed below:

- Permitted Baseline
- Residential amenity and character effects;
- Height, Bulk and Location and Visual Effects
- Overlooking and Privacy Effects;
- Open Space and Coverage Effects;
- Shading Effects;
- Landscape and Ecological effects;
- Access Effects;
- Traffic and Parking effects;
- Earthworks and Construction effects.
- Geotechnical, Flooding and Natural Hazards effects;

3.2 Permitted Baseline

When forming an opinion as to whether a proposal will result in any actual or potential effects on the environment, section 104(2) of the Resource Management Act 1991 states that Council may *"disregard an adverse effect of the activity on the environment if … the plan permits an activity with that effect"*.

This provision is known as the permitted baseline, and essentially allows the effects of the proposed activity to be compared to those of activities that could be permitted as of right on the application site. In relation to this application, the permitted baseline is determined by the Outer Residential Area rules and standards as stated in the District Plan.

The area of the lot is 1204m^2, so over 800m^2. Consequently, the infill height limit is not applicable.

The permitted activity would consist of two large dwellings and associated car parks as shown on Sheet RC 07.00 of the Archaus plans. The permitted activity development could be established as follows:

- The existing two storey house would be demolished.
- Two very large dwellings would be constructed on the lot.
- The two dwellings would be set back 10m from the Porirua Stream;

We do not consider the permitted baseline applies in this case however the permitted baseline is used to inform the sun shading study shown on sheets 7.00-7.05 of the Archaus plans.

3.3 Residential Amenity and Character Effects

The surrounding area currently is mainly characterised by low density one and two storey residential dwellings. The proposed new 24 unit building will therefore represent a change from the existing residential amenity and character in the surrounding area in Tawa.

While currently the area is characterised by low density development, the area has been identified for medium density housing in the future. This will result in a significant change in the capacity for development on the site.

The site is well located being both on a main road and is a good example of a walkable catchment from a local public transport link (ie: Linden train station). Under the Draft District Plan provisions, the site is included in the Medium Density Residential Zone and the corresponding height limit is 21m. While the Draft District Plan has no statutory effect as yet, all indications are that this is an area of transition and in the future, a higher density and height limit will apply to this site. The applicant accepts that there is no legal effects for the changes proposed and is therefore proceeding with notification.

In addition to the NPS-UD, Draft District Plan, and the Adopted Spatial Plan the Government has also recently introduced the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill to Parliament. The Amendment Bill enables the intensification of housing supply in Wellington via streamlined planning process under the RMA and includes a requirement to the territorial authorities in Tier 1 (ie: Wellington) to make changes to their District Plans to enable housing. The Bill in effect introduces as a permitted activity Medium Density Residential Standards/rules across the City. This substantially increases the capacity of land to accommodate denser housing as a permitted activity provided it meets the standards (ie: height in relation to boundary, setbacks. coverage, impervious surface, outdoor living space and outlook space). Councils in Tier 1 have until August 2022 to notify plan changes to give effect to this directive from the Government.

We therefore conclude that this area is identified as an area of significant change into the future and this being the case, the long term effects of the proposed development on future residential amenity and character will in the future be less than minor.

3.4 Height, Bulk and Location and Visual Effects

The proposed new 24 unit building will represent a change from the existing height and bulk and location on the site.

As discussed fully in section 3.3 above, under the current and future planning environment, the site and surrounding area have been identified as an area which is suited to Medium Density development. This will result in a change of the height, bulk and location and visual effects which are expected on this site.

Notwithstanding that, the applicant has put considerable effort into the overall site design and landscaping to mitigate any potential adverse height, bulk and location and visual effects as much as possible.

The proposed building has been sited and designed to maximise the setbacks from the northern and eastern boundaries, limit overall site coverage to 45%, and is set in a park-like green space along the river boundary.

A Local Landscape Plan (see Attachment 8) is included in the application, along with an assessment against the Residential Area Design Guide is also included in Attachment 3 to the application.

In summary, our conclusion is that the proposed 24 unit building development is a departure from the expected height, bulk and location and visual effects that could be expected on the site and therefore may result in a building which has minor adverse effects on the environment when assessed against the current District Plan.

3.5 Overlooking and Privacy Effects

The privacy of the neighbouring properties has also been carefully considered in the design of the proposed building.

For the neighbour to the north, the setback from the northern boundary has been maximised by locating the driveway/loading bay, scooter parking, rubbish storage and secure cycle parking along this boundary.

In respect to the properties to the east and south, there is a good separation distance. There are no residential properties affected to the west.

Opportunities for overlooking have also been minimised by sensitive window placement and window heights and the orientation of the upper floor decks (where increased height may lead to overlooking opportunities) to the east and west.

In summary, the sensitive site design, window placement and window heights limit any potential the overlooking effects and maximises privacy for the neighbouring properties to the east and north and we consider any potential overlooking and privacy effects will be no more than minor.

3.6 Open Space and Coverage Effects

The proposed new 24 unit building will represent a change from the existing low density of existing buildings on the site.

3.6.1 Open Space

The site layout has been deliberately designed to maximise ground level open space as much as possible. This includes areas of private open space at ground level but also providing decks on the upper levels.

Each ground floor unit (Units 1.01-1.06) provides a generous outdoor open space with these spaces ranging between 15m^2 and 27m^2 in size. These spaces are designed to be usable outdoor spaces which receive both morning and afternoon sun.

Each of the units on Levels 2, 3 and 4 of the building has a 5-6m^2 deck which is directly accessible from the living, dining and kitchen spaces in the unit. Each deck provides a sunny and sheltered usable outdoor open space for the Units.

While none of the outdoor open spaces meet the 35m^2 minimum or 3.5m minimum dimension standards in the Outer Residential Zone, the ground floor arrangement and smaller deck sizes on

the upper floors are very common in unit title multi-unit developments of this nature. The proposed outdoor space provision satisfies the outdoor space needs of residents whilst catering for the increasing demand for affordable, well located, modern, warm dry homes which are close to public transport links. In other words, this development is similar to other expected future developments in Wellington.

3.6.2 Coverage

The proportion of the site covered in buildings is limited to 45%, which includes uncovered decks over one meter in height. This therefore means that 55% of the site does not contain buildings.

The undeveloped area is the area adjacent to the Porirua Stream and views to and from this area will remain available. The landscape plan provides details of the existing and proposed planting within this area which will ensure that the proportion of the site left 'unbuilt' covered in buildings has been maximised.

We consider the unbuilt stream banks area, along with the planting proposed throughout the site reduces the perceived density on the site brought about by the height of the building, and results in a balance being achieved on the site which retains as much open space as possible.

Our conclusion is that any adverse open space or coverage effects from the proposed development are no more than minor.

3.7 Shading effects

The applicant has designed the site layout to minimise any potential shading effects from the proposed new 24 unit building on neighbouring properties.

The closest neighbours are located across the Porirua Stream to the east of the property (1, 3 and 5 Nathan Street) and to the north of the property (292A Main Road).

Sheets RC07.02; RC07.03; RC07.04; and RC07.05 of the Archaus plans show the sun shading analysis for the site.

3.7.1 1, 3 and 5 Nathan Street

Although the breaches of the recession plane are up to 6.2m from the Porirua Stream, this is the worst case and the boundary is taken from the centre of the stream. The houses at 1, 3 and 5 Nathan Street are sited well above the stream.

When compared to the complying model (shown in green) the *additional* shading from the proposed building (shown in red) at the Summer Solstice almost entirely falls within the boundaries of the site or on the road. There are two exceptions to this in that a very small amount of additional shading falls on the stream bed at 5pm during Summer Solstice. The second exception to this is a 7pm during Summer Solstice where a small area of the roof of the properties at 3 and 5 Nathan Street incur additional shading.

When compared to the complying model (shown in green) the additional shading from the proposed building (shown in red) at the Autumn Equinox almost entirely falls within the boundaries of the site or on the road. The exception to this is at 5pm in the Autumn Equinox where additional shading is present on the properties at 1 and 3 Nathan Street, however this additional

shading appears to be concentrated on the banks of the stream and the yard and does not appear to shade the dwellings, with only a small part of the garage at 1 Nathan Street being affected.

When compared to the complying model (shown in green) the additional shading from the proposed building (shown in red) at the Winter Solstice almost entirely falls on the road or within the boundaries of the site. The exception to this is at 3pm in the Winter Solstice where some additional shading is experienced on part of the dwelling and the rear yard at 1 Nathan Street.

When compared to the complying model (shown in green) the additional shading from the proposed building (shown in red) at the Spring Equinox falls at 9am and 12pm falls within the boundaries of the site or on the road. There are two exceptions to this. At 3pm, the additional shading from the proposed building is limited to the yard and stream bank (but not on the dwellings) at 1 and 3 Nathan Street. At 5pm, the additional shading experienced to these two properties is more significant.

In summary, due to the generous setbacks achieved, the similar relative elevation of these neighbouring properties compared to the site, and the existing shading of these properties due to the proximity to the hill on Main Road (to the west of the site), we consider on balance, in the main, that any potential shading effects on these properties from the proposed new building will be no more than minor.

3.7.2 292A Main Road

Being located to the north of the site, there are no additional shading effects experienced by the neighbouring dwelling at 292A Main Road from the proposed new building.

The setbacks achieved from the northern boundary have achieved as close to compliance as possible with the recession planes for the neighbouring northern, with a 5.6m breach being experienced ie: a small portion of the top storey.

The generous boundary setbacks achieved and the careful site design, have resulted in a development which no additional shading effects on this property. This is supported in the shading diagrams on Sheets RC07.02; RC07.03; RC07.04; and RC07.05 of the Archaus plans.

In summary, as shown in the shading assessment provided, we consider any shading effects have been reduced as much as possible, and will overall be less than minor.

3.8 Landscape and Ecological Effects

A comprehensive landscape plan, planting palette and design statement have been undertaken for the development by Local and are included in Attachment 8 to this application. This landscape plan, planting palette and design statement form an integral part of the application.

The landscape plan identifies the existing landscape context and the proposed planting including public and private areas on the site.

The public areas are the main public entrance which will include access steps and ramp, and the area providing access to the site for scooter parking, rubbish collection and storage, and secure cycle storage.

The private areas on the site include both the western and eastern private outdoor spaces which are used as an extension to the internal living spaces.

The new planting in the area of the stream utilises appropriate native species for stream management and riparian areas.

The landscape design statement concludes:

"The hard and soft landscape works on the site maximise the views and amenity of its Riparian edge and local street character. The consideration of usability, privacy and comfort has been at the forefront of the design for the private yards, with additional accessibility priorities for the main entry and storage areas".[2]

Consequently, we consider that any landscape effects of the 24 unit proposal are positive.

3.9 Traffic, Parking and Access Effects

To achieve appropriate and convenient access to the site, centralised steps and an access ramp will be located on the frontage.

These structures, along with landscaping of the road frontage outlined in the Local landscape plan, assist with appropriately marking the entry point to the building, providing suitable areas for outdoor seating and meeting points, and most importantly, provide safe and appropriate access options to the building for a range of building users.

As the steps and access ramp will be located on the berm area at the back of the footpath, these structures will not impede or affect pedestrians or road users in any way.

In summary, we consider there will be *positive* access effects of the proposed structures located on the frontage.

A traffic report has been undertaken for the site by Traffic Concepts Limited (Gary Clark) and is included in Attachment 7 to this application. This traffic and parking report forms an integral part of this application.

As noted at the pre-application meeting, the proposed development is one of the first larger scale multi-units in the Outer Residential area to be considered and tested under the NPS-UD and which does not provide carparking, although limited scooter/motorbike parking and cycle storage is included.

Google Maps shows that the proposed development is an (almost level) 8 minute walk and 2 minute cycle from Linden Station. See corresponding maps below:

[2] Main Road Tawa: Landscape Architectural Design Statement by Local Landscape Architecture Collective page 3

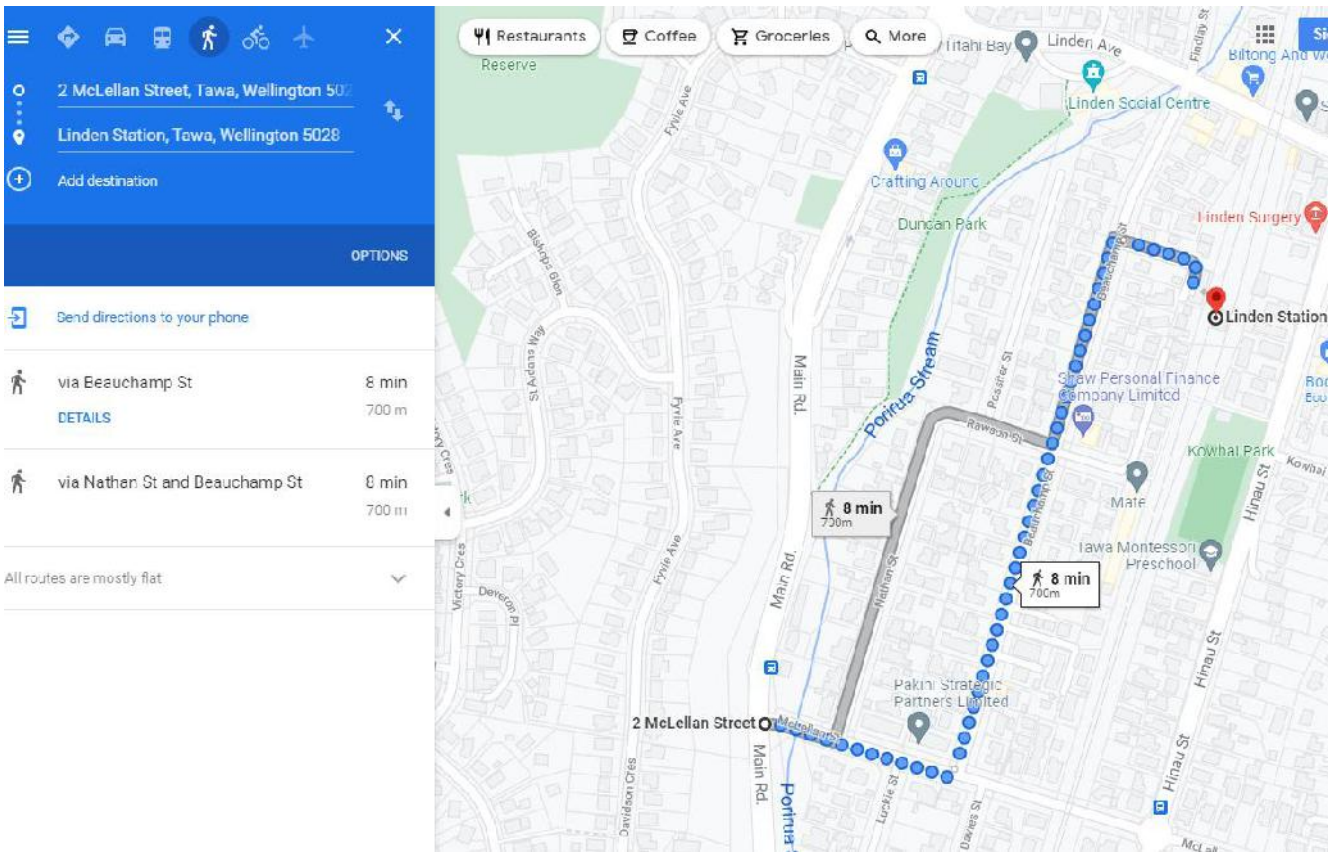


Figure 14: Walking distance and approximate time from/to Linden train station (Source Google Maps)

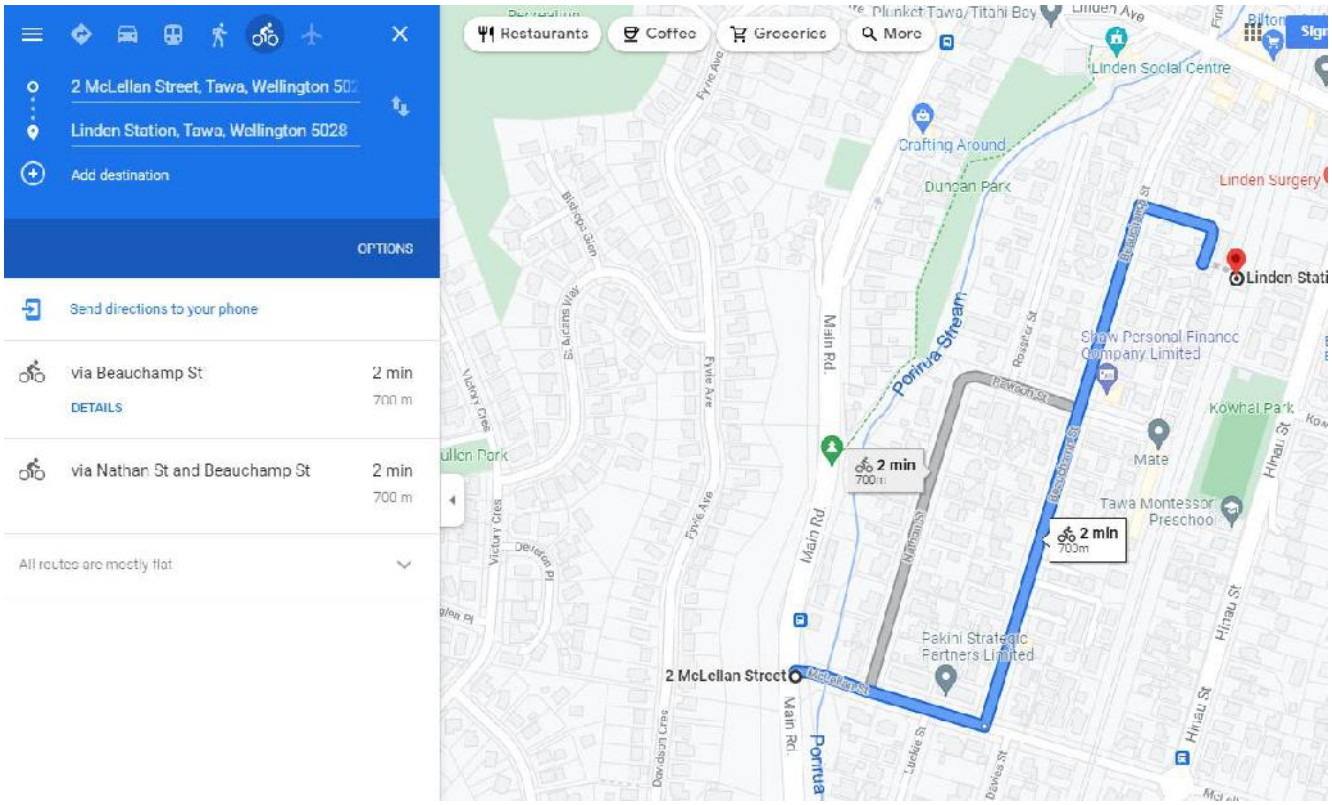


Figure 15: Cycle distance and approximate time from/to Linden train station (Source Google Maps)

A bus stop standing pad and a covered bus stop are located outside the site and across the road. These provide public transport links to the south (Tawa and Wellington City) and to the north (northern Tawa and Porirua City).

Mr Clark has fully considered the traffic and parking effects of the proposed development in his report. Mr Clark concludes:

> *The proposed development will provide a high quality residential multi-unit development. It is proposed to provide no on-site carparks and a loading area.*
>
> *Wellington City Council has followed the direction of the NPS-UD to remove parking requirements from their Plans.*
>
> *Overflow parking of up to 22 spaces can be accommodated on the adjacent road network where there are more than 60 spaces nearby. Any parking effects from the proposed development are considered to be no more than minor.*
>
> *Overall, the impacts from the proposed development are able to be managed with any residue effects being less than minor.*

Whilst car dependency remains a feature of the New Zealand lifestyle, the NPSUD has clearly signalled that a focus of designing cities is no longer about the motor vehicle having primacy. The removal of the requirement for parking is a first step in the process of moving New Zealand away from this transport option towards a focus around public transport and other alternative transport options (such as Share vehicles, E-bikes and Scooters).

The initial steps in this process of removing cars from the urban environment will see people parking on the street. Gradually people and systems (such as grocery delivery) will adapt as more developments of this nature are established.

This initial development has the advantage of being the first to be proposed in the Tawa area. The traffic engineer has provided a traditional assessment presuming that every owner will have a car and require a car park. In this case, the parks are available on the street because this is the first. As the area develops, parks will become more difficult to find. However, that is not a matter for the applicant to consider as this is the policy direction of the future.

Consequently, we consider that any traffic and parking effects the 24 unit proposal are less than minor.

3.10 Earthworks and Construction Effects

Site development works such as the construction of buildings and services associated with the building have the potential to generate a range of effects. In our experience of this type of development, construction effects relating to noise, dust, and run-off & erosion are the key aspects that need to be addressed.

Earthworks are proposed be undertaken over a significant part of the site to allow for the building platform to be created. However, once the building is constructed and the landscaping in undertaken in accordance with the landscape plans by Local, much of the site will either be covered by buildings or landscaped and therefore we consider any potential earthworks effects will be less than minor.

The foundation design proposed will minimise the ground disturbance, including earthworks in the floodplain.

These nuisance effects are only associated with the construction period, which is anticipated to be over a 12-18 month period for this development. Thus these effects will be temporary and occur over a relatively short period to enable the construction of the proposed building.

Noise effects can be minimised through the use of muffled machinery and limiting the working hours to the normal daytime period. In addition, the provisions of NZS 6803:1999 "Acoustics – Construction Noise" will apply in respect of noise during construction activities in the residential area. The consent holder will be bound by these and any other conditions of a consent approval.

Dust may only be a problem during dry and windy weather events. Dust suppression measures can be undertaken to avoid the adverse effects of dust blown from the site by dampening the working area. A water source is available on site for this purpose. If weather conditions are more extreme stopping works may be required to alleviate dust problems.

Given the scale of the earthworks and the contained nature of the site the potential for erosion and sedimentation from the earthworks during the construction phase is minimal.

Overall we consider that these potential construction effects can be appropriately managed by good site practices. These measures can be enforced through suitable consent conditions that seek to control dust, noise & silt laden storm-water run-off from impacting on the local environment.

We therefore consider that any adverse earthworks and construction effects of the proposed building development will be less than minor.

3.11 Geotechnical, Flooding and Natural Hazard Effects

Section 106 of the Act places a duty on consent authorities to consider the risks of natural hazards affecting the land as well as legal access as part of the subdivision consent process. The risk assessment of natural hazards requires a combined assessment of:

- The likelihood of natural hazards (individually or in combination);
- The potential for damage to the land, other land and related structures;
- The future use of the land and if this is likely to accelerate or worsen the potential for damage.

Council may impose conditions on a subdivision consent to avoid, remedy or mitigate the effects of natural hazards associated with the land.

The natural hazards that may need to be considered relate to seismic stability, liquefaction, landslips, flooding, tsunami and/or storm surge, fire and erosion. The main natural hazards that are relevant to the subject site are earthquakes and flooding.

In respect to flooding, the site is within an identified flood area. The applicant has identified the flood floor level and ensured that the dwellings will be clear of the 100 year flooding levels.

The design of the foundations will be piled to ensure that the structure will not displace floods in a flooding event. The effects of this hazard is therefore effectively mitigated.

The risk of an earthquake occurring at the site is no different to the majority of Wellington. The site is not close to any known fault-lines for surface rupturing to be a significant issue. The site is not located within the Hazard (Ground Shaking) Area of the District Plan. Therefore, the seismic related risk to the land is considered to be low, and the requirements of the building code can

adequately mitigate the potential for damage to the future buildings. The land contains an existing dwelling (as do all of the surrounding sites) that have been standing for decades.

The earthworks for the building foundations will be supported by retaining walls that will be specifically designed and require building consent approval. Consequently, the stability of the works will be designed and supervised by appropriately qualified engineers as part of the building consent process.

3.11.1 Geotechnical report

The applicant commissioned ENGEO to provide a Geotechnical assessment and the full report is included in Attachment 6 to this application.[3]

The ENGEO Geotechincal report identifies three potential natural hazards for the site including seismic hazard, slope instability and flooding. The conclusions of the report state:

> *In summary, if the potential natural hazards discussed in Section 4 are considered during the building consent stage, then we see no geotechnical reason why the proposed development cannot be successfully engineered and constructed.*
>
> *Further geotechnical works during the building consent stage include site specific testing to provide geotechnical data used in foundation and settlement analysis, liquefaction and lateral spread assessment, and a slope stability analysis of the eastern slope towards the stream (if required).*
>
> *It is likely that a piled foundation system socketed in bedrock will mitigate the liquefaction and lateral spread hazard/consequences (if identified). If the liquefaction risk was assessed as low, then a shallow foundation system could be possible.*
>
> *For the earthworks, temporary support or retaining will be required at some locations adjacent to the site boundaries.*

3.11.2 Flooding report

Following the ENGEO Geotechnical Report (Resource Consent) – 292 Main Road, Tawa dated 30/03/2021, the applicant has commissioned a further Flooding report by ENGEO and the full report is included in Attachment 7 to this application.[4]

[3] ENGEO Geotechnical Report (Resource Consent) – 292 Main Road, Tawa dated 30/03/2021
[4] ENGEO Flood Assessment Report - 292 Main Road, Tawa, Wellington dated 4 October 2021

The WCC GIS and GWRC Flood Hazard maps shows that the site is subject to flooding (refer Figures 16, 17 and 18 below).

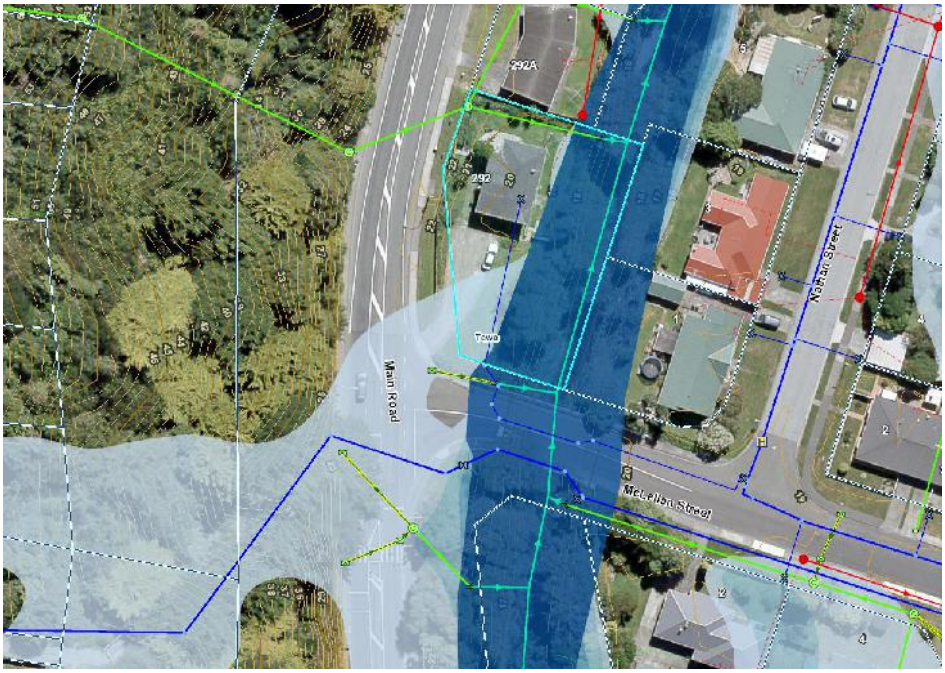


Figure 16: Aerial of Site – Extract from WCC GIS

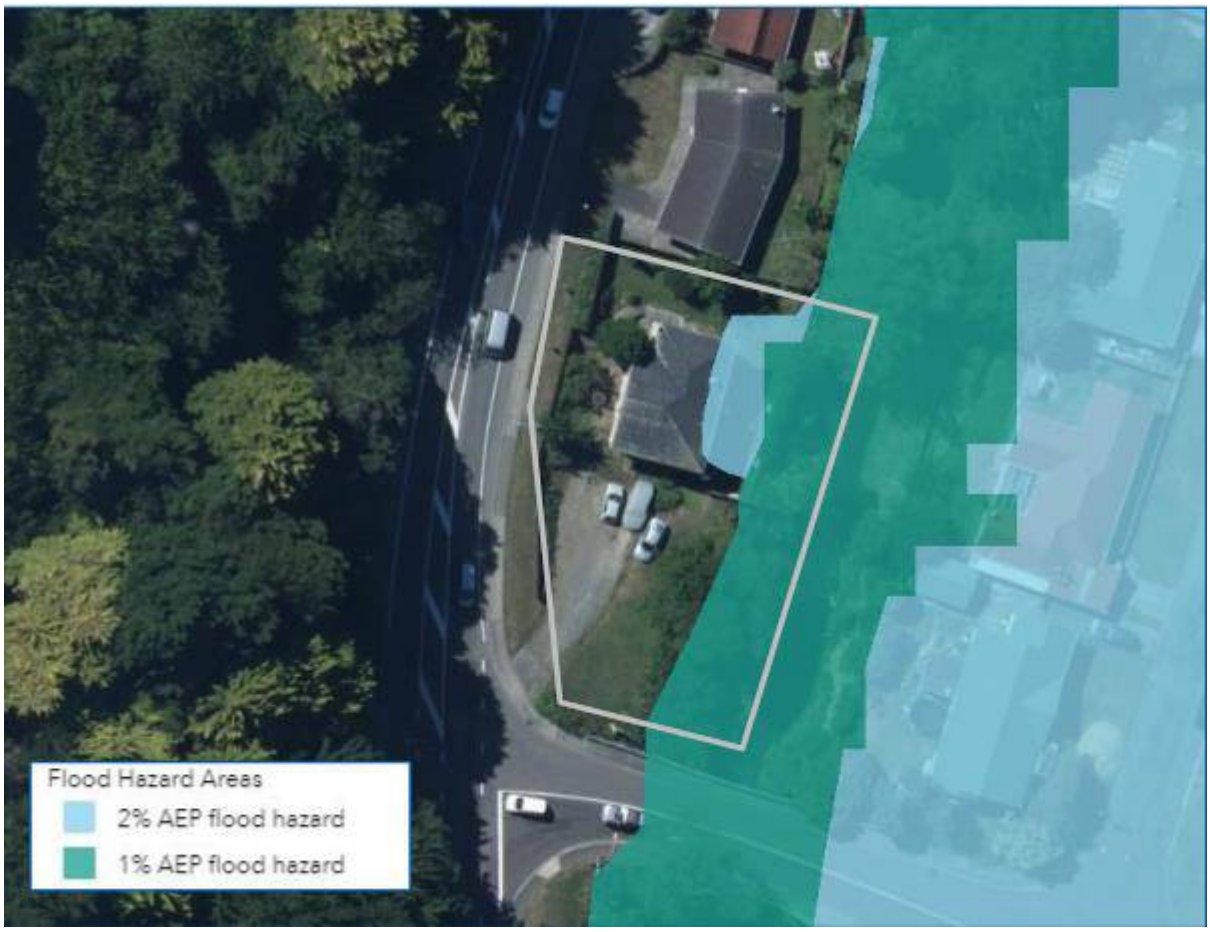


Figure 17: Flood Hazard Map GWRC

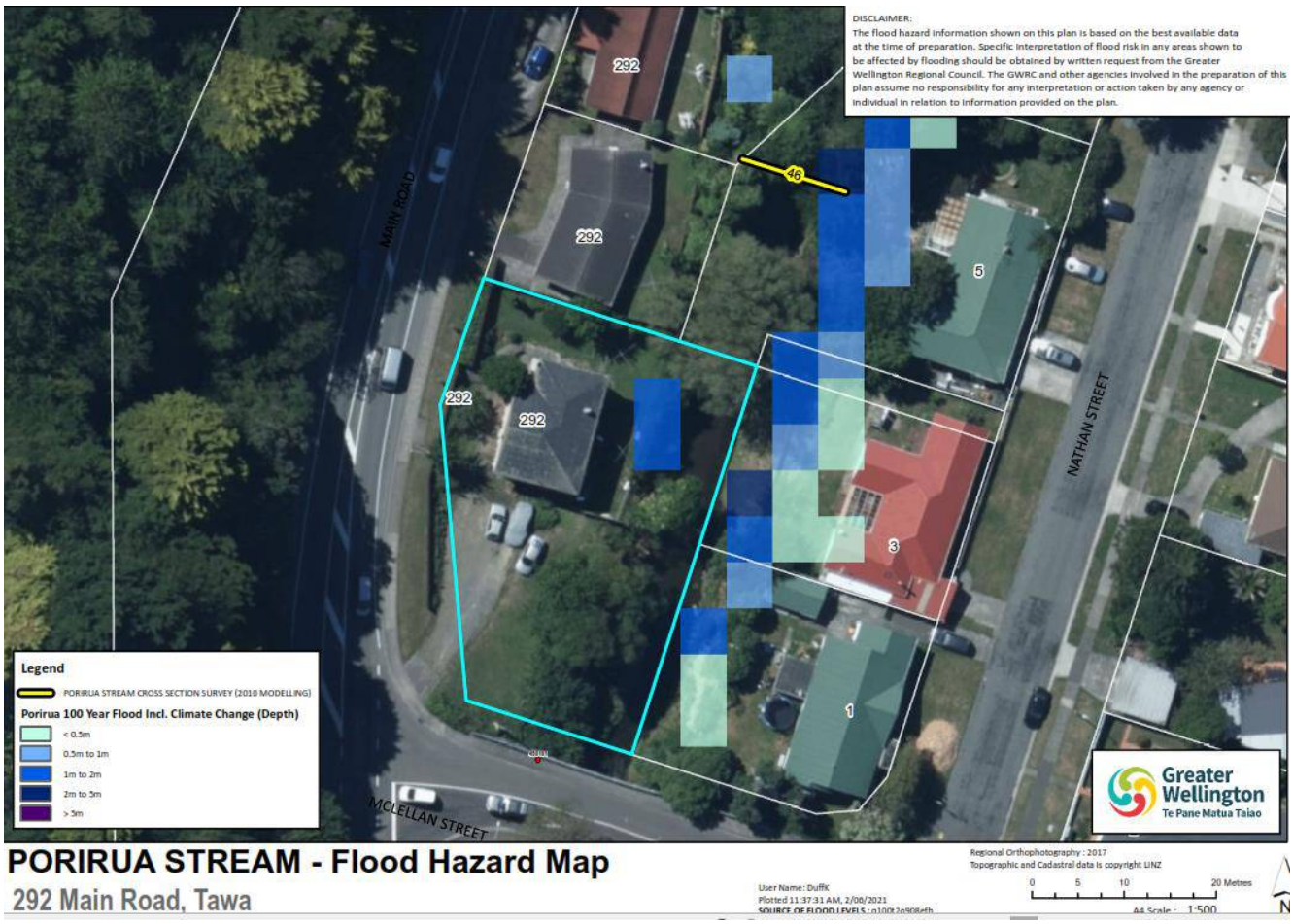


Figure 18: Porirua Stream Flood Hazard Map (GWRC)

In addition, Wellington Water and Greater Wellington Regional Council have been consulted regarding the flood depths (for the 100 year event). In consultation with GWRC and WWL, the proposed building has been designed with a finished floor level of 20.65m. This floor level is above the 1% AEP flood hazard level for the site and well above the flood hazard level from the adjacent Porirua stream.

As a result, we consider that the development can be undertaken successfully by incorporating consent conditions requiring appropriate design methods to mitigate the flooding effects as is required by Section 106 of the Act.

Overall, we consider the site is suitable for the development and that any potential adverse effects relating to the risk of natural hazards will be less than minor and that the development includes appropriate mitigation measures.

The development will be provided with drive-on access for limited scooter/motorbike parking and for a small rubbish truck to service the building. Cycle parking will also be provided on the site.

We therefore consider the site is suitable for the development and the proposed subdivision, and that the provisions of section 106 of the Act can be met.

4 DISTRICT PLAN ASSESSMENT

4.1 Objectives and Policies

Section 104(1)(b)(vi) of the Resource Management Act requires the Council to consider the relevant provisions of the District Plan when assessing applications for resource consent. This includes the relevant objectives and policies of the District Plan, which in this case are considered to be:

Objective 4.2.1	*To enhance the City's natural containment, accessibility and residential amenity by promoting the efficient use and development of natural and physical resources in Residential Areas.*
Policy 4.2.1.1	*Encourage consolidation of the established urban area.*
Policy 4.2.1.5	*Enable residential intensification within the Inner and Outer Residential Areas provided that it does not detract from the character and amenity of the neighbourhood in which it is located.*
Objective 4.2.3	*Ensure that new development within Residential Areas is of a character and scale that is appropriate for the area and neighbourhood in which it is located.*
Policy 4.2.3.1	*Ensure that new developments in the Inner and Outer Residential Areas acknowledge and respect the character of the area in which they are located.*
Policy 4.2.3.5	*Require on-site, ground level open space to be provided as part of new residential developments to enhance visual amenity and assist with the integration of new developments into the existing residential environment.*
Policy 4.2.3.6	*Minimise hard surfaces by encouraging residential development that increases opportunities for permeable open space areas.*
Policy 4.2.3.7	*Encourage the retention of mature, visually prominent trees and bush in association with site redevelopment*
Objective 4.2.4	*Ensure that all residential properties have access to reasonable levels of residential amenity.*
Policy 4.2.4.1	*Manage adverse effects on residential amenity values by ensuring that the siting, scale and intensity of new residential development is compatible with surrounding development patterns.*
Policy 4.2.4.2	*Manage the design and layout of new infill and multi-unit developments to ensure that they provide high quality living environments and avoid or mitigate any adverse effects on neighbouring properties.*
Policy 4.2.4.4	*Ensure that new residential developments recognise and provide for the health and safety of people.*
Objective 4.2.5	*To encourage the energy efficiency and sustainability of buildings and subdivisions in Residential Areas*
Objective 4.2.6	*To ensure that the adverse effects of new subdivisions are avoided, remedied or mitigated.*
Policy 4.2.6.1	*Encourage subdivision design and housing development that optimises resource and energy use and accessibility.*
Policy 4.2.6.2	*Ensure the sound design, development and servicing of all subdivisions.*

Policy 4.2.6.3	*Control subdivision lot size and design within established residential suburbs to provide for flexibility in future land use, while ensuring that the subdivision will not result in patterns of development that would adversely impact on the townscape character of the surrounding neighbourhood or the amenity of adjoining properties.*
Policy 4.2.6.5	*Control greenfield subdivision to ensure that adverse effects are avoided, remedied or mitigated and that neighbourhoods are created which have a high amenity standard and which are adequately integrated with existing and planned infrastructure.*
Objective 4.2.7	*To facilitate a range of activities within Residential Areas provided that adverse effects are suitably avoided, remedied or mitigated, and amenity values are maintained or enhanced.*
Policy 4.2.7.1	*Control the potential adverse effects of residential activities.*
Objective 4.2.12	*To enable efficient, convenient and safe access for people and goods within Residential Areas.*
Policy 4.2.12.2	*Manage the road network to avoid, remedy or mitigate the adverse effects of road traffic within Residential Areas.*
Policy 4.2.12.4	*Require appropriate parking, loading and site access for activities in Residential Areas.*

The overall intention of the relevant objectives and policies are met by this proposal. The proposal provides additional residential housing that can be serviced from the existing public infrastructure without adversely affecting the provision of services to existing users.

The design statement by Archaus Architects includes the following assessment of the proposal:[5]

The proposal is for a new four storey apartment building at 292 Main Road in Tawa with 24 two-bedroom apartments, six per storey each with their own balcony, yard, or deck. This proposal will replace the existing single storey dwelling on the site that is to be demolished (4.2.1) To enhance the City's natural containment, accessibility, and residential amenity by promoting the efficient use and development of natural and physical resources in Residential Areas. The height of the new development has been carefully considered in relation to the size of the parcel and its surrounding neighbors, sitting at four stories instead of the proposed six stories that the National Policy Statement on Urban Development 2020 is pushing for in areas near rapid transit hubs, which this site would fall under. We believe the building design will help enhance and set an example of high-quality urban design for the area's future develops (4.2.4.1).

The overall building mass is aligned to the street front, but the mass of the building is broken up through steps in the front and back elevations in order to break up the bulk of the form and form a finer grain to suit the residential nature of the area. The facades have been broken up into vertical sections which relate to the scale and internal layout of the apartments but is tied together as read as a primary element using the continuous rainscreen that wraps around each volume.

Balconies give each apartment private outdoor amenity (4.2.4). They also provide privacy from their surroundings and help mitigate over-heating from solar gain. The materiality and Positioning of the balconies is a key part of the design; this secondary element's expression and placement break up the bulk and adds depth to the façade on the east and western facades, as well as helping reduce down wash created by the wind. The layout of the apartments has been oriented on an east and west access to maximise views and natural light determining that the largest portion of the glazing is on the front and back facades. The north and south facades have been designed with future development in mind and so have less fenestrations that allow natural light into the living rooms and bedrooms while maintaining privacy for the user and preventing overlooking to

[5] Extract from Archaus Design Statement November 2021

neighbouring sites (4.2.4.2). Depth has been created in the northern and southern facades through a continuous strip of fenestration in the face of the building where the common hallway is located. The main entrance is glazed and located centrally slightly below street level given the falls in the site. Different Fenestration and cladding has also been used to further break up the large face of the entrance facade through play with vertical and horizontal elements that penetrate the primary volume (see proposed 3d views).

The proposed building is set twelve metres off the back eastern boundary to protect the adjacent stream, mitigating adverse effects of future development to this natural resource. A planting scheme by Local Landscape Architecture Collective has been design as part of this proposal to further enhance the site in relation to the surrounding area and mitigate adverse effects of development around the stream (4.2.8.4) to Encourage retention and restoration of indigenous ecosystems and habitats and (4.2.8) maintain and enhance natural features (including landscapes and ecosystems) that contribute to Wellington's natural environment. The building is also raised above flood level to ensure amenity to occupants (4.2.10.3) ensuring that buildings and structures in Residential Areas do not exacerbate natural hazards, particularly flood events, or cause adverse impacts on natural coastal processes. The landscape design has also considered (4.2.12.1) improved access for all people, particularly people travelling by public transport, cycle or foot, and for people with mobility restrictions.

The design statement concludes that the *project has a sympathetic response to the site and is appropriate in the wider context.*

We concur with the Archaus assessment above and consider that proposed new building is deemed acceptable by the objectives, policies and rules of the District Plan.

Earthworks

Objective 29.2.1	*To provide for the use, development and protection of land and physical resources while avoiding, remedying or mitigating any adverse effects of earthworks and associated structures on the environment.*
Policy 29.2.1.2	*Provide for minor earthworks to allow the use and development of land where the risk of instability is minimal.*
Policy 29.2.1.3	*Ensure that earthworks are designed to minimise the risk of instability.*
Policy 29.2.1.4	*Require earthworks to be designed and managed to minimise erosion, and the movement of dust and sediment beyond the area of the work, particularly to streams, wetlands and coastal waters.*
Policy 29.2.1.7	*Ensure that earthworks and associated structures are designed and landscaped (where appropriate) to reflect natural landforms and to reduce and soften their visual impact having regard to the character and visual amenity of the local area.*
Policy 29.2.1.10	*Ensure the design of structures used to retain or stabilise landslips, reflect the character and visual amenity of the local area.*
Policy 29.2.1.11	*Ensure the transport of earth or construction fill material, to and from a site, is undertaken in a way that is safe and minimises adverse effects on surrounding amenity and the roading network.*
Policy 29.2.1.12	*Protect koiwi (human remains), taonga, Maori and Non-Maori material …*

The proposal is considered to be consistent with the earthworks outcomes sought in the District Plan.

4.2 Residential Area Design Guide Assessment

An assessment of the proposed development has been provided in Attachment 3 to this application.

The proposal will create a positive residential environment for future residents.

5 MITIGATION AND MONITORING MEASURES

Specific mitigation measures are only required when the adverse effects on the environment are deemed to be more than minor. In this case, the actual and potential effects will be less than minor. Therefore, no particular mitigation measures have been proposed.

Nevertheless, we propose the following standard type conditions for the proposal.

5.1 Suggested Conditions

Land Use Conditions

1. The proposed building works must be in accordance with the plans and information provided with the application.

2. Working hours for the earthworks and construction are to be as follows:
   - Monday to Saturday: 7.30am to 6pm (No work on Sundays or Public Holidays)

3. Stormwater run-off from earthworks must be managed for the duration of the works. Earth or debris must not deposit on land beyond the site. Untreated run-off from earthworks must not enter the Council's stormwater system.

4. The consent holder must ensure that the discharge of dust created by the earthworks, transportation and construction activities is suitably controlled to minimise dust hazard or nuisance.

5. A general monitoring condition.

Aside from the above, we anticipate that the standard conditions Council normally impose on land use consents of this nature will be sufficient to ensure that the proposed building works are carried out in a manner that is consistent with Council's expectations for development in the district.

6 CONSULTATION

6.1 Pre-application meeting

A pre-application meeting was held on 16 April 2021 (SR487769) with WCC officers. Planning, urban design and traffic were discussed at this meeting. Comments were also sought from Wellington Water Limited.

7 ASSESSMENT OF NOTIFICATION AND AFFECTED PERSONS

The provisions of sections 95A to 95E RMA are considered in this section.

This application represents a significant departure from the current District Plan rules, particularly with respect to height, bulk and location and shading. However, this must be balanced against the future planning environment which has been signalled by the NPS-UD, Draft District Plan, and the Adopted Spatial Plan and the recently introduced the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill. All of these documents signal a new future direction for development on this site.

The applicant has undertaken consultation with the immediately adjoining property owners however no written approvals have been provided.

The applicant therefore requests that this application be publicly notified.

8 NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT

On the 20th August 2020 the National Policy Statement on Urban Development (NPS-UD) came into effect. The Wellington City Council, in its regulatory capacity, has not fully responded to this Policy Statement and the current provisions of the District Plan do not reflect all the requirements of this recent and specific higher level planning document.

The objectives of the NPS-UD include:

- O1 – New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future.
- O2 – Planning decisions improve housing affordability by supporting competitive land and development markets.
- O4 – New Zealand'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.

Under Policy 1 and Policy 2, the NPS-UD applies to all planning decisions, including resource consent applications so as to contribute to well-functioning urban environments and to provide sufficient development capacity for the short, medium and long term.

Policy 6(b) acknowledges that planning decisions (including decisions on resource consents) under the NPS-UD may involve changes to urban areas that result in a detraction of amenity values in the local area. However, the NPS-UD promotes that these changes will lead to improved amenity values for the wider residential community and future generations. To this extent the NPS-UD confirms that such a detraction in localised amenity values is not an adverse effect.

Policies 6(c) and 6(d) also require planning decisions to have particular regard to the benefits of urban developments that would create well-functioning urban environments and that provide development capacity as envisaged by the NPS-UD.

The subject proposal will increase the number of units on this site. The quality of the proposed new units is above average. Therefore, the proposal will provide benefits for the social, economic and cultural wellbeing of the city by providing additional housing stock for the local market.

With respect to Policy 11 and Subpart 8 – Car Parking, the NPS-UD has introduced a directive which prohibits provisions of a District Plan that impose minimum parking requirements. The proposal is therefore consistent with the direction of the NPS-UD and does not provide any off street car parking spaces within the development (Note access for a small rubbish truck, limited motorbike parking and bike parking are provided as part of the development). Therefore, the proposal aligns with the outcomes and intentions of the NPS-UD.

The NPS-UD is a higher level planning document than the District Plan. The District Plan has not been amended to meet the intentions of the NPS-UD. Nevertheless, planning decisions must give effect to the NPS-UD. Therefore, in assessing the application, consideration must be given to the NPS-UD and its objectives.

In carrying out that exercise, it can be concluded that granting the consent is consistent with the NPS-UD.

9 POSITIVE EFFECTS – SECTION 104(1)(a)

The proposed new units will have the following positive effects:

- The proposal meets the intention of the RMA in terms of sustainable management of the limited urban land resource as the site is in an established urban area and in close proximity to services within Linden, Tawa, and the CBD.
- The proposal meets the intentions of the outer residential zone, in particular the District Plan Objective and Policies relating to the intensification of suburban land by the efficient use of land suitable for residential development. Currently the site is occupied by one dwelling 24 new units are proposed.
- The proposal will result in the efficient use of resources as it utilises existing infrastructure wherever possible.
- The proposal will provide for the economic and social wellbeing of the applicant and the future residents.
- The proposal assists to achieve the aims of the National Policy Statement on Urban Development Capacity by helping to provide sufficient development capacity to meet the needs of people and communities and future generations in urban environments.
- The access steps and ramp at the front of the site will provide appropriate and convenient access to the site for all units and their visitors.

10 ASSESSMENT OF PART 2 RMA

We consider that the proposed 24 new units are entirely consistent with the main purpose of the Act, which is the sustainable management of resources. In particular, the proposal can be incorporated into the local environment to allow for the future wellbeing of the applicant and community in terms of their social and economic needs. In doing so any adverse effects are minor on the environment.

We have considered the matters of national importance and do not believe that any of the particular matters are applicable to the subject site. There are no other matters under Part II of the Act that are relevant to the proposal that have not already been addressed in this application. Overall, it is considered that the proposed activity would be consistent with Part II of the Act.

11 CONCLUSION

The 24 new units have been assessed overall as a non complying activity pursuant to rule 5.5 of the District Plan

Under Section 104D of the Act Council may grant consent for an activity only if it is satisfied that either the effects on the environment will be minor or the application will not be contrary to the objectives and policies of the District Plan.

We have assessed the adverse effects of the proposal and are of the view that, in the main, the proposal will have no more than minor adverse effects on the environment.

Our conclusion is that the proposal is not inconsistent with the current objectives and policies of the District Plan though it is acknowledged that the size of the development is 'on the margin' of what can be considered under the existing provisions. The new provisions will provide for this type of development 'as a matter' of course.

The proposal will be a sustainable use of resources and consistent with section 5 outcomes. There are no matters of national importance relevant to the proposal. The proposal is also not inconsistent with any section 7 matters.

Therefore in our view, consent can be granted to the proposal pursuant to s104D of the Act with appropriate conditions as suggested.

s210167 292 main road tawa application for resource consent

Attachment 2:

Architectural Plans (Archaus)

NUMBER	NAME	REVISION	DATE
RC00.00	COVERPAGE		
RC01.00	PROPOSED PERSPECTIVES	1	15|11|21
RC02.00	SITE AND LOCATION PLAN	1	15|11|21
RC04.00	LEVEL 00 PLAN	1	15|11|21
RC04.01	LEVEL 01 PLAN	1	15|11|21
RC04.02	LEVEL 02 PLAN	1	15|11|21
RC04.03	LEVEL 03 PLAN	1	15|11|21
RC04.05	ROOF PLAN	1	15|11|21
RC05.00	ELEVATIONS	1	15|11|21
RC05.01	ELEVATIONS	1	15|11|21
RC06.00	SECTIONS	1	15|11|21
RC07.00	SUN SHADING - BASELINE	1	15|11|21
RC07.01	SUNSHADING STUDIES	1	15|11|21
RC07.02	SUNSHADING- SUMMER SOLSTICE- DECEMBER 22	1	15|11|21
RC07.03	SUNSHADING - AUTUMN EQUINOX-MARCH 20	1	15|11|21
RC07.04	SUNSHADING - WINTER SOLSTICE- JUNE 21	1	15|11|21
RC07.05	SUNSHADING - SPRING EQUINOX- SEPTEMBER 23	1	15|11|21
RC07.10	LANDSCAPE PLAN	1	15|11|21
RC07.20	EARTHWORKS PLAN	1	15|11|21

NUMBER	NAME	REVISION	DATE

SITE INFORMATION:
LEGAL DESCRIPTION :LOT 1DP 15312
LOT SIZE : 1204M^2
FOOTPRINT : 459M^2
DECKS 1M ABOVE GROUND LEVEL: 83.2M^2
WIND ZONE: HIGH
EXPOSURE ZONE: C

NO. OF 2 BEDROOM UNITS:24 UNITS

21026 292 MAIN ROAD TAWA

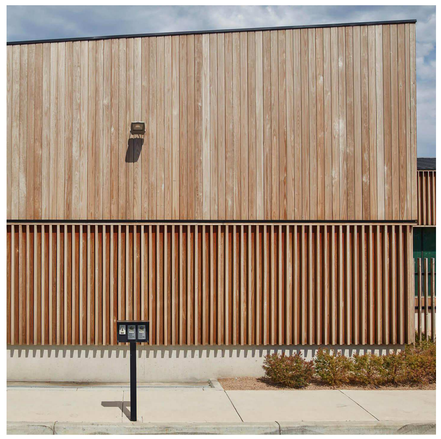
292 MAIN ROAD - TAWA- WELLINGTON

ALEX KHERA

RESOURCE CONSENT

archaus

www.archaus.co.nz



REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

REVISIONS

TRUE NORTH

PROJECT NORTH

CLIENT
ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD - TAWA- WELLINGTON

SHEET TITLE
PROPOSED PERSPECTIVES

DESIGN MC/DM | DRAWN HZ

SCALE @ A1 (HALF SCALE IF PRINTED @ A3)

PROJECT No. 21026

SHEET No. RC01.00 | REVISION 1

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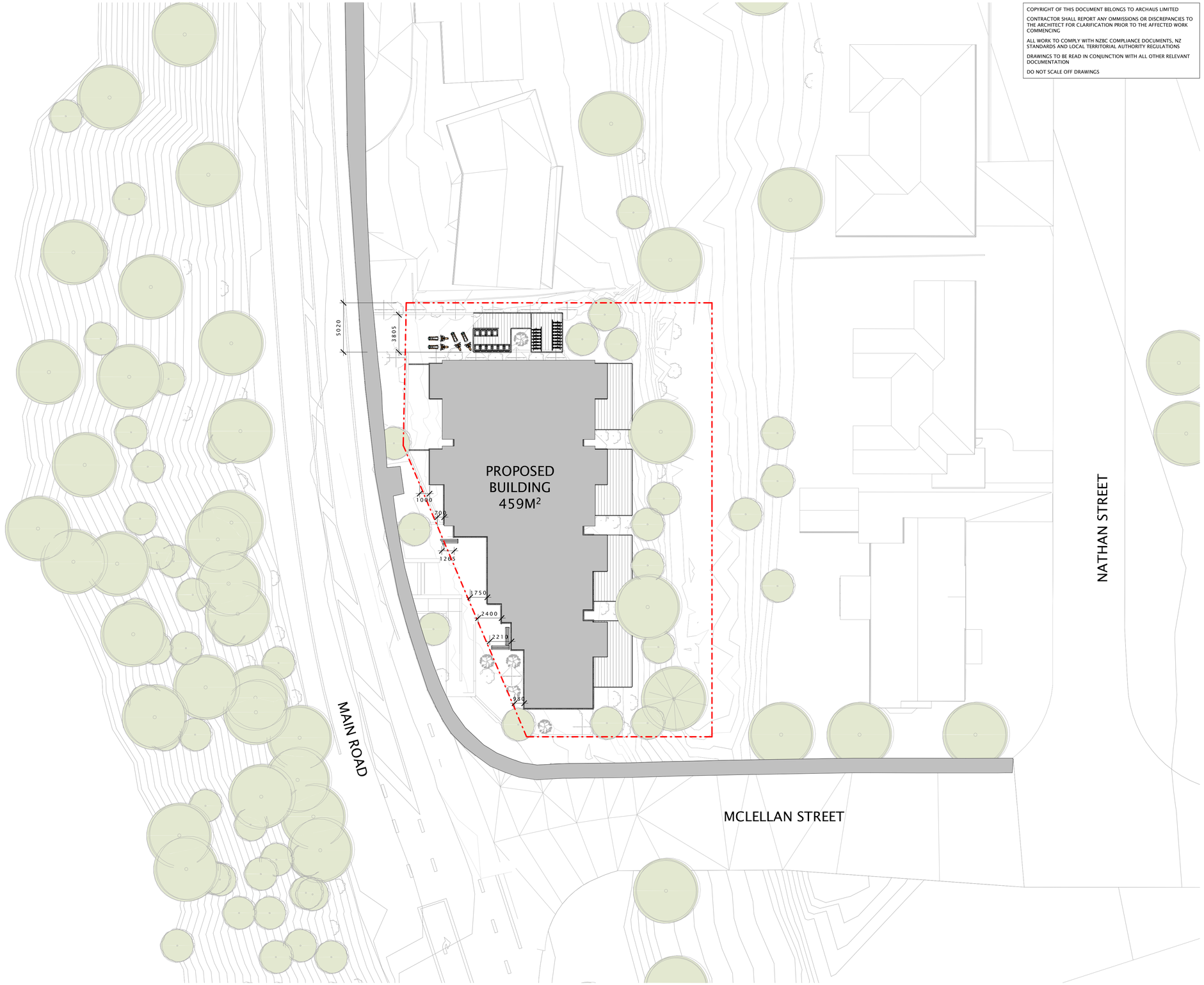
1 LOCATION PLAN
RC05.00 SCALE: 1 : 500



SITE INFORMATION:
LEGAL DESCRIPTION :LOT 1DP 15312
LOT SIZE : 1204M²
FOOTPRINT : 459M²
DECKS 1M ABOVE GROUND LEVEL: 83.2M²
WIND ZONE: HIGH
EXPOSURE ZONE: C

NO. OF 2 BEDROOM UNITS:24 UNITS

2 SITE PLAN
RC05.00 SCALE: 1 : 200

1 15|11|21 RESOURCE CONSENT

REV	DATE	INITIAL	AMENDMENT

REVISIONS

TRUE NORTH
PROJECT NORTH

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ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD - TAWA- WELLINGTON

SHEET TITLE
SITE AND LOCATION PLAN

DESIGN MC/DJM
DRAWN HZ
SCALE @ A1 (HALF SCALE IF PRINTED @ A3) As indicated
PROJECT No. 21026
SHEET No. RC02.00
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archaus
(09) 309 8931 Auckland
(04) 802 5630 Wellington
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NOTE: RED HATCH INDICATES
83.2M2 OF DECK 1M ABOVE GROUND

1 Level 00
RC05.00 SCALE: 1 : 100

REVISIONS			
REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

TRUE NORTH
PROJECT NORTH

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PROJECT
21026 292 MAIN ROAD TAWA
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SHEET TITLE
LEVEL 00 PLAN

DESIGN	DRAWN
MC/DM	HZ

SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 100

PROJECT No. 21026

SHEET No. RC04.00

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archaus
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1 Level 01
RC05.00 SCALE: 1 : 100

1 15|11|21 RESOURCE CONSENT

REV	DATE	INITIAL	AMENDMENT

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PROJECT
21026 292 MAIN ROAD TAWA
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SHEET TITLE
LEVEL 01 PLAN

DESIGN	DRAWN
MC/DM	HZ

SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 100

PROJECT No. 21026

SHEET No. RC04.01

REVISION 1

RESOURCE CONSENT

archaus
(09) 309 8931 Auckland
(04) 802 5630 Wellington
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1 Level 02
RC05.00 SCALE: 1 : 100

REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

REVISIONS

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PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD - TAWA- WELLINGTON

SHEET TITLE
LEVEL 02 PLAN

DESIGN	DRAWN
MC/DM	HZ

SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 100

PROJECT No. 21026

SHEET No. RC04.02

REVISION 1

RESOURCE CONSENT

archaus
(09) 309 8931 Auckland
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106° 44' 00"
31.18 m

196° 44' 30"
20.29 m

17° 56' 00"
14.56 m

353° 47' 00"
32.25 m

286° 44' 00"
18.90 m

29650

UNIT 4.01
56 m²
DECK
6 m²

UNIT 4.02
56 m²
DECK
5 m²

UNIT 4.03
56 m²
DECK
6 m²

UNIT 4.04
56 m²
DECK
5 m²

UNIT 4.05
56 m²
DECK
5 m²

UNIT 4.06
58 m²
DECK
5 m²

1 RC05.01

2 RC05.01

2 RC05.00

1 RC05.01

Main Road

McLellan Street

1 Level 03
RC05.00 SCALE: 1 : 100

REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

REVISIONS

TRUE NORTH

PROJECT NORTH

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ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD - TAWA- WELLINGTON

SHEET TITLE
LEVEL 03 PLAN

DESIGN MC/DM
DRAWN HZ
SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 100
PROJECT No. 21026
SHEET No. RC04.03
REVISION 1

RESOURCE CONSENT

archaus
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LONGRUN ROOFING
15.00°
MEMBRANE ROOFING
LONGRUN ROOFING
15.00°
MEMBRANE ROOFING
1 RC05.01
2 RC05.01
2 RC05.00
1 RC05.01
1
A

1 ROOF PLAN
SCALE: 1 : 100

REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

REVISIONS

TRUE NORTH
PROJECT NORTH
N

CLIENT
ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
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SHEET TITLE
ROOF PLAN

DESIGN: Designer
DRAWN: Author
SCALE @ A1 (HALF SCALE IF PRINTED @ A3): 1 : 100
PROJECT No.: 21026
SHEET No.: RC04.05
REVISION: 1

RESOURCE CONSENT

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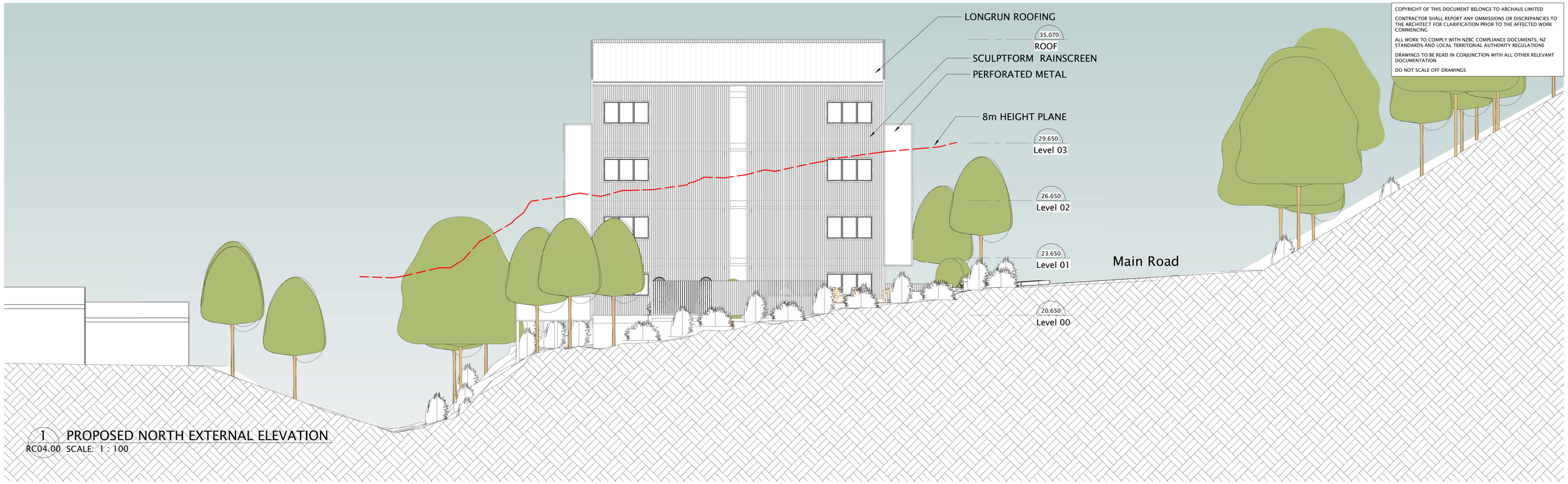

1 PROPOSED NORTH EXTERNAL ELEVATION

RC04.00 SCALE: 1 : 100

2 PROPOSED EAST EXTERNAL ELEVATION

RC04.00 SCALE: 1 : 100

REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

REVISIONS

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ALEX KHERA

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21026 292 MAIN ROAD TAWA
292 MAIN ROAD - TAWA- WELLINGTON

SHEET TITLE
ELEVATIONS

DESIGN	DRAWN
MC/DM	HZ

SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 100

PROJECT No. 21026

SHEET No. RC05.00

REVISION 1

RESOURCE CONSENT

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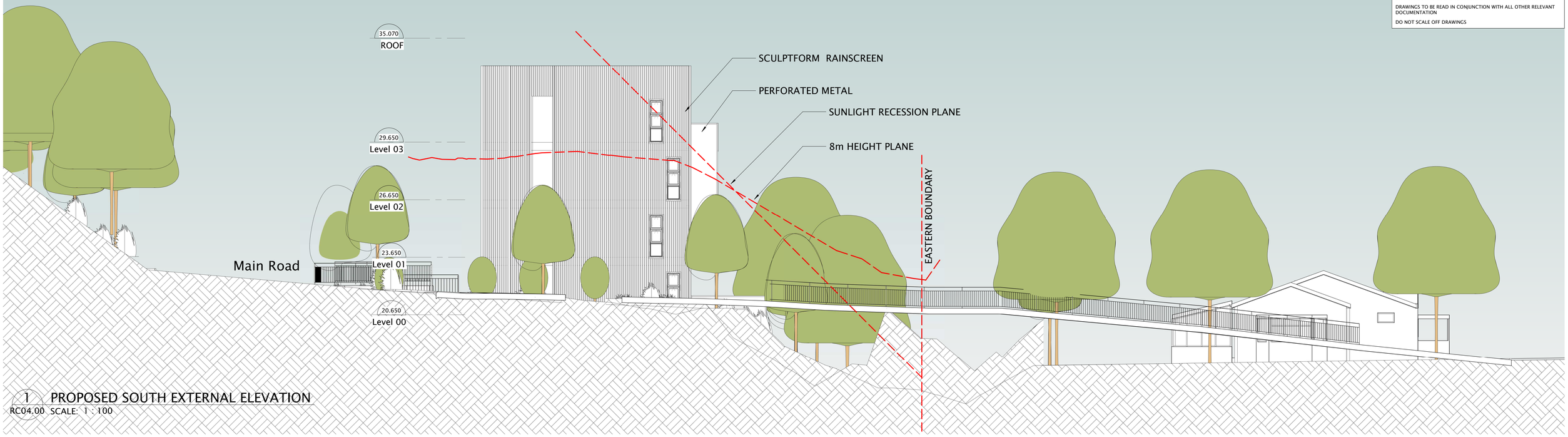
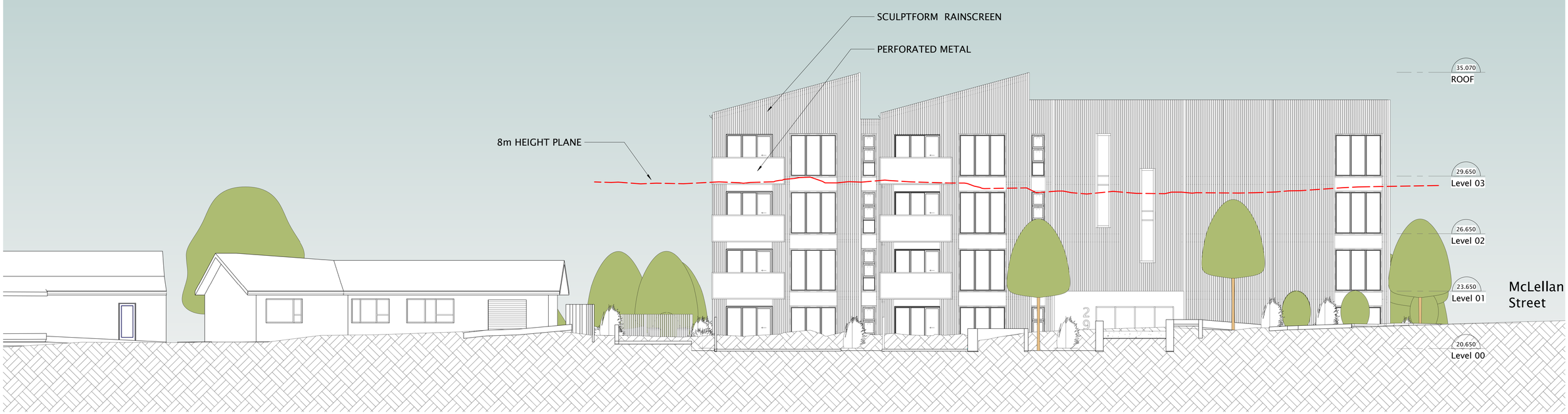


1 PROPOSED SOUTH EXTERNAL ELEVATION
RC04.00 SCALE: 1 : 100



2 PROPOSED WEST EXTERNAL ELEVATION
RC04.00 SCALE: 1 : 100

REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

REVISIONS

CLIENT
ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD - TAWA- WELLINGTON

SHEET TITLE
ELEVATIONS

DESIGN	DRAWN
MC/DM	HZ

SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 100

PROJECT No. 21026

SHEET No. RC05.01

REVISION 1

RESOURCE CONSENT

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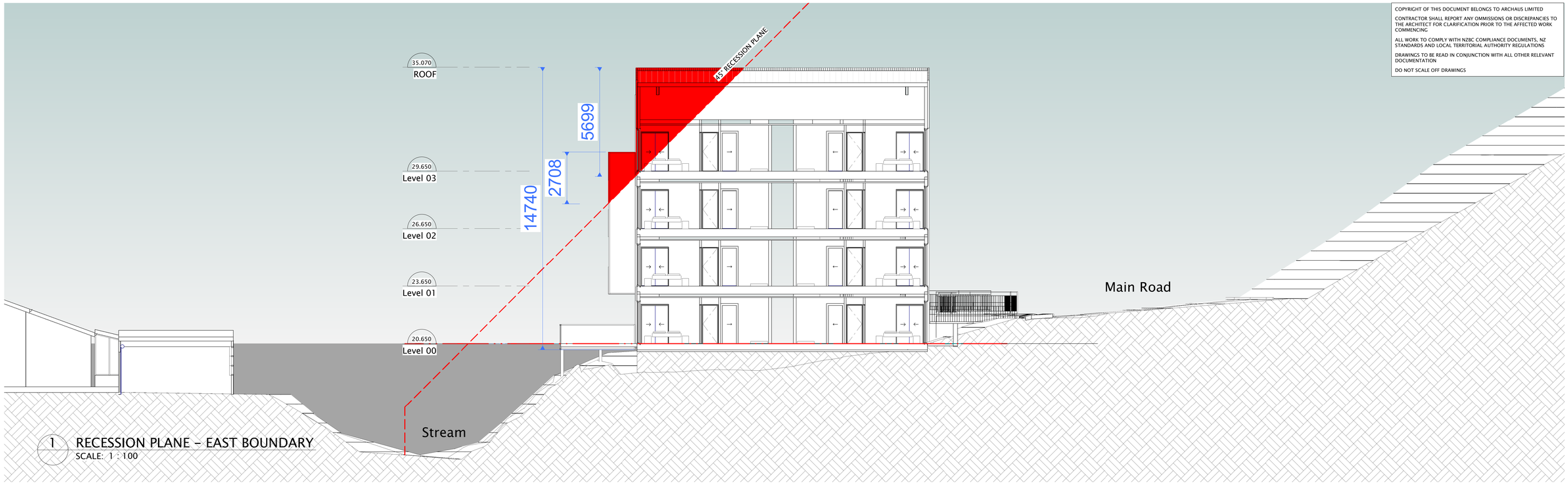
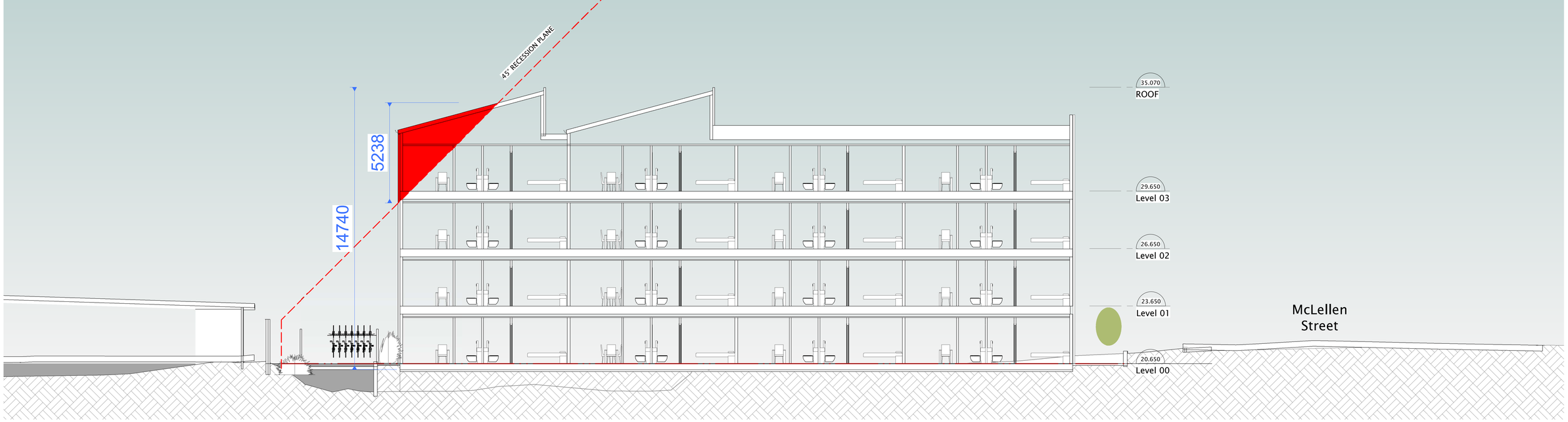


1 RECESSION PLANE - EAST BOUNDARY
SCALE: 1 : 100



2 RECESSION PLANE - NORTH BOUNDARY
SCALE: 1 : 100

REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

REVISIONS

CLIENT
ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
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SHEET TITLE
SECTIONS

DESIGN MC/DM
DRAWN HZ
SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 100
PROJECT No. 21026
SHEET No. RC06.00
REVISION 1

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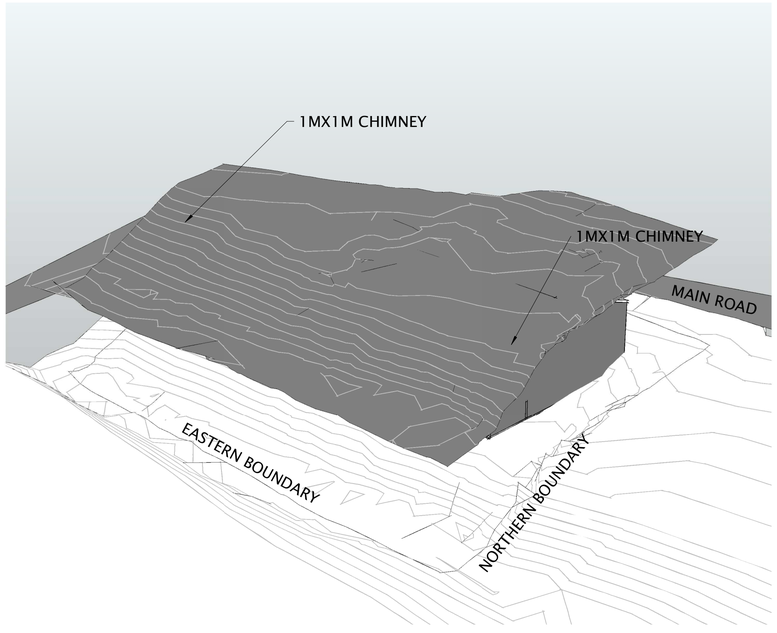
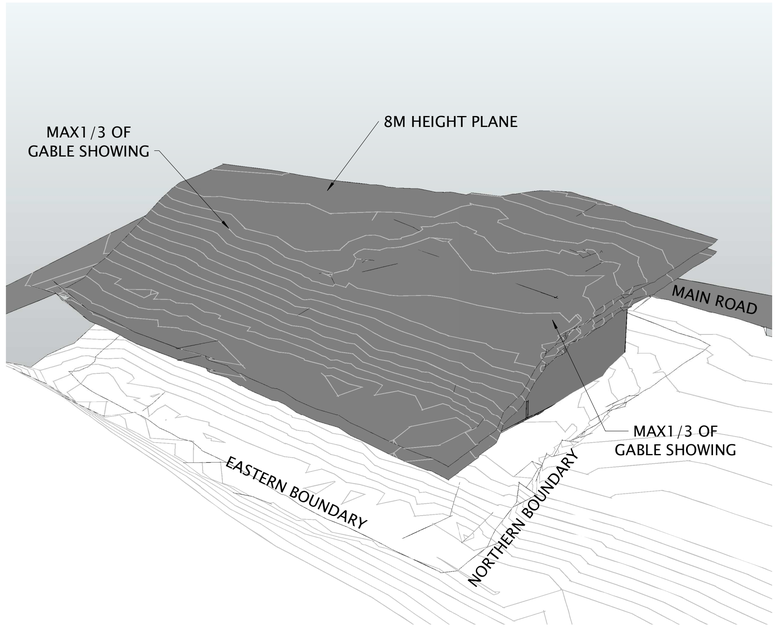
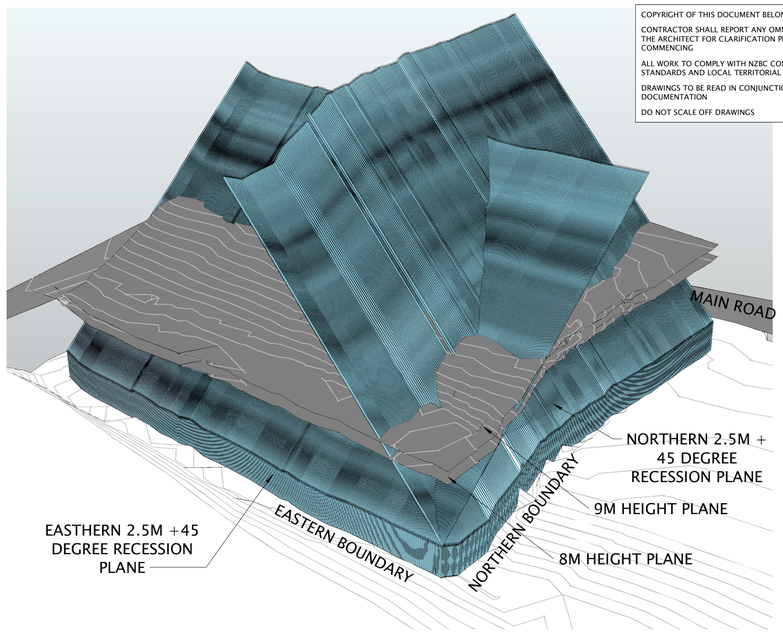


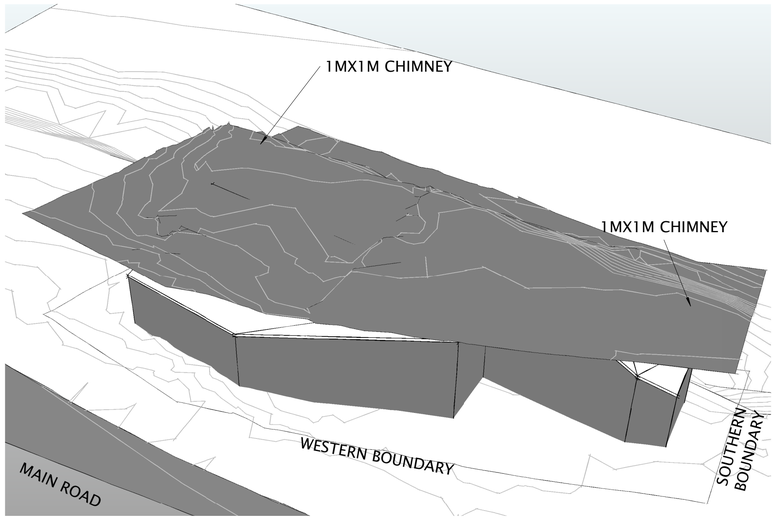
1 NE VIEW – BASELINE MODEL
SCALE:



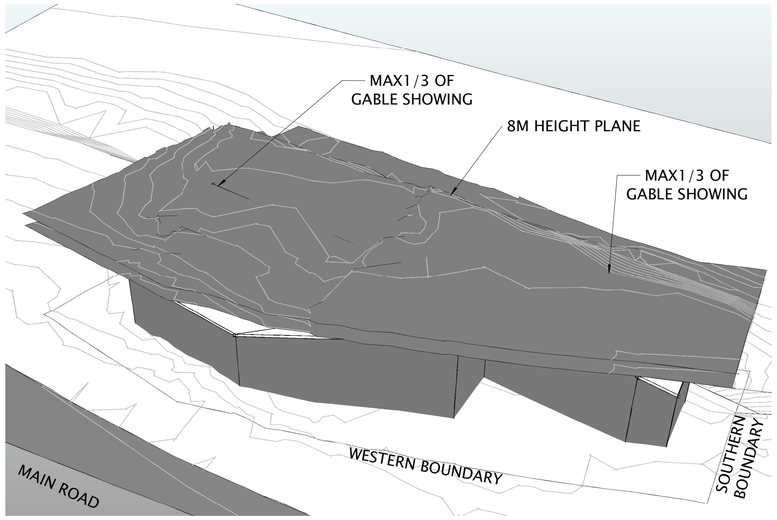
2 NE VIEW – BASELINE – 1/3 GABLE 1M ABOVE 8M HEIGHT LIMIT
SCALE:



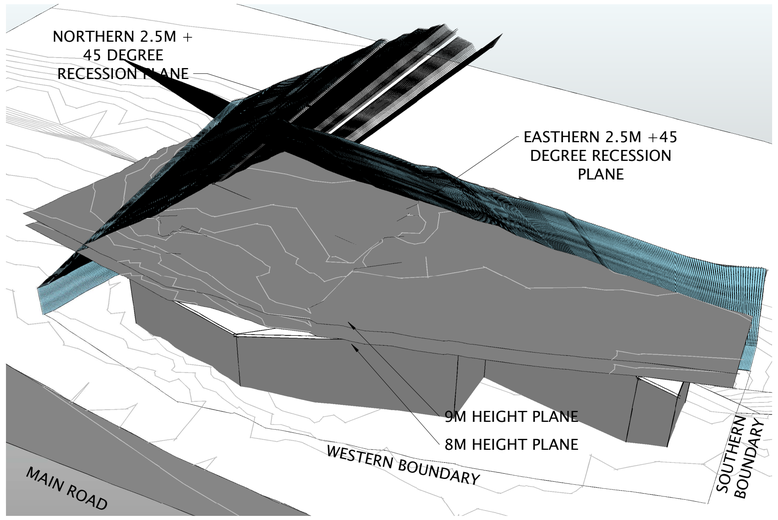
3 NE VIEW –BASELINE HEIGHT PLANE & RECESSION PLANES
SCALE:



4 SW VIEW– BASELINE MODEL
SCALE:



5 SW VIEW– BASELINE – 1/3 GABLE 1M ABOVE 8M HEIGHT LIMIT
SCALE:



6 SW VIEW– BASELINE HEIGHT PLANE & RECESSION PLANES
SCALE:

1 15|11|21 RESOURCE CONSENT

REV	DATE	INITIAL	AMENDMENT

REVISIONS

TRUE NORTH

PROJECT NORTH

CLIENT
ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD – TAWA– WELLINGTON

SHEET TITLE
SUN SHADING – BASELINE

DESIGN	DRAWN
MC/DJM	HZ

SCALE @ A1 (HALF SCALE IF PRINTED @ A3)

PROJECT No. 21026

SHEET No. RC07.00

REVISION 1

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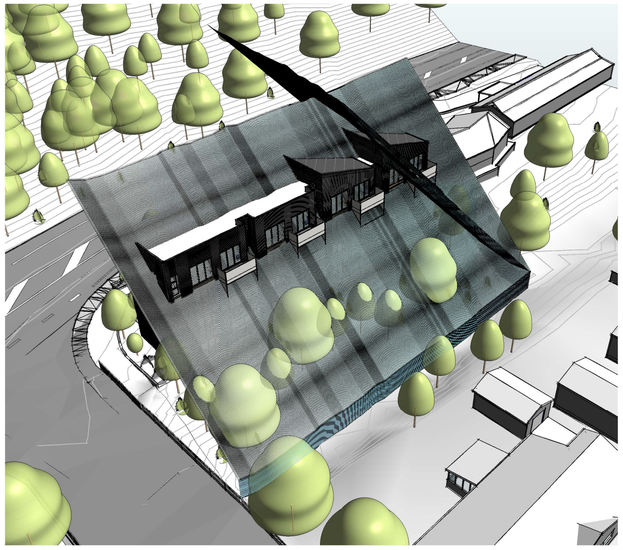
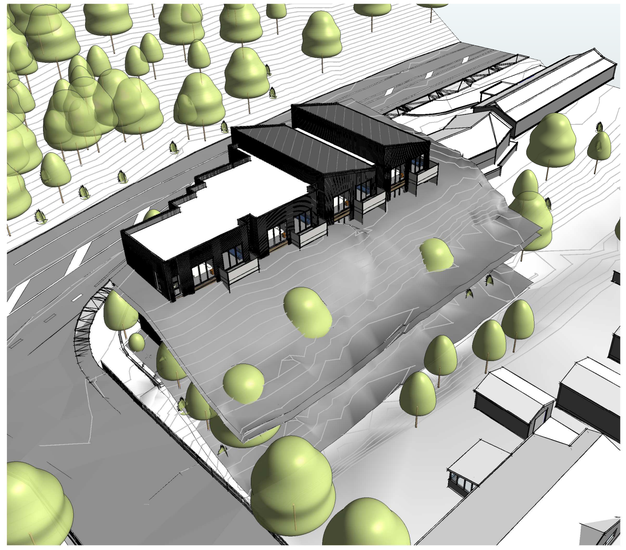
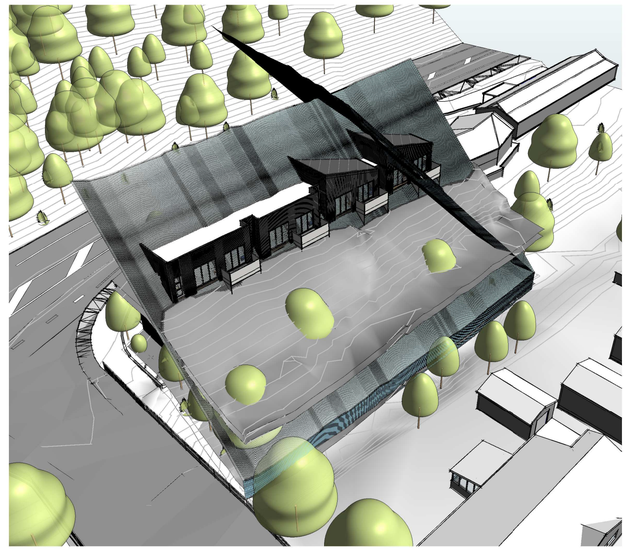


1 SUN SHADING STUDY-SE VIEW- RECESSION PLANES
SCALE:

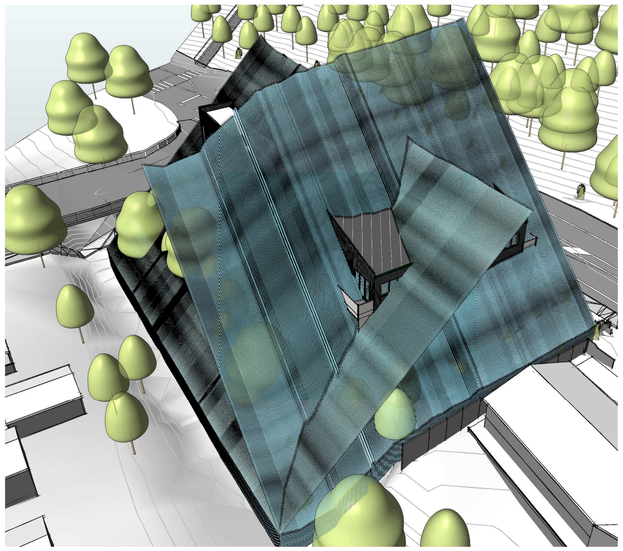


2 SUN SHADING STUDY - SE VIEW - 8M HEIGHT PLANE
SCALE:

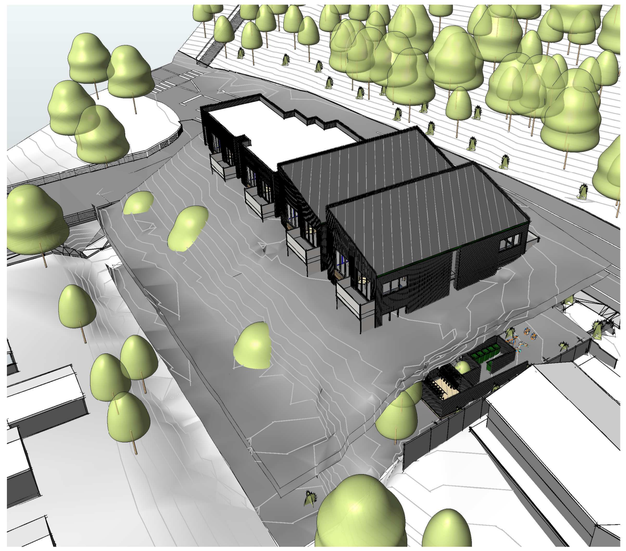


3 SUN SHADING STUDY- SE VIEW- RECESSION & 8M HEIGHT PLANE
SCALE:

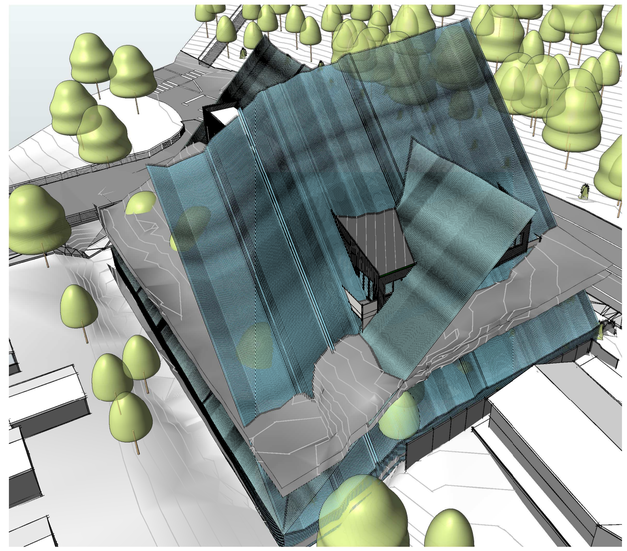
4 SUN SHADING STUDY- SE VIEW - PROPOSED
SCALE:



5 SUN SHADING STUDY-NE VIEW- RECESSION PLANES
SCALE:



6 SUN SHADING STUDY-NE VIEW- 8M HEIGHT PLANE
SCALE:



7 SUN SHADING STUDY-NE VIEW- RECESSION & 8M HEIGHT PLANE
SCALE:

8 SUN SHADING STUDY-NE VIEW- PROPOSED
SCALE:

1 15|11|21 RESOURCE CONSENT

REV	DATE	INITIAL	AMENDMENT

REVISIONS

TRUE NORTH

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SHEET TITLE
SUNSHADING STUDIES

DESIGN MC/DJM | DRAWN HZ

SCALE @ A1 (HALF SCALE IF PRINTED @ A3)

PROJECT No. 21026

SHEET No. RC07.01 | REVISION 1

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1 DEC 22 – 9AM
SCALE: 1 : 500

2 DEC 22 – 12PM
SCALE: 1 : 500

3 DEC 22 – 3PM
SCALE: 1 : 500

4 DEC 22 – 5PM
SCALE: 1 : 500

5 DEC 22 – 7PM
SCALE: 1 : 500

KEY:
RED = HATCH INDICATES HEIGHT AND SUNLIGHT RECESSION PLANE BREACH SHADOW
GREEN = INDICATES BASELINE MODEL SHADOW

1 15|11|21 RESOURCE CONSENT

REV	DATE	INITIAL	AMENDMENT

REVISIONS

TRUE NORTH

PROJECT NORTH

CLIENT
ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
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SHEET TITLE
SUNSHADING- SUMMER SOLSTICE- DECEMBER 22

DESIGN MC/DJM
DRAWN HZ
SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 500
PROJECT No. 21026
SHEET No. RC07.02
REVISION 1

RESOURCE CONSENT

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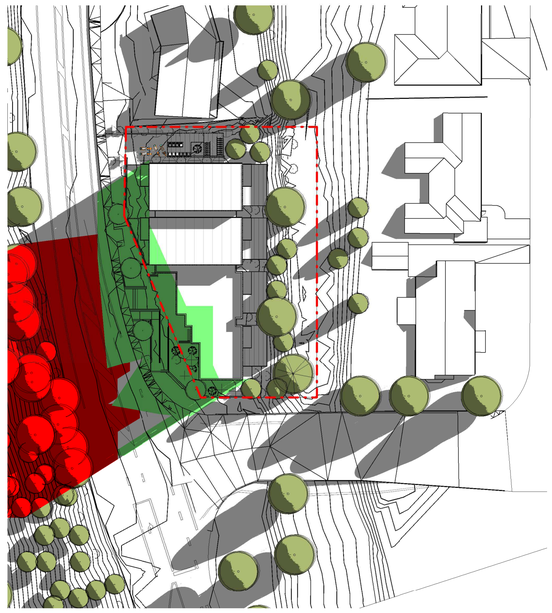
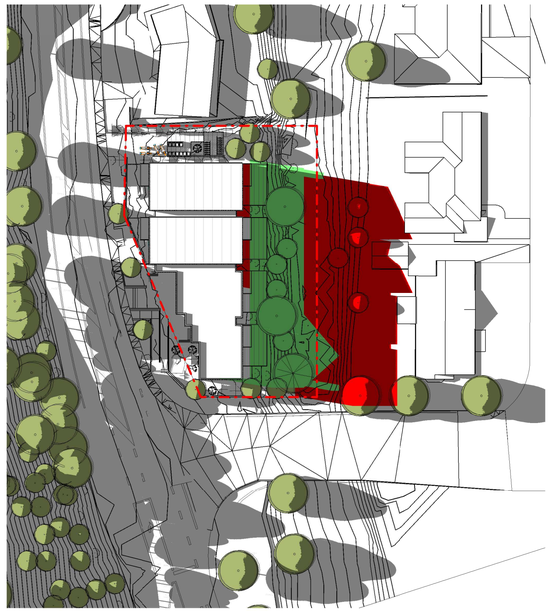


1 MAR 20 – 9AM
SCALE: 1 : 500

2 MAR 20 – 12PM
SCALE: 1 : 500

3 MAR 20 – 3PM
SCALE: 1 : 500



4 MAR 20 – 5PM
SCALE: 1 : 500

KEY:
RED = HATCH INDICATES HEIGHT AND SUNLIGHT RECESSION PLANE BREACH SHADOW
GREEN = INDICATES BASELINE MODEL SHADOW

REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

REVISIONS

TRUE NORTH

PROJECT NORTH

CLIENT
ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD - TAWA- WELLINGTON

SHEET TITLE
SUNSHADING - AUTUMN EQUINOX-MARCH 20

DESIGN MC/DJM
DRAWN HZ
SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 500
PROJECT No. 21026
SHEET No. RC07.03
REVISION 1

RESOURCE CONSENT

archaus
(09) 309 8931 Auckland
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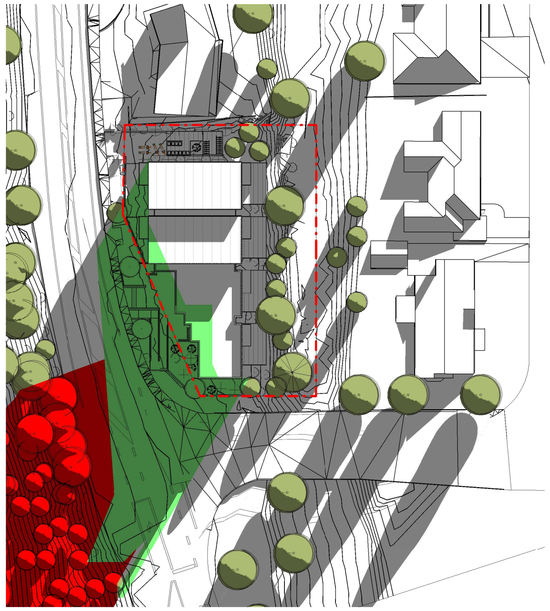
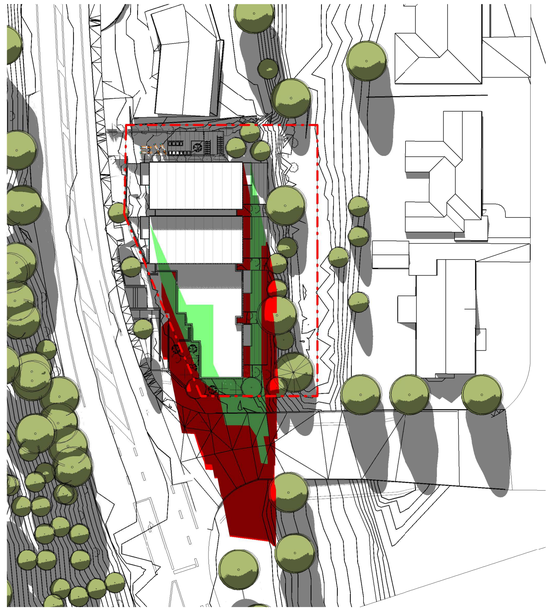


1 JUN 21 – 9AM
SCALE: 1 : 500



2 JUN 21 – 12PM
SCALE: 1 : 500

3 JUN 21 – 3PM
SCALE: 1 : 500

KEY:
RED = HATCH INDICATES HEIGHT AND SUNLIGHT RECESSION PLANE BREACH SHADOW
GREEN = INDICATES BASELINE MODEL SHADOW

1 15|11|21 RESOURCE CONSENT

REV	DATE	INITIAL	AMENDMENT

REVISIONS

TRUE NORTH

PROJECT NORTH

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ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD – TAWA– WELLINGTON

SHEET TITLE
SUNSHADING – WINTER SOLSTICE– JUNE 21

DESIGN MC/DJM
DRAWN HZ
SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 500
PROJECT No. 21026
SHEET No. RC07.04
REVISION 1

RESOURCE CONSENT

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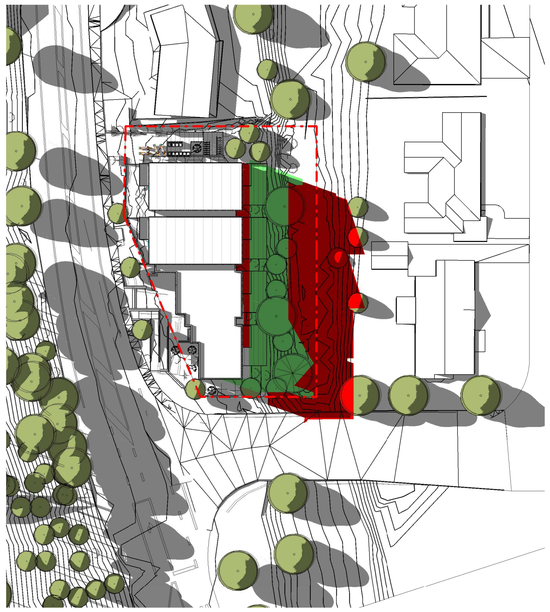
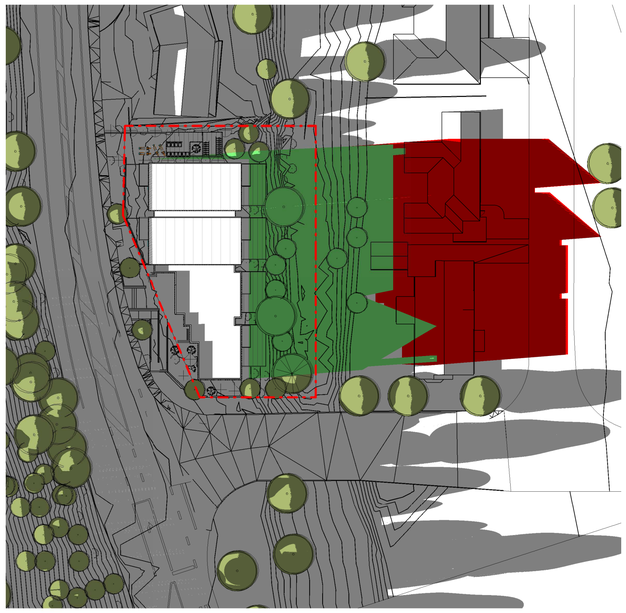
1 SEP 23 – 9AM
SCALE: 1 : 500

2 SEP 23 – 12PM
SCALE: 1 : 500



3 SEP 23 – 3PM
SCALE: 1 : 500



4 SEP 23 – 5PM
SCALE: 1 : 500

KEY:
RED = HATCH INDICATES HEIGHT AND SUNLIGHT RECESSION PLANE BREACH SHADOW
GREEN = INDICATES BASELINE MODEL SHADOW

REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

REVISIONS

TRUE NORTH

PROJECT NORTH

CLIENT
ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD – TAWA– WELLINGTON

SHEET TITLE
SUNSHADING – SPRING EQUINOX– SEPTEMBER 23

DESIGN MC/DJM
DRAWN HZ
SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 500
PROJECT No. 21026
SHEET No. RC07.05
REVISION 1

RESOURCE CONSENT

archaus
(09) 309 8931 Auckland
(04) 802 5630 Wellington
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NOTE:
LANDSCAPING DESIGNED BY LOCAL LANDSCAPE ARCHITECTURE COLLECTIVE. SEE APPENDED SUPPORTING DOCUMENTATION INCLUDING :

- DESIGN STATEMENT
- PLANTING SCHEDULE
- LANDSCAPE DOCUMENTATION

1 LANDSCAPE PLAN
RC05.00 SCALE: 1 : 100

REV	DATE	INITIAL	AMENDMENT
1	15|11|21		RESOURCE CONSENT

REVISIONS

TRUE NORTH

PROJECT NORTH

CLIENT
ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD - TAWA- WELLINGTON

SHEET TITLE
LANDSCAPE PLAN

DESIGN	DRAWN
MC/DJM	HZ

SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 100

PROJECT No. 21026

SHEET No. RC07.10

REVISION 1

RESOURCE CONSENT

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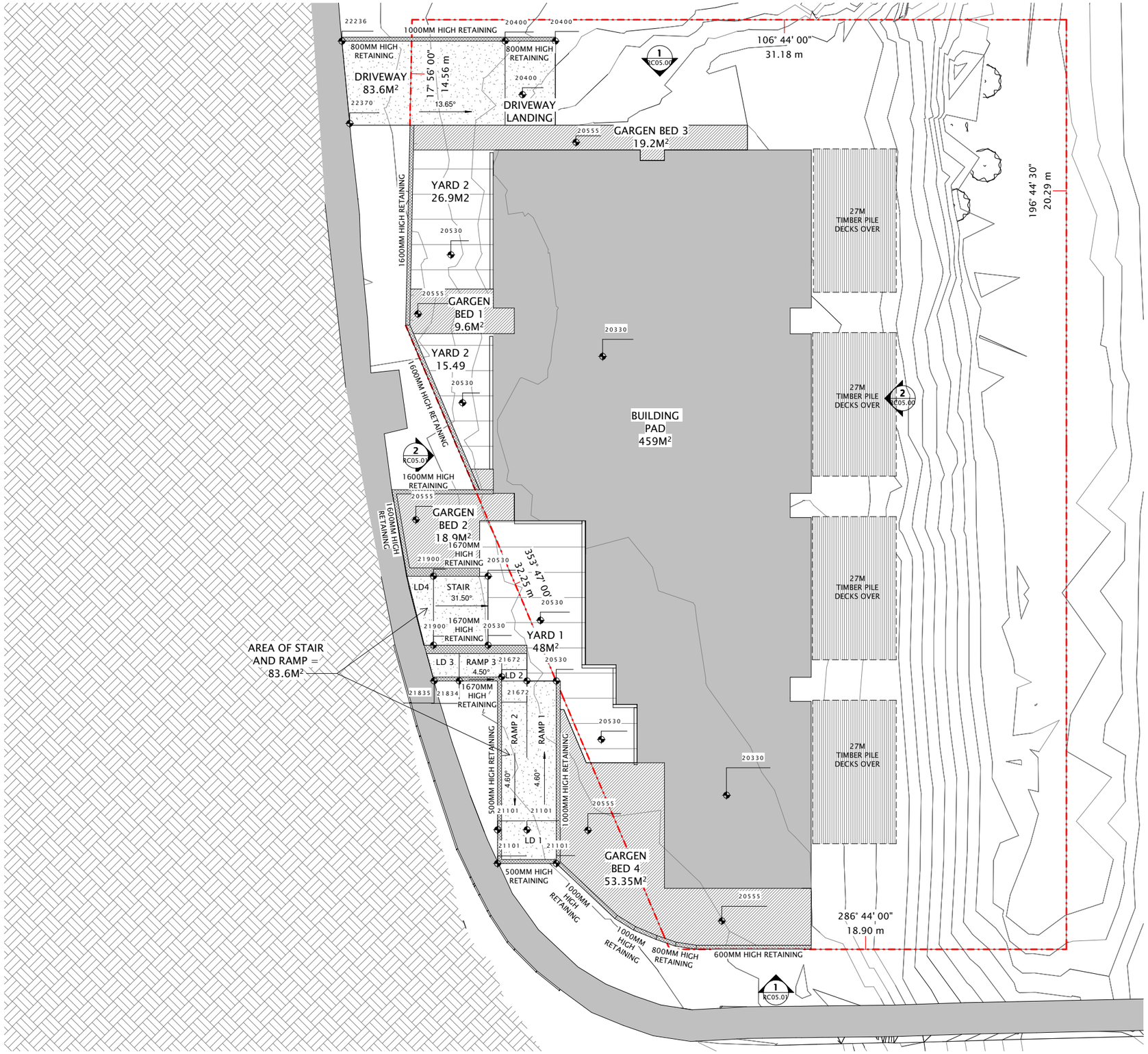

MAXIMUM AREA DISTURBED = 804.78M²
MAXIMUM AREA OF EARTHWORKS =696.78M²
MAXIMUM VERTICAL ALTERATION = 1.6M

Topography Schedule

Mark	Fill	Cut	Net cut/fill
BUILDING PAD	171.22 m³	41.85 m³	129.37 m³
DRIVEWAY LANDING	0.55 m³	2.01 m³	-1.45 m³
YARD 1	0.00 m³	15.87 m³	-15.87 m³
DRIVEWAY	0.05 m³	9.34 m³	-9.28 m³
YARD 2	0.00 m³	35.22 m³	-35.22 m³
RAMP 1	0.00 m³	3.95 m³	-3.95 m³
LANDING 1	0.00 m³	2.39 m³	-2.39 m³
RAMP 2	0.81 m³	1.81 m³	-1.01 m³
LANDING 2	0.71 m³	0.00 m³	0.71 m³
LANDING 3	0.02 m³	0.07 m³	-0.05 m³
RAMP 3	0.45 m³	0.00 m³	0.45 m³
LANDING 4	0.04 m³	0.05 m³	-0.01 m³
STAIR	0.01 m³	4.90 m³	-4.90 m³
GARDEN BED 1	0.00 m³	7.50 m³	-7.50 m³
GARDEN BED 2	0.00 m³	19.53 m³	-19.53 m³
GARDEN BED 3	15.21 m³	3.22 m³	11.98 m³
GARDEN BED 4	0.02 m³	27.92 m³	-27.90 m³
TOTALS	189.08 m³	175.62 m³	13.46 m³

1 EARTHWORKS PLAN
RC05.00 SCALE: 1 : 100

1 | 15|11|21 | RESOURCE CONSENT
REV | DATE | INITIAL | AMENDMENT
REVISIONS

TRUE NORTH
PROJECT NORTH

CLIENT
ALEX KHERA

PROJECT
21026 292 MAIN ROAD TAWA
292 MAIN ROAD – TAWA– WELLINGTON

SHEET TITLE
EARTHWORKS PLAN

DESIGN MC/DJM | DRAWN HZ
SCALE @ A1 (HALF SCALE IF PRINTED @ A3) 1 : 100
PROJECT No. 21026
SHEET No. RC07.20 | REVISION 1

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Attachment 3:

Residential Area Design Guide Assessment

ASSESSMENT
RESIDENTIAL DESIGN GUIDE

INTRODUCTION

The assessment criteria and policies of the District Plan require consideration of the multi-unit proposal against the guidelines in the Residential Design Guide. The matters that are of relevance under the Guide have been assessed below.

ASSESSMENT

1. CHARACTER

O1.1 To recognise the unique qualities and sense of place of every urban setting, and respond to and enhance these with new development.

O1.2 To minimise visual effects of earthworks on the public realm

1.1. Assessing and complementing neighbourhood character

G1.1 Identify and relate to the established patterns and precedents that determine the character of the street and local neighbourhood.

The existing neighbourhood character is single and double storey family homes, along with some sites which have begun to be developed as multi-unit developments.

However, the wider Tawa area is undergoing a period of transition as the pressure for new and more intensive housing options in established areas with good transport links is experienced. Along with the changes in policy direction which have been introduced by the NPS-UD, the Draft District Plan, the Adopted Spatial Plan and the recently introduced the Resource Management (Enabling Housing Supply and Other Matters) Amendment Bill, we consider the character of the street and established patterns are therefore relatively transitional and will be subject to change over the next 12-24 months.

Therefore, while the proposed development will be a departure from the existing character, the use of the site remains residential. This, along with the future policy direction supporting the intensification of use (and the wider benefits of this), we consider the site is a good candidate for development at a higher density and more contemporary but complementary style.

1.2. Consistency or contrast

G1.2 Maintain consistency with defining and valued neighbourhood patterns, staying generally within the limits of diversity in the area and creating contrast only in special circumstances.

The proposed 24 unit development is a contrast, particularly in terms of height from the existing neighbourhood pattern.

This, in line with indications for the future policy direction for this site, therefore is considered the first ‘contrast’ site in the neighbourhood.

The site offers an increase in density from the existing houses, and a corresponding diversity of housing types and styles which supports the future central and local government policy directions.

1.3. Landform

G1.3 Maintain general landform, minimise the need for large retaining structures and design any required earthworks and retaining walls as positive landscape features.

The existing landform will generally be maintained with the proposed 24 unit development and the buildings are concentrated nearest to the road boundary to avoid the stream bank as much as possible.

Earthworks for the development will be concentrated in the area of the site closest to the road boundary and once completed, the buildings, paving or landscaping will cover most of this area. Landscaping of the area towards the Porirua Stream will complement the existing trees/vegetation on the site.

1.4. Vegetation

G1.4 Retain significant existing trees and vegetation where practicable and where these can be usefully integrated into the residential development, particularly where they are recognised by the local community as having significance beyond the site.

Apart from the area where the driveway, building platforms, decks and paved areas will be located, the remainder of the site will retain its existing open space character. A full landscape plan prepared by Local provides full details of existing and proposed landscaping.

1.5. Height

G1.6 Where height is a significant character issue, relate the height of new development to that of buildings within the immediate area.

Height is not a significant character issue in this location although it is accepted that the proposed development is a departure from the existing building heights in the area. The proposed height is supported by future central and local government policy direction of intensification of use of land in identified areas throughout the City. This site is identified to have increased future height limits.

1.6. Plan dimensions and siting

G1.7 Relate to the existing pattern of building dimensions, frontage widths and spaces between buildings

The siting of the building towards the road boundary on this corner site attempts to maintain a balance between amenity and setbacks for the neighbouring sites whilst allowing for increased height. This is achieved through a balance of increasing density which fulfils future policy direction but maintaining site coverage to 45%, leaving the remaining 55% of the site for open spaces.

In summary, the proposed building respects the existing development in the area however seeks to introduce an increased density of the building which responds to housing demand in this popular and well located area for transport options.

G1.8 Reference established side yard patterns in situations where new buildings can be built to the side boundaries but patterns of side yards remain important.

The location of the building and parking areas towards the road boundary, along with landscaping of the road reserve area, seeks to maximise the setbacks from the northern and eastern boundaries whilst also maximising areas of private ground floor and upper floor open space. We consider a good balance is achieved on the site.

1.7. Frontage setbacks

G1.9 Maintain frontage setbacks that are consistent with the existing pattern of development in the immediate area in situations where this existing pattern is a determining characteristic of the area and is recognised as being of value

Being a corner site, the standard 3m frontage setback in the rules must be balanced with the overall amenity and other outcomes for the site. The proposed development which concentrates the building to the road frontage limits and concentrates the earthworks required to the flatter areas of the site and avoids the areas close to the Porirua Stream

1.8. Wall and frontage orientation

G1.10 Follow the local pattern of orientation of walls relative to street edges and the street grid.

The local pattern of wall orientation and street grid is followed by this multi-unit development. The elevations include site specific and appropriate levels of as articulation, detail and openings.

1.9. Silhouette and roof form

G1.11 Where consistent silhouette and roof form is a defining pattern of a neighbourhood, make considered reference to the predominant patterns of roof type and pitch.

The silhouette and roof form are new to the neighbourhood although may be used as a reference for future developments of this nature over time.

1.10. Façade articulation

G1.12 Refer to existing patterns of façade articulation and use of secondary and tertiary forms to achieve a complementary level of visual relief and formal complexity.

The proposed building has been designed to provide both vertical and horizontal elements in the façade articulation which complements the development. The proposed building achieves a complementary mix of articulation and visual relief as appropriate to the site and provides variation of depth and modulation.

1.11. Materials, finishes, textures and colours

G1.13 In situations characterised by consistency of materials, finishes, textures or colours, integrate typical and/or complementary materials into new developments, considering both texture and colour.

The proposed building presents an opportunity to introduce new but complementary materials, finishes, textures and colours to the area, reflective of an area in transition. The proposed building will have long run roofing along with perforated metal balconies and Sculptform rainscreen cladding which will complement the existing dwellings in the surrounding area.

1.12. Adding to an existing building

G1.14 Maintain general consistency of character when adding a new dwelling to an existing structure. This may include consistency of form, alignment, window type and proportions, and overall quality of materials and detail. Contrast is possible, but this requires design skill for successful integration.

Not relevant.

2. SITE PLANNING

O2.1 To plan and locate dwellings and open spaces together as a coherent whole, in a way that complements the character of neighbouring development and optimises amenity and liveability both within the development and for neighbours.

O2.2 To make a positive contribution to the safety, amenity and visual character of the street.

O2.3 To site and design buildings to meet the reasonable requirements of occupants and neighbours for visual and acoustic privacy.

2.1. Comprehensive, integrated site planning

G2.1 Integrate the location and design of buildings and open spaces.

The location and design of the building demonstrates an integration of site planning with the outdoor open spaces for the units. Good quality indoor areas along with outdoor spaces were a consideration in the proposed design. The layout also fits with the shape of the site and topography and seeks to minimise earthworks on the site.

2.2. Positive open spaces

G2.2 Create positive open spaces between and around buildings
G2.3 Aim to assign private open space to individual units wherever possible.

Each unit provides a private open space. Generous ground level open spaces are provided for the ground floor units. These open spaces are private, sunny, sheltered and accessible from the main living, dining and kitchen spaces. The upper floor decks provide the private outdoor open spaces for the remaining units and these add to positive amenity for these units.

G2.4 Provide active edges to any shared areas of open space.

Active edges have been incorporated in the open space on the site which borders the Porirua Stream with ground floor and upper floor decks, along with appropriate landscaping treatments.

2.3. Sunlight and daylight to living areas

G2.5 Position all dwellings to receive midwinter sun in at least one main living room for at least 4 hours at mid-winter.

Sunlight and daylight to the units is maximised by the proposed layout, design and orientation

G2.6 Design elevations on or near common boundaries so that amenity is maintained even if future development on neighbouring sites is maximised at the shared boundary.

The site layout and setbacks achieved, along with open space provision and window placement seeks maintain the amenity on the site and for neighbouring properties, even if development on neighbouring sites is maximised.

G2.7 Locate and model building form to avoid unnecessary or unreasonable shading of private outdoor living spaces or windows to main rooms in adjacent dwellings within the development and in residential buildings on adjacent sites.

Maximising the set backs to the neighbouring properties and the sensitive window heights and orientation of open spaces on all floors of the building result in a sensitive design which is designed which avoid unnecessary and unreasonable shading of outdoor spaces and windows of dwellings on neighbouring sites.

2.4. Car parking, garage and driveway location

G2.8 Avoid concentrating garages at the street frontage and monotonous repetition of garage doors along the street frontage or within any development.

Not relevant.

G2.9 Locate open car parking so that parked cars are not a dominant element at the street edge.

Not relevant. Only limited scooter/motorbike parking is provided along with secure bike parking and a rubbish truck area.

G2.10 Position and design any communal vehicle and pedestrian access ways to avoid intruding on the privacy of dwelling interiors.

Th design of all central communal areas of the building avoids intruding on the privacy of the unit interiors.

G2.11 Locate garages to be conveniently reached from their associated dwellings but not where they completely obscure views of either the street or any common open space within the development.

Not relevant. No garaging is proposed.

G2.12 Ensure any open carparking space can be viewed from the dwelling to which it is allocated.

Not relevant.

G2.13 For developments that are likely to be occupied by people with limited mobility, where practical provide either internal garage or an at grade link between parking spaces and their associated unit.

At grade ramps are provided with easy access for the building to enhance access for people with limited mobility.

3. BUILDING DESIGN

O3.1 To ensure each building is coherently designed, demonstrates design integrity, and integrates all relevant design criteria in the best possible way.

O3.2 To make a positive contribution to the safety, amenity and visual character of the street.

O3.3 To ensure that the design of new building tops enhances the visual amenity of the area when these are prominent in view.

O3.4 To provide internal living environments that are healthy, comfortable, convenient, functional and attractive for their occupants.

O3.5 To provide reasonable privacy both for the new dwellings and for neighbours.

3.1. Internal consistency and integration

G3.1 Demonstrate in the design and composition of any building an overall coherence that integrates all of the relevant design guide requirements in a coordinated rather than piecemeal way.

The design of the development achieves a high degree of coherence and meets the guideline.

3.2. Frontages to the street

G3.2 Present a public face to the street with entrances and windows orientated towards the street.

The overall design of the building presents a public face to the street with clearly a defined central entrance to the building along with windows, courtyards at ground level and upper storey decks. This design establishes and achieves a good connection with the street and provides ample opportunity for informal surveillance of the street to take place.

G3.3 Avoid using reflective or dark heat absorbing glass on building frontages.

This has been avoided.

G3.4 Where apartments are within suburban centres, establish publicly relevant activity at the ground level street edge.

Not relevant.

G3.5 Ensure developments with wide street frontages provide frequent connections to the street.

Not relevant. The building and frontage are designed to enhance and maximise the connection of the building to the street whilst ensuring legibility around access points.

3.3. Scale and visual complexity

G3.6 Give a sense of human scale at the publicly occupied edges of buildings.

The publicly occupied spaces along the building frontage provide outdoor seating and meeting spaces along with access steps and a ramp to the building. Careful attention has been given to the building design along the frontage to take opportunities to present a ‘normal’ human scale.

G3.7 Provide visual interest on new façades, articulating or eliminating wall surfaces that are featureless or plain.

The proposed facades provide a good level of articulation and visual interest on the main elevations.

3.4. Building tops

G3.8 Integrate the tops of buildings, including plant and services, as explicit and coherent parts of the overall composition.

The roof treatment is a coherent design response for the site.

3.5. Space and amenity

G3.9 Locate and design the living areas of individual residential units to optimise sun exposure, natural lighting and views.

This has been achieved. The ground floor units with outdoor courtyards and decks and the upper floor units with outdoor decks have good access to sun and natural lighting and enjoy views to the street and/or the stream. The location of the living areas for the units is appropriate and optimises sun and natural lighting for the units.

G3.10 Provide shared internal circulation within developments that is efficient, convenient and understandable.

The shared space on the site is efficient, convenient and understandable and includes the central entrance to the site from the frontage, central shared hallways/stairs/lift, the common scooter parking, rubbish collection/storage areas, the bike storage area and the landscaped area along the Porirua Stream bank.

G3.11 Ensure circulation and spaces within dwellings are efficiently planned to optimise amenity and flexibility in the use of space.

This is achieved.

G3.12 Ensure rooms are large enough to accommodate the functions appropriate to their type including storage.

This is achieved.

G3.13 Provide for each dwelling which has private open space at ground, and which is not supplied with a lockable garage, a secure weatherproof storage area or cupboard accessible from the outside with a minimum internal volume of $1m^3$.

Each ground floor unit has deck or courtyard space for secure private storage space if required.

3.6. Privacy for internal spaces

G3.14 Position windows or otherwise restrict or direct outlook so that the short-range view from one dwelling is not directly into the main internal living areas of any neighbouring dwellings both within the development, or on adjacent sites.

The proposed design has been carefully considered to avoid this outcome (i.e. no direct views into neighbouring houses internal spaces).

G3.15 Position windows adjacent to public or communal areas to minimise loss of privacy from passers-by looking in, while still letting people inside look out.

As detailed in the Local landscape plans, appropriate fencing and landscaping along the street frontage will ensure that ground floor units minimise any loss of privacy whilst allowing occupants to maintain an appropriate level of visual connection to the street.

G3.16 Shield the sleeping and noise-sensitive living areas of dwellings from uncontrollable high levels of external noise by distance, planning or constructional means.

Modern insulation requirements required by the Building Act, include double glazed windows and external wall densities that ensure that there is a mitigation of noise levels within sleeping areas to easily comply with this guideline in this situation.

3.7. Entrances and sense of address

G3.17 Provide entry to dwellings that:

- *is visible from the street or readily accessed from common areas within the development;*
- *provides a sheltered area immediately outside the door and a reception space inside the dwelling that is not a main living area;*
- *is not dominated by service spaces and activities; and*
- *allows appropriate personalisation by the occupants of the dwelling.*

The address ("292") is marked at the centralised main entry point making it easily identifiable The frontage treatments, landscaping, access steps and access ramp are provided to seamlessly connect the building to the street. The common areas then readily flow on to provide individual access to the units and will appropriately and legibly mark the transition from public to private spaces with design elements which include door marking/numbering.

G3.18 Make main entrances to apartments visible, attractive, safe and well-lit, and place these to provide good physical and visual connections between the street and lobby spaces.

The main central entrance to the building is visible, attractive, safe and well lit with landscaping, outdoor seating and meeting areas, along with steps and a ramp being provided to ensure a good connection between the street and lobby spaces.

G3.19 Consider the modelling of multi-unit building form to achieve a sense of individual identity and address for each dwelling.

Opportunities to explore individual identity and address will be explored as the design moves through the consenting process but will be generally achieved by individual front door markings and the external deck areas where occupiers may choose to personalise their outdoor space/decks with deck furniture, planting and pot plants. Hence this guideline is achieved.

4. OPEN SPACE DESIGN

O4.1 To ensure that the private open space provided is of a high quality that will provide a pleasant outlook, create a pleasant, safe and visually attractive setting for the dwelling and accommodate the reasonable outdoor recreational, service and storage needs of residents.

O4.2 To provide a type and quality of open space that is appropriate to the dwelling type.

0.4.3 To provide safe, convenient and attractive pedestrian and vehicle access to the dwelling.

O4.4 To ensure the landscape treatment has a positive effect on the streetscape and neighbourhood.

O4.5 To minimise any detrimental effects of vehicle access and parking on the visual quality of the streetscape and neighbourhood environment.

4.1. Private open space

G4.1 Provide a "principal area" directly accessible from a main living area of the dwelling within all ground level private open spaces so these can function as an extension of that living area of the dwelling. The principal area should:

- *be positioned with due regard for prevailing wind directions or be detailed to ensure that the worst effects of wind are eliminated.*
- *be located to receive optimal sun exposure*
- *have minimum dimensions of 4m x 4m- check compliance*
- *be nominally flat with a gradient not greater than 1 in 12*
- *have a degree of visual privacy consistent with privacy guidelines.*

G4.2 Ensure that the required private open space area is directly accessible from a main living room, and that the total area provided is within a single contiguous space.

The main outdoor open space areas for all units is directly accessible from the main living/dining/family areas and is are within a single contiguous space.

G4.3 Locate the 'principal area' of the private open space, or any complying balcony or deck to the north, west or east of the dwelling to ensure that it can receive over a substantial proportion of its surface no fewer than 3 hours of direct sunlight on 21 June between the hours of 9am and 3pm.

Each of the ground floor units provides private open space via a deck or courtyard, whilst the upper floor units provide small but usable decks. All private open spaces have been designed and oriented to maximise sun and outlook to these spaces.

G4.4 Use balconies or roof terraces to meet the private open space requirements for above ground dwellings.

For the units above ground floor (ie: levels 2, 3 and 4) balconies will be used for the private outdoor space. Due to their orientation, these spaces have been designed to maximise sun and outlook and to achieve a visual connection to their surroundings.

G4.5 Shared private open space should have the following characteristics. It will:

- *form the planning focus of the development;*
- *have direct or easy connection to all dwellings served;*
- *be access-controlled by its location, planning and design, and managed so it is available to the residents of the development only;*
- *be sunny and have a view beyond the site; and*
- *be generally flat, but may incorporate changes in level where these are designed to add to the visual and functional amenity of the shared space.*

The shared open spaces on the site are split between those areas of frontage which allow for access to the building, the shared scooter parking, driveway, rubbish collection and cycle storage areas to the north of the site, and the stream bank area to the rear of the building. The stream bank areas provide a visual connection to the stream whilst setbacks and new planting enhances amenity for all of the neighbouring properties.

4.2. Privacy for open spaces

G4.6 Protect the private open spaces of dwellings from being directly overlooked by careful positioning and planning, distance, screening devices or landscaping.

The private open spaces for each unit have been protected from direct overlooking as much as possible by their design and location, along with screening. A full landscape plan by Local has been provided for the site which gives details of hard and soft landscaping which are designed to maintain privacy for the private open spaces of each unit.

G4.7 Plan outdoor living areas and position upper level windows of main living areas so that they do not have a direct short-range view into the private outdoor space of adjacent dwellings. This can be achieved by screening or otherwise restricting direct views from new development into the main private open spaces of nearby dwellings.

As part of the overall design, there are no direct short-range views to neighbouring units nor to the interior of the other units.

G4.8 Provide screening devices where an acceptable level of privacy cannot be achieved by separation and the orientation of windows, buildings and spaces.

We consider there are no particular privacy issues for the neighbouring units and that adequate privacy can be achieved on the site.

4.3. Access way design

G4.9 Offset or otherwise articulate long vehicle access ways to reduce vehicle speeds, and landscape them to make them visually attractive.

G4.10 Plan open parking or vehicle manoeuvring areas to provide for pedestrian access and activity, and an attractive outlook from all dwellings that overlook them.

G4.11 Use paving patterns, materials and/or potentially combinations of material types in association with planting to give visual interest to areas used for parking and vehicle circulation.

No long driveways are proposed as part of the development.

The only vehicle access point is a new driveway at the northern end of the site which will allow for scooter parking, rubbish truck access and access to the secure bike storage area. These areas will be fenced and screened from the units as detailed in the Archaus plans and Local landscape plans.

4.4. Site development and construction

G4.13 Refer to the Code of Practice for Land Development for the technical requirements relating to the length, width, gradient, and other geometrical and constructional features of driveways and parking spaces.

The Code of Practice was a consideration of the design of this development and all parking arrangements are acceptable in terms of AS/NZS 2890.1:2004.

In addition, all utility service connections can be constructed to comply with the relevant standards.

G4.14 Provide lighting as required at night for wayfinding and in situations where personal safety or security is likely to be of primary importance.

The proposed building will include external lighting of the entrance area, which will allows light spill for safety at night and as a deterrent to ‘unsavoury elements’ of the community who pose a safety risk to the community.

G4.15 Design carports or garages and use materials and finishes so that these are visually compatible with, or of a similar standard to, the development as a whole.

Not relevant.

G4.16 Avoid large retaining walls that are visible from surrounding buildings and public spaces. Where retaining walls are necessary, their visibility, formal composition and visual quality are important.

There are no large retaining walls proposed as part of the development.

G4.17 Ensure front fences and boundary walls enable people in the dwelling to see out to the street.

A full landscape plan by Local along with the Archaus architects plans give details of the fencing/walls for the proposed development. The landscaping and fencing proposed achieve appropriate visibility to the street from the development whilst maintaining privacy for residents.

4.5. Service facilities

G4.18 Provide sufficient, suitably screened outdoor storage space to meet the likely rubbish and recycling storage needs of building users. This may be a bin space associated with each dwelling or a shared bin storage space. This space should be:

- *sufficiently large to store and give access to at least one standard large garbage bin for each dwelling*
- *located or screened so as to be visually unobtrusive and not dominate the main entrance to any dwelling, the building complex or to neighbouring dwellings*
- *positioned and ventilated to avoid significant smell nuisance to any dwelling*
- *conveniently accessible from the dwelling or dwellings served.*

G4.19 Provide space conveniently at the street edge to allow temporary location of rubbish and recycling bins for collection.

G4.20 Provide suitable space for natural or open-air laundry drying, within or accessible from each dwelling, but not within the defined 'principal area'.

The development incorporates a central rubbish storage area and private collection point near the street edge as shown on the Archaus plans. This is located to be accessible for all units in the development.

As with many other modern multi-level multi-unit developments internal space has been provided within the floor plans for integrated washer/driers for each unit.

Residential Design Guide Conclusion

The proposal is a quality development and aimed at the middle area of the market. The units will have a wide appeal to first home buyers and in the rental & investment market.

While the proposed building is a departure from the existing form and character of the surrounding neighbourhood, the area has been identified in the various planning instruments as an area which is suitable for more intensive developments in response to the demand for housing in Tawa and the wider Wellington area.

The site is well located to take advantage of a range of public transport options including the train and bus. The site also has linkages to the motorway which will improve as Transmission Gully works are completed.

The proposed development represent a well-designed proposal that achieves the aims of the design guide and will be an asset to the city.

Attachment 4:

Topographical Survey

NO	REVISION	BY	DATE
A	FIRST ISSUE		

PART LOT 84
DP 2054
M D MCPEAKE
W MCPEAKE

LOT 1
DP 15312

LOT 4
DP 20492

LOT 5
DP 20492
P J MARTIN
R G MARTIN

LOT 6
DP 20492
P J MARTIN
R G MARTIN

LOT 7
DP 20492
J M DENNISON
J S DENNISON

MAIN ROAD

MCLELLAN ST

EXISTING HOUSE

FLOOR LEVEL 22.25

FLOOR LEVEL 19.66

RIDGE LINE

TELECOM BOX

POWER POLE 21.98

POWER POLE 20.93

SSMH 20.80

GULLY TRAP

GULLY TRAP

STEPS

STEP

PATH

FENCE

KERB AND CHANNEL

WHITE LINE

BASE OF BANK

TOP OF BANK

TOP OF WALL

BASE OF WALL

TOP OUTSIDE EDGE OF SPOUTING

TOP OF CONC PIPE

WATER LEVEL 14.76

WATER LEVEL 14.81

STREAM

NIB

V CROSSING

SUMP

OSP 4

IS 5

IS 9

TO ORM 15 SO 30958

TO ORM 14 SO 30958

TO OSP I DP 440206

188°08'20" 110.42

6°25'30" 177.95

109°39'20" 22.11

17°56'00" 14.56

3°39'20" 67.66

353°47'00" 32.25

205°44'20" 43.80

105°51'20" 10.06

286°44'00" 18.90

106°44'00" 31.18

196°44'30" 20.29

286°13'20" 63.76

106°18'20" 53.70

196°30'20" 21.51

0 5 10 15 20

Topographical Survey Work
Contours have been interpolated from surveyed spot heights. Accuracy will vary depending on proximity to the spot heights used to derive the contour.

Retaining walls either on or very close to a boundary can affect the assessment of ground level at the boundary. Care must be taken when assessing ground level at the boundary for the determination of building recession planes.

Any interpolation of the surveyed data is made entirely at the risk of the person making that interpolation.

If the specific position or height of any wall, building or structure is critical to the design then its accuracy must be confirmed by SHL before it can be relied upon.

Existing Services
Whilst reasonable effort has been made to locate all visible above ground services, there may be other services which were not located during the survey.

Remaining services detail is plotted from Council and supply authorities as built records, the accuracy of which can vary considerably. If the location of any underground service is critical to design, then it will be necessary to expose it so that its position can be reliably measured.

COORDINATE DATUM - WELLINGTON 2000

HEIGHT ARE IN TERMS OF MEAN SEA LEVEL

ORIGIN OF LEVELS
- MARK NAME ORM 14 SO30958
- REDUCED LEVEL 21.52

SpencerHolmes
engineers - surveyors - planners

Level 10 - 57 Willis Street
PO Box 588 Wellington New Zealand
(04) 472-2261 www.spencerholmes.co.nz

CLIENT
292 MAIN ROAD LTD

PROJECT
292 MAIN ROAD
TAWA

DRAWING TITLE
TOPOGRAPHICAL SURVEY

DESIGN CONSULTANT

- S21-0167-T1A - S21-0167-T1A
- DRAWN SAJ FB
- CHECKED SJC DATE 19/03/2021

SCALE 1 : 100
AT A1
DRAWING NUMBER S21-0167-T1
REV A

RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

NO	REVISION	BY	DATE
A	FIRST ISSUE		

Topographical Survey Work
Contours have been interpolated from surveyed spot heights. Accuracy will vary depending on proximity to the spot heights used to derive the contour.

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HEIGHT ARE IN TERMS OF MEAN SEA LEVEL

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- MARK NAME ORM 14 SO30958
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CLIENT
292 MAIN ROAD LTD

PROJECT
292 MAIN ROAD
TAWA

DRAWING TITLE
TOPOGRAPHICAL SURVEY VS PROPOSED BLDG

DESIGN CONSULTANT
ARCHAUS

- S21-0167-AP1 - Drawing001
- DRAWN CPD FB
- CHECKED ITL DATE 17/11/2021

SCALE	AT
1 : 100	A1

DRAWING NUMBER	REV
S21-0167-T2	A

RESOURCE MANAGEMENT - LAND PLANNING - SURVEYING - STRUCTURAL - CIVIL - FIRE

Attachment 5:

Geotechnical Report (ENGEO)

Geotechnical Report (Resource Consent)

292 Main Road

Tawa

Wellington

Submitted to:

292 Main Road Limited
PO Box 12598
Thorndon
Wellington 6144

ENGEO Limited
Plimmer Towers, Level 18, 2-6 Gilmer Terrace,
Wellington 6011, New Zealand
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Tel +64 4 472 0820
www.engeo.co.nz

30.03.2021
18501.000.001_01

ACENZ

Contents

Tables

Figures

ENGEO Document Control:

Report Title	Geotechnical Report (Resource Consent) - 292 Main Road, Tawa			
Project No.	18501.000.001	Doc ID	01	
Client	292 Main Road Limited	Client Contact	Alex Khera	
Distribution (PDF)	Alex Khera			
Date	Revision Details/Status	Author	Reviewer	WP
30/03/2021	Issued to Client	EZ/SC	AR	JT

1 Introduction

ENGEO Ltd was requested by 292 Main Road Limited to provide a geotechnical report for the property at 292 Main Road, Tawa, Wellington. The purpose of this assessment was to support the resource consent application for a proposed multi-storey residential development. This work has been carried out in accordance with our signed agreement dated 22 March 2021.

Our scope of works for the resource consent stage included the following:

- Review of published geotechnical and geological information relevant to the site.
- Produce a geotechnical desktop study report detailing any natural features that may adversely affect the development site and comments on the site risks referencing Section 106 of the Resource Management Act.

2 Site Description

The site at 292 Main Road is located on relatively flat lying land near the intersection of Main Road and McLellan Road in Tawa, Wellington. The site consists of an existing dwelling adjacent to the Porirua Stream running along the eastern boundary of the site, as shown in Figure 1.

Figure 1: Site Plan

3 Desktop Study

3.1 Published Geology

A review of published sources of relevant geological information (Begg and Johnston, 2000) indicates that the site is underlain by alluvial deposits consisting of well sorted floodplain gravels. The alluvial deposits are underlain by Rakaia terrane of the Torlesse supergroup consisting of grey sandstone-mudstone sequences and poorly bedded sandstone, commonly termed the “Wellington Greywacke”.

3.2 Nearby Investigation

A review of the NZGD published information has shown a geotechnical investigation on McLellan Street, adjacent to the site. This investigation comprised two machine boreholes to a maximum depth of 15.5 m at the locations shown in Figure 1. The results of the investigation are summarized in Table 1.

Table 1: Summary of Ground Conditions Nearby the Site

Material Type	Description	Thickness in BH-01 (m)	Thickness in BH-02 (m)
Holocene Alluvium	SILT	3	3
	Medium dense to very dense GRAVEL	5.7	2.5
Torlesse Rakaia Terrane	Highly weathered, weak ROCK	6.8+	5.6+

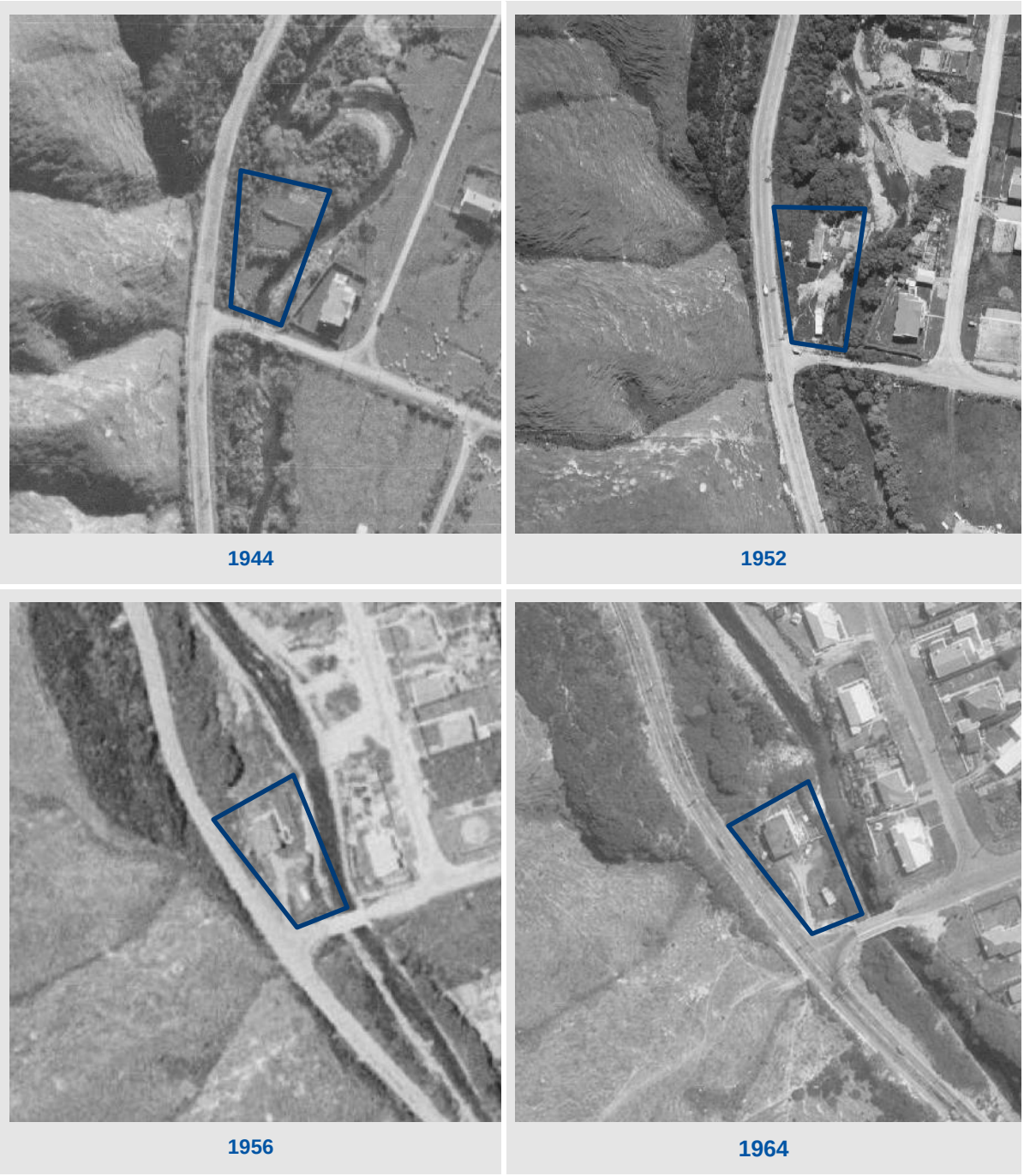
The groundwater level was measured in BH01 and BH02 to be 3.18 m and 3.0 m below the existing ground level, respectively.

3.3 Historical Photographs

Based on historical photographs obtained from Retrolens, shown in Figure 2, the following observations have been made:

- Construction of the existing house took place between 1952 and 1956.
- The meander of the river, particularly to the north of the site, has been altered significantly between 1944 and 1952.

Figure 2: Historical Photographs (Retrolens)



4 Potential Natural Hazards

4.1 Seismic Hazard

The site is located within 20 km of the following active faults (as mapped by GNS Science):

- Approximately 900 m southeast of the Ohariu Fault.
- Approximately 2.4 km northwest of the Moonshine Fault.

- Approximately 7.7 km northwest of the Wellington Fault.
- Approximately 10 km south of the Pukerua Fault.
- Approximately 12 km northeast of the Shepherds Gully Fault.
- Approximately 13 km north of the Aotea Fault.
- Approximately 15 km west of the Akatarawa Fault.
- Approximately 15 km west of Whitemans Valley Fault.
- Approximately 17 km north of the Evans Bay Fault.
- Approximately 17 km northeast of the Terawhiti Fault.

The Greater Wellington Regional Council hazard maps indicate that the area has a moderate combined earthquake hazard rating. This is derived from a low to moderate ground shaking hazard, low liquefaction potential and low slope failure risk. It should be noted that these maps are regional in nature and the hazard potential indicated on the maps does not necessarily apply to any specific site.

The potential for liquefaction will be assessed in further detail during the building consent stage, after site specific testing has been undertaken. Later spread could occur as a consequence to liquefaction and this will be assessed further in the design stage.

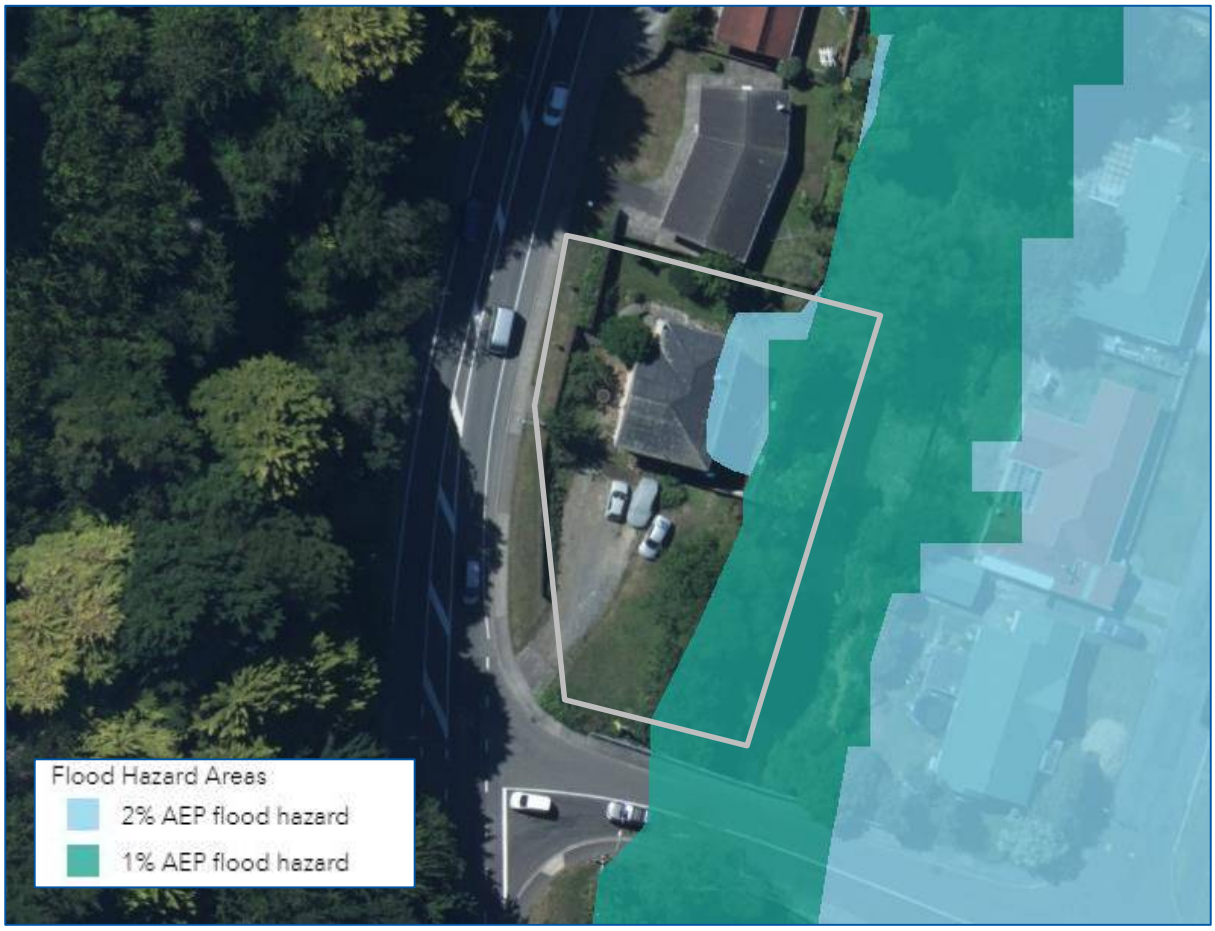
4.2 Slope Instability

At this stage, we do not have final plans showing the location of the proposed building and we are not aware of the batter angle of the slope or the material that comprises the slope. During the building consent stage, this slope shall be assessed by a geo-engineering professional to determine if a slope stability analysis is required. This assessment should take into consideration the likelihood of scour at the base of the slope due to the presence of the Porirua Stream.

4.3 Flooding

As shown in Figure 3, a portion of the site near the Porirua Stream lies within the 1% and 2% AEP (Annual Exceedance Probability) flood hazard areas. The proposed development should take into consideration this likelihood of flooding, via either an appropriate setback distance or specific engineering design.

Figure 3: Flood Hazard Map (GWRC)



5 Conclusions and Future Work

In summary, if the potential natural hazards discussed in Section 4 are considered during the building consent stage, then we see no geotechnical reason why the proposed development cannot be successfully engineered and constructed.

Further geotechnical works during the building consent stage include site specific testing to provide geotechnical data used in foundation and settlement analysis, liquefaction and lateral spread assessment, and a slope stability analysis of the eastern slope towards the stream (if required).

It is likely that a piled foundation system socketed in bedrock will mitigate the liquefaction and lateral spread hazard / consequences (if identified). If the liquefaction risk was assessed as low, then a shallow foundation system could be possible.

For the earthworks, temporary support or retaining will be required at some locations adjacent to the site boundaries.

6 Limitations

i. We have prepared this report in accordance with the brief as provided. This report has been prepared for the use of our client, 292 Main Road Limited, their professional advisers and the relevant Territorial Authorities in relation to the specified project brief described in this report. No liability is accepted for the use of any part of the report for any other purpose or by any other person or entity.

ii. The recommendations in this report are based on the ground conditions indicated from published sources, site assessments and subsurface investigations described in this report based on accepted normal methods of site investigations. Only a limited amount of information has been collected to meet the specific financial and technical requirements of the client's brief and this report does not purport to completely describe all the site characteristics and properties. The nature and continuity of the ground between test locations has been inferred using experience and judgement and it should be appreciated that actual conditions could vary from the assumed model.

iii. Subsurface conditions relevant to construction works should be assessed by contractors who can make their own interpretation of the factual data provided. They should perform any additional tests as necessary for their own purposes.

iv. This Limitation should be read in conjunction with the Engineering NZ/ACENZ Standard Terms of Engagement.

v. This report is not to be reproduced either wholly or in part without our prior written permission.

We trust that this information meets your current requirements. Please do not hesitate to contact the undersigned on (04) 472 0820 if you require any further information.

Report prepared by

Erin Zimmerman

Geotechnical Engineer

Stephanie Cherfane

Senior Geotechnical Engineer

Report reviewed by

Ayoub Riman, CMEngNZ (CPEng)

Associate Geotechnical Engineer

Attachment 6:

Flooding Report (ENGEO)

4 October 2021

292 Main Road Limited
PO Box 12598
Thorndon
Wellington 6144

Attn: Alex Khera

Dear Alex

RE: Flood Assessment Report - 292 Main Road, Tawa, Wellington
(Our Reference: 18501.000.001_02)

1 Introduction

ENGEO Ltd was requested by 292 Main Road Limited to undertake a flood assessment report of the property at 292 Main Road, Tawa, Wellington. This work has been carried out in accordance with our signed agreement dated 13 September 2021. The purpose of this analysis was to assess the flood extents of Porirua Stream at the property and its effect on the proposed building development.

We have previously undertaken a geotechnical report, to assist with the resource consent application for the proposed development at 292 Main Road, Tawa (dated 3 March 2021). The desktop study in that report highlighted that the site lies within the 1% and 2% AEP (Annual Exceedance Probability) flood hazard areas according to the GWRC (Greater Wellington Regional Council) flood hazard maps. This prompted the requirement for this flood assessment report.

2 Hydraulic Analysis

A hydraulic analysis was performed using the Hydraulic Engineering Center River Analysis System (HEC-RAS) Version 5.0.5 computer program published by the United States Army Corps of Engineers (USACE). HEC-RAS performs one-dimensional hydraulic analyses for natural channels to calculate water surface profiles and velocities in steady, gradually varied flow conditions. The basic HEC-RAS computational procedure is based on the solution of the one-dimensional energy equation. Energy losses consist of friction losses based on Manning's equation.

2.1 Inputs and Assumptions

The following information was used to inform our HEC-RAS model:

- The client provided us with survey information by Spencer Holmes, titled S21-0167-T1 and dated March 19 2021. This data was used for the cross-sectional geometries of Porirua Stream. The cross-section data was georeferenced from GIS into the HEC-RAS geometry editor.

- Using the survey data, we produced nine cross-sections for the reach to input into HEC-RAS. Eight of these cross sections (labelled 92-99) are located within the property of 292 Main Road Tawa, with a ninth cross section (labelled 100) upstream of the site. Cross section locations are shown on Figure 1 in Appendix 1.
- The survey data provided did not cover the right bank (looking downstream) of the stream for the whole length of the reach. We therefore made the following assumptions to fill in this data gap in the model:
    - The property of 1 Nathan Street has a flat housing platform with an elevation of 21 m above mean sea level and the property of 3 Nathan Street has a flat housing platform with an elevation of 20 m above mean sea level.
    - The distance between top of left bank and top of right bank is a consistent distance of 16.3 m throughout the assessed reach.
- There is a bridge between the most upstream cross section (100) and the remainder of the reach assessed. This was not taken into account in our model.
- A 100-year recurrence interval steady-state peak hydrologic flow rate of 92 m^3/sec was input at the furthest upstream cross section of the model. This value was sourced from a study undertaken in 2008 by Opus International Consultants Limited, for the purpose of a feasibility study of a walkway along the stream. The Opus report sourced this value using data from a GWRC gauging station. This gauging station has been in operation since 1965 and is located approximately 1 km upstream from the Porirua Harbour. The site at 292 Main Road, Tawa, is located approximately 3 km upstream from this gauging station. It is worth noting that there is a tributary stream (Mitchell Stream) that flows into Porirua Stream between our site and the gauging station, so the flow rate used is likely conservative.
- The value of the Manning's roughness coefficient (*n*) establishes frictional resistance in the channel and is thus related to the modelling of channel velocity and water surface profile by the HEC-RAS program. In accordance with Table 3.1 of the USACE HEC-RAS Hydraulic Manual (USACE, 2016), an '*n*' value was selected that corresponds to the hydraulic roughness created by vegetation and other factors encountered throughout the study reach. This value is based on recommended minimum and maximum values developed for a variety of vegetative and morphological conditions similar to those found in the channel. The following table summarizes the use of the coefficient in the modelling based on visual observations of the current channel and overbank conditions.

Table 1: Manning's Roughness Coefficient Values

Location	Manning's Value "n"	Description
Channel	0.035	Clean, straight channel, some stones and weeds, no rifts or deep pools
Overbank	0.045	Medium to dense brush

- The hydraulic model is based on 'normal depth' boundary conditions, whereby HEC-RAS calculates an initial water surface profile based on the bed slope of the creek. An estimated bed slope of 1% was used as the boundary condition at the furthest downstream cross section, and the model run under a subcritical flow regime. Dimensionless channel expansion and contraction energy losses were computed using an expansion coefficient of 0.3 and a contraction coefficient of 0.1.

2.2 Results

The model estimates that the 100-year recurrence interval water surface elevation is between 16.8 m and 19.3 m, with an average elevation of 17. 9 m above mean sea level. Since the top of the left bank (looking downstream) on the property of 292 Main Road has an elevation between 18.9 m and 20.4 m above mean sea level, our analysis shows that the 100-year recurrence interval flow event will be contained within the top of bank.

The extents of the 100-year recurrence interval flood hazard based on our modelling is shown on Figure 1 in Appendix 1. An example of the HEC-RAS output for Cross Section 94 is shown in Appendix 2.

3 Conclusions

We understand the Wellington City Council (WCC) generally requires residential building floor levels to be above predicted flood levels in the 1 in 100 year flood event. Considering this and our flood modelling results, we recommend all potential development on the site should be founded at or above the top of bank elevation.

The development should comply with the requirements of the relevant district plan and any resource consent conditions issued.

4 Limitations

i. We have prepared this report in accordance with the brief as provided. This report has been prepared for the use of our client, 292 Main Road Limited, their professional advisers and the relevant Territorial Authorities in relation to the specified project brief described in this report. No liability is accepted for the use of any part of the report for any other purpose or by any other person or entity.

ii. The recommendations in this report are based on the ground and stream conditions indicated from published sources, site assessments and subsurface investigations described in this report based on accepted normal methods of site investigations. Only a limited amount of information has been collected to meet the specific financial and technical requirements of the Client's brief and this report does not purport to completely describe all the site characteristics and properties. The nature and continuity of the ground between test locations has been inferred using experience and judgement and it should be appreciated that actual conditions could vary from the assumed model.

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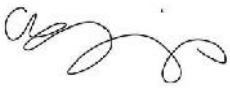
Report prepared by



Georgia Crisp

Geotechnical Engineer

Gabriela Staehle

Environmental Engineer

Report reviewed by

Jonathan Buck

Principal Engineer, California

Ayoub Riman, CMEngNZ (CPEng)

Associate Geotechnical Engineer

APPENDIX 1

Flood Hazard 100-Year Event Plan

Legend

- 100-yr Predicted Water Surface Extent
- Top of Bank
- HEC-RAS Cross Section Locations
- Site Boundary

0 5 m 10 m

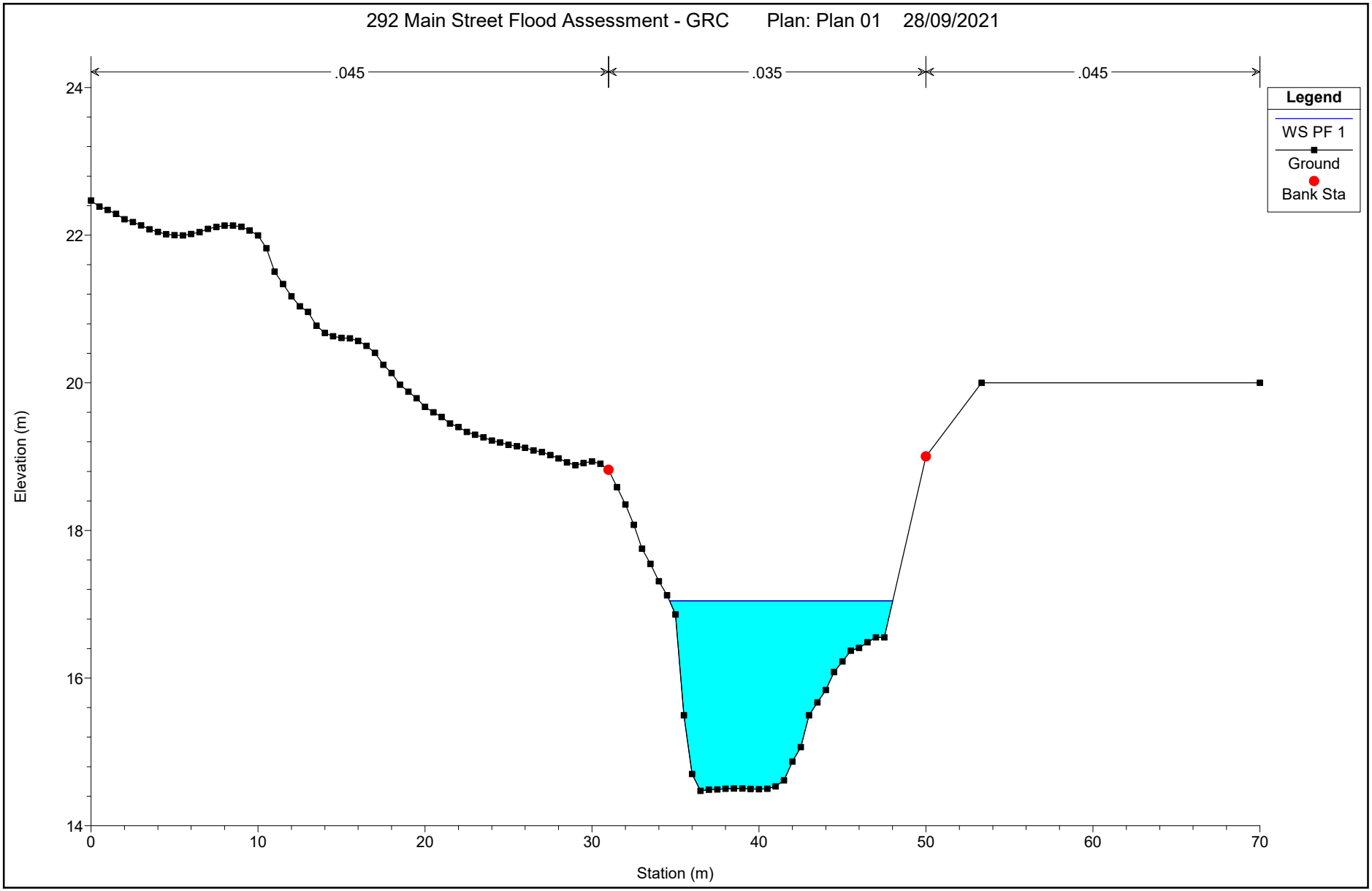
ENGEO

Produced by **Datanest.earth**

Title: Flood Hazard 100-year Event Plan		
Client: 292 Main Road, Tawa		Figure No: 1 Size: A3
Project: 292 Main Road, Tawa	Drawn: GRC	
Date: 30-09-2021	Checked: JB	
Proj No: 18501	Scale: 1:500	Version: 1.0

APPENDIX 2

Example HEC-RAS Output


292 Main Street Flood Assessment - GRC Plan: Plan 01 28/09/2021
.045
.035
.045
Legend
WS PF 1
Ground
Bank Sta
Elevation (m)
Station (m)
24
22
20
18
16
14
0
10
20
30
40
50
60
70

Attachment 7:

Traffic Report (Traffic Concepts)

PO Box 3737
Richmond 7050
Tasman District
M +64 (0) 21 243 1233
E: gary@tcl.kiwi

28 November 2021 Ref: 0919

Ian Leary
Spencer Holmes Limited
PO Box 588
Wellington 6011

Dear Ian

Residential Development: 292 Main Road Tawa, Tawa, Wellington City
Parking Report

Following on from our discussions, my site visits and analysis of the proposal, I have completed my assessment of the parking environment in the vicinity of the proposed development to construct a multi-unit development at 292 Main Road Tawa, Tawa in Wellington City.

The development consists of the demolition of the existing houses and the construction of an apartment block with 24 units. There is an off-street loading area provided along with on-site rubbish storage. The development will provide no on-site parking with all residents needing to park on the adjacent road network should they own a vehicle.

1. Site Location and Description

The site is located at 292 Main Road Tawa in Wellington City. Main Road Tawa forms part of the strategic road network connecting Porirua with Tawa and to the south and Wellington Central.

Figure 1 shows the site location and the surrounding road network.

Figure 1: Site Location and Road Network (Source: Wellington Webmap)

As shown the site is located on the corner of Main Road Tawa and McLellan Street. Main Road Tawa is a bus route with a bus stop outside the development site. The Linden train station is located around 450 metres to the east of the development site.

The posted speed limit is 50 km/h with no parking restrictions in the vicinity of the development site.

The intersection of Main Road Tawa and McLellan Street is controlled by give way signs with Main Road Tawa having priority. There is a right turn bay on Main Road Tawa to provide a safe waiting area for right turning traffic into McLellan Street.

The site is well located to take advantage of various transport alternatives including walking, cycling, bus and train services.

The Wellington Urban Motorway is located nearby with the new interchange at Kenepuru providing excellent connections to the north and south.

There are multiple employment opportunities located nearby including Porirua City centre, North City Mall, Porirua Hospital, Tawa main shops and other nearby industrial and commercial activities. Most of the land uses in the immediate vicinity of the development site are residential.

Figure 2 shows the adjacent road network and development site.

Figure 2: Site Layout (Source: Wellington Maps)

As shown, there is an existing house on the site with a vehicle access awkwardly located on the corner.

Main Road Tawa is around 10.5 metres wide with a footpath along both sides of the road. The road is marked with edge lines and a flush median. There is kerb and channel along both sides of the road. There are bus stops on both sides of the road next to the development site. Parking is available on both sides of the road.

There is a pedestrian crossing over Main Road Tawa just south of the McLellan Street intersection.

McLellan Street is around seven metres wide with a bridge crossing a stream that also runs along the eastern boundary of the development site. There are footpaths along both sides of the road. McLellan Street widens to around 8.5 metres to the east of the bridge. Parking is available on both sides of the road.

Nathan Street is located nearby which is around seven metres wide with a footpath along the eastern side of the road.

All of the nearby residential properties provide off-street parking for at least one vehicle.

2. Proposed Development

The proposed development consists of constructing a new apartment building with 24 units.

Figure 3 shows the 3D image of the development.

Figure 3: Proposed Apartment building (Source: Archaus)

There will be no on-site parking for the new tenants of the building. All of the units are two bedrooms.

Figure 4 shows the site layout for the new building.

Figure 4: Site Layout. (Source: Archaus)

The existing vehicle crossing will be removed. A new vehicle crossing to provide access to the on-site loading and rubbish area is provided on the northern part of the development site. This crossing will be six metres wide.

The new building will not affect sight lines for vehicles exiting McLellan Street.

3. Parking Assessment

This section of the report considers the proposed development, analyses the parking environment, and provides an assessment on the impacts of the development. The main area that requires careful consideration relates to the ability of the adjacent road network to accommodate the expected parking demands generated by the development.

3.1. Site Access

As noted above, the access to the site will be located on the northern side of the development site and will be around four metres wide. Visibility splays are provided on each side of the four metre wide driveway. The vehicle crossing has been designed to meet the requirements of the AS/NZS 2890.1 parking standard, which provides guidance on vehicle access to off-street parking areas.

There are complying pedestrian splays provided on each side of the driveway. Pedestrian pathways for the development are separated from the vehicle access.

All redundant vehicle crossings will be removed as part of the development. This is a positive effect with more on-street parking being made available.

Overall, any effects of the site access are considered to be positive.

3.2. Servicing

Waste collection for the development has been designed into the northern part of the site. A vehicle crossing allowing a rubbish truck to move off the road and access the waste area for collection has been provide. The truck will need to reverse onto or off the site. Collection is likely to be in the early morning.

The sight lines along Main Road Tawa are excellent, and no safety issues arise from the truck accessing arrangements.

3.3. Parking Assessment

The proposed development will provide no on-site car parks. Wellington City Council has removed the parking requirements from the District Plan in accordance with the directions contained within the National Policy Statement for Urban Development (NPS-UD).

The parking provision of one space for each dwelling was previously required in the Plan. The NPS-UD is trying to reduce car-based travel and encourage the use of the public

transport services. There are a number of conveniently located services nearby which is consistent with the NPS-UD direction.

The development will provide storage Areas for around 16 bicycles with ground floor units having access to internal courtyards. While there is no requirement for cycle parking, this provision of bicycles is a positive effect and consistent with the directions in the NPS-UD.

To better understand the effect of development on the on-street parking supply, two elements have been analysed. These elements are the availability of parking (supply) and the expected parking demand created by residents.

Parking Supply

The first component is the availability of on-street parking in the vicinity of the development site. A snapshot of the parking demand was observed with photograph surveys at key times to gain an understanding of the existing parking demand.

These surveys were carried out in accordance with guidance provided by Wellington City Council. Surveys during the day and at night for weekdays and the weekend were completed.

The proposed development will have a shortfall of car parking based on the demand of the individual units.

Figure 5 shows the 400 metre walking distance and parking supply area.

The area shows parking areas within a 200-metre walking distance from the site. This is considered to be a reasonable walking distance to car park on the street.

Figure 5: Parking Supply Area. (Source: Wellington Maps)

As shown, the parking area includes parts of Nathan Street, Main Road Tawa and McLellan Street mainly. As noted above the parking demand on all streets in the area is relatively low.

Appended to this report are some photographs of the adjacent roads and the evening parking demand. As shown the on-street demand is very low.

The typical demands for on-street parking in the area was very low with around four vehicles parked on Nathan Street and two vehicles on McLellan Street.

There are at least 60 spaces within 200 metres of the development, excluding possible parking on Main Road Tawa, Luckie Street, Davies Street and Beauchamp Street. Around six to eight of these spaces are used by existing residents in the area of the development. This leaves around 50 spaces free for the development.

Parking Demand

The other component to the assessment of the parking effects is the parking demand that is likely from the development. Census data shows vehicle ownership based on the number of bedrooms. The new units are all two-bedroom apartments and vehicle ownership rates show 0.9 vehicles per two-bedroom dwelling. It was also noted that around 25% of residents with two-bedroom units had no vehicle.

Based on the census data the likely parking demand will be less than 22 spaces (24 x 0.9). The parking demand could be as low as 16 spaces based on the other information contained within the census data.

There are at least 50 on-street spaces with the development expected to have a parking demand of less than 22 spaces. This will leave at least 28 spaces on the street.

Accordingly, the expected overflow onto the adjacent street network can be accommodated.

There is a public transport service nearby and the location is within a walkable distance of employment and services. Some future residents may not have a car, need a car or are unable to drive a vehicle. Bicycle storage is also provide on the site.

There will be some impacts on the street with the increase in car parking demand for these spaces. The increase in parking is likely to be noticeable, however any effects are considered to be minor and consistent with the expected outcomes on the NPS-UD. The parking demand can be managed within the surrounding road environment where the on-street parking resource is underutilised.

Overall, the increased demand for the on-street spaces is likely to have some effect and is considered to be no more than minor in regard to the safety and efficiency on other road users, using the adjacent road network.

4. Conclusion

The proposed development will provide a high quality residential multi-unit development. It is proposed to provide no on-site car parks and a loading area.

Wellington City Council has followed the direction of the NPS-UD to remove parking requirements from their Plans.

Overflow parking of up to 22 spaces can be accommodated on the adjacent road network where there are more than 60 spaces nearby. Any parking effects from the proposed development are considered to be no more than minor.

Overall, the impacts from the proposed development are able to be managed with any residue effects being less than minor.

We are happy to provide any further clarification if required.

Regards

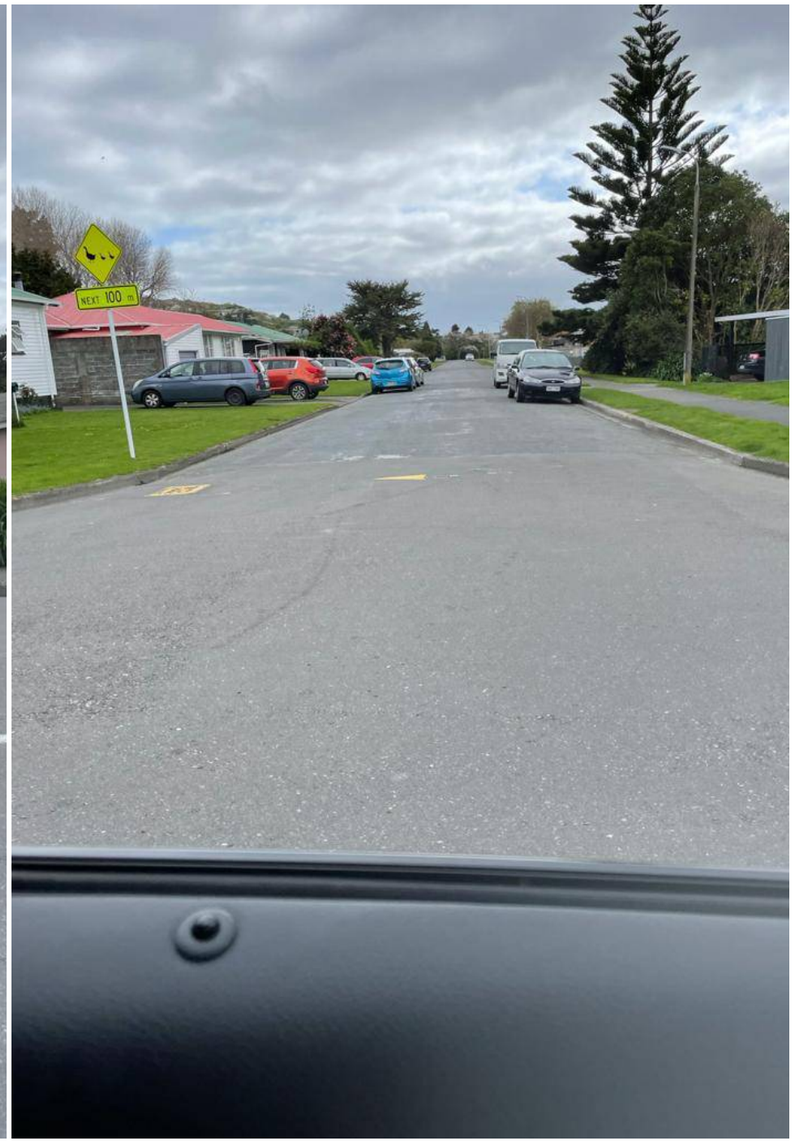
Gary Clark

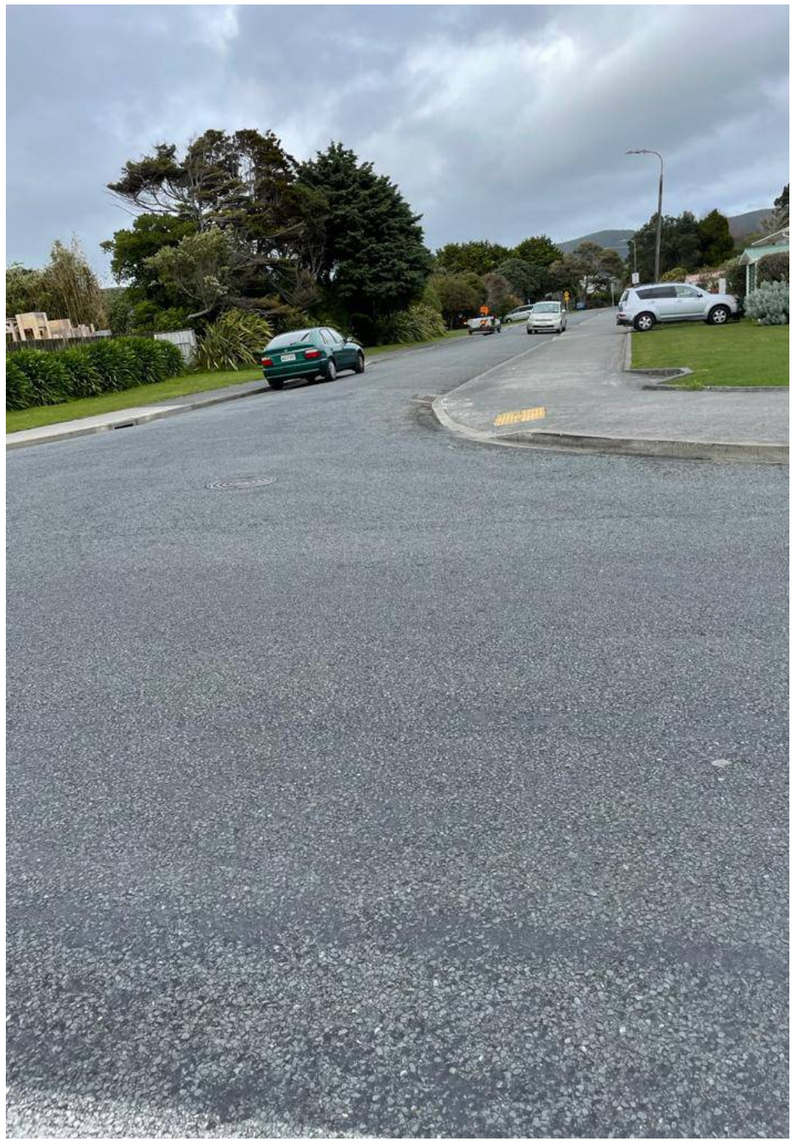
Director

NZCE (Civil), REA, MIPENZ, CPEng

DAYTIME PERIOD

Saturday 2 October 2021 10am

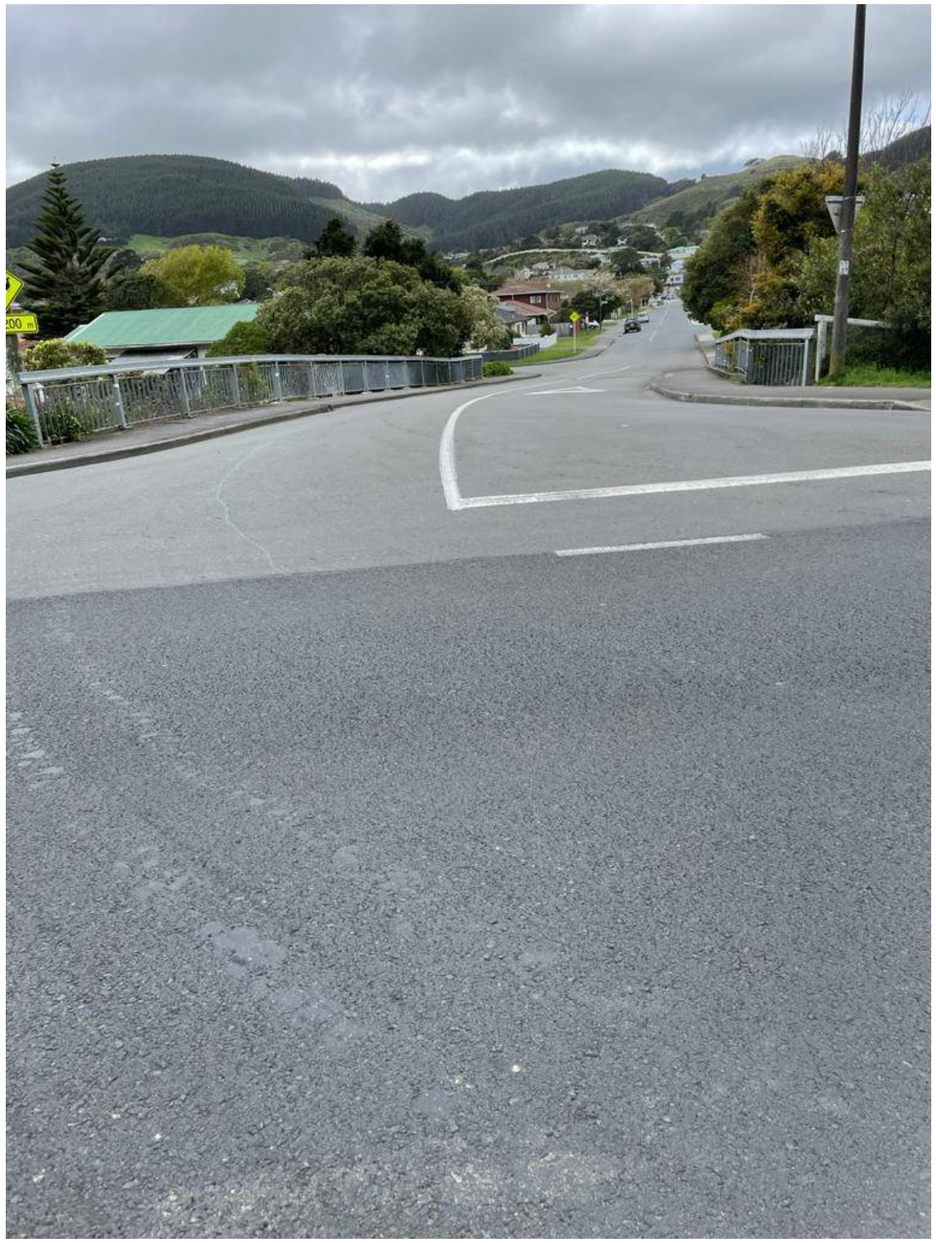




292 Main Road, Tawa

Parking Survey Photographs.

Saturday 2 October 2021 10am

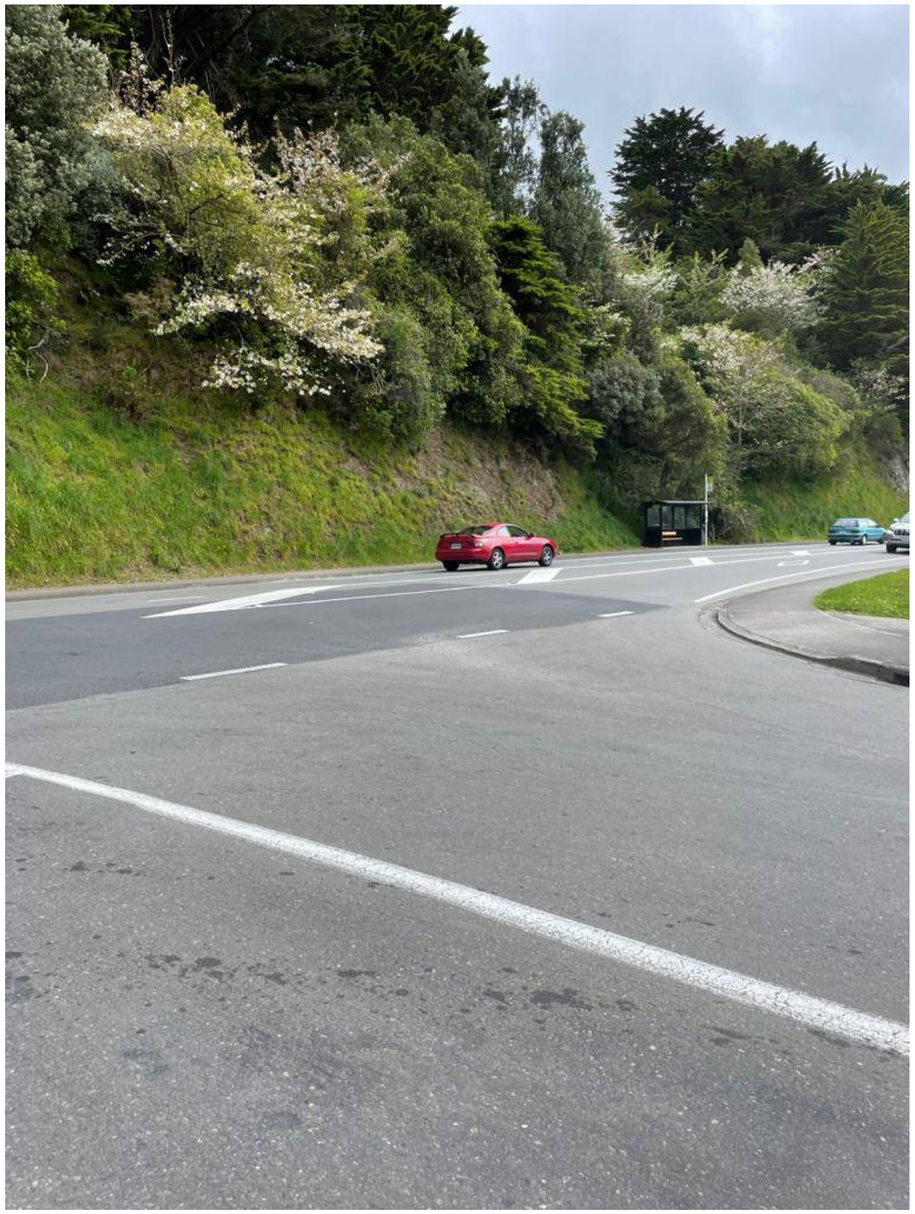


<u>292 Main Road, Tawa</u>

Parking Survey Photographs.

DAYTIME PERIOD

Sunday 3 October 2021 10am



<u>292 Main Road, Tawa</u>

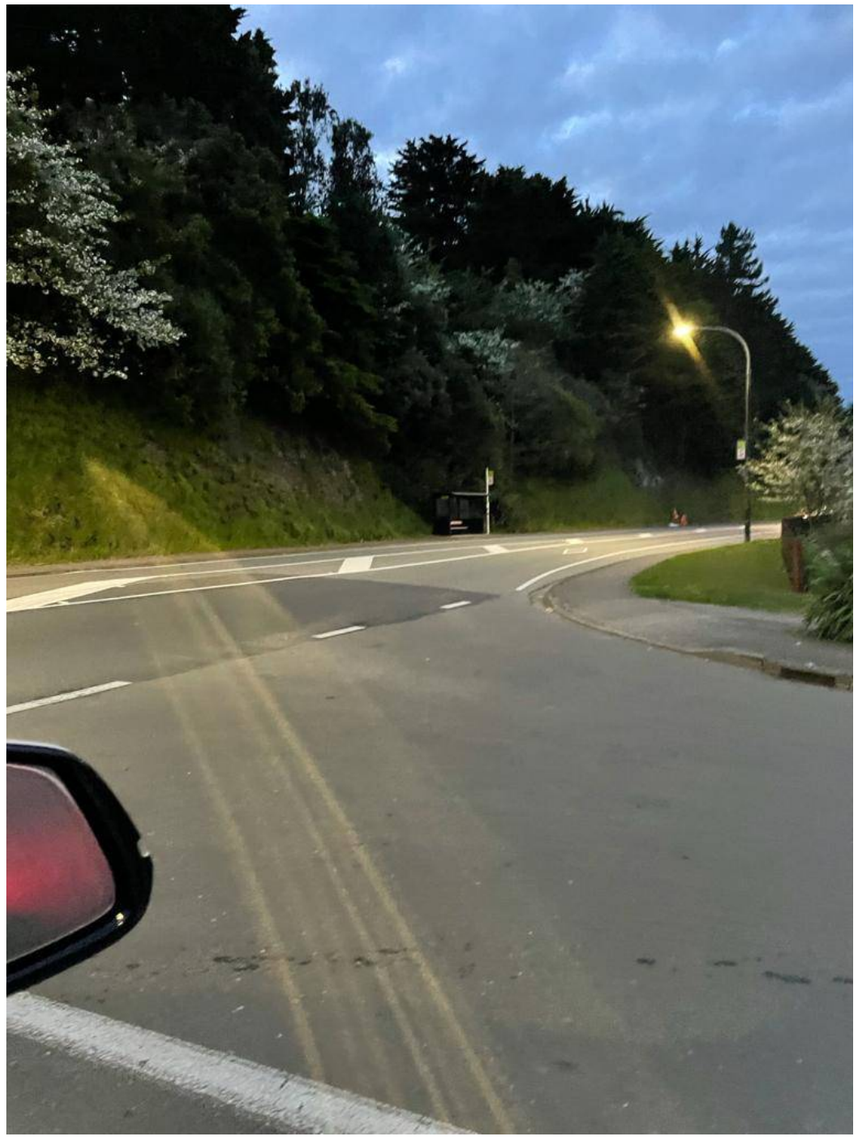
Parking Survey Photographs.

292 Main Road, Tawa

Parking Survey Photographs.

EVENING PERIOD

Wednesday 6 October 2021 8pm

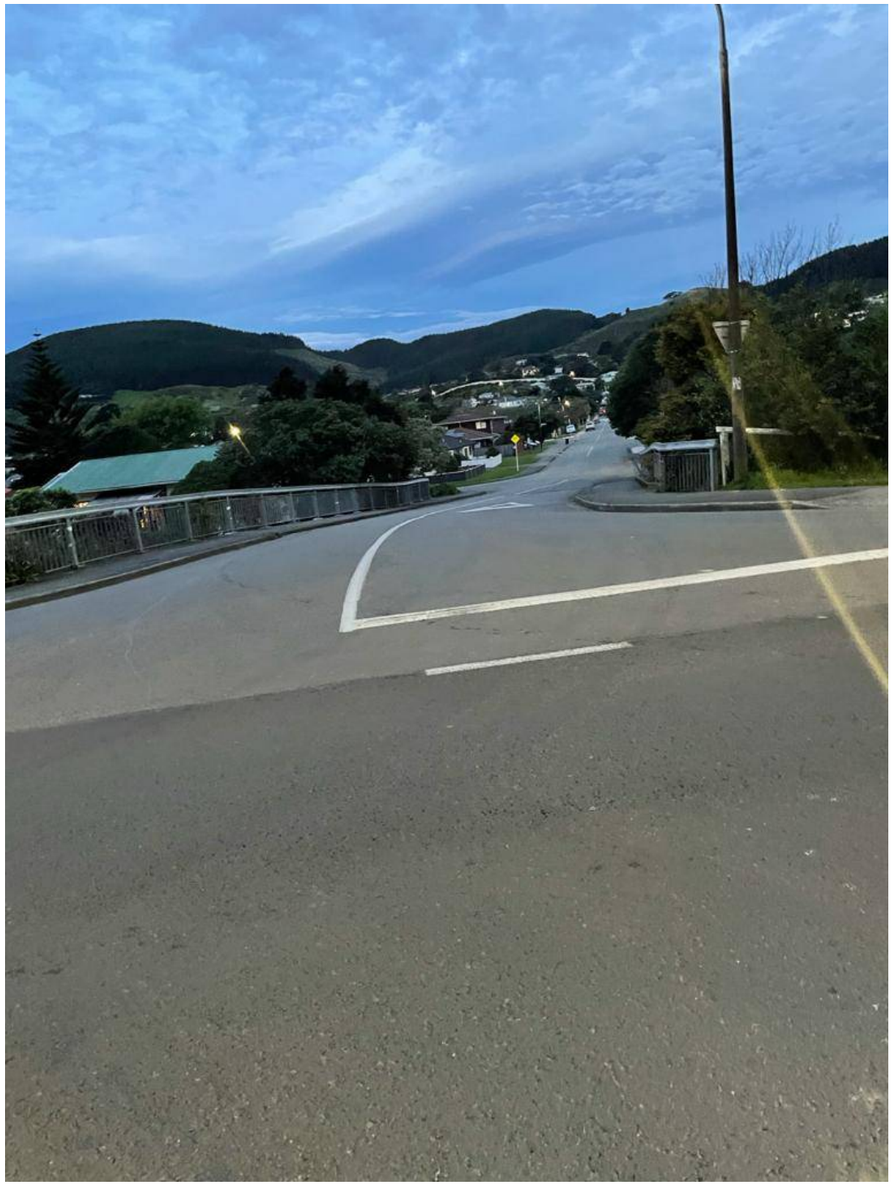


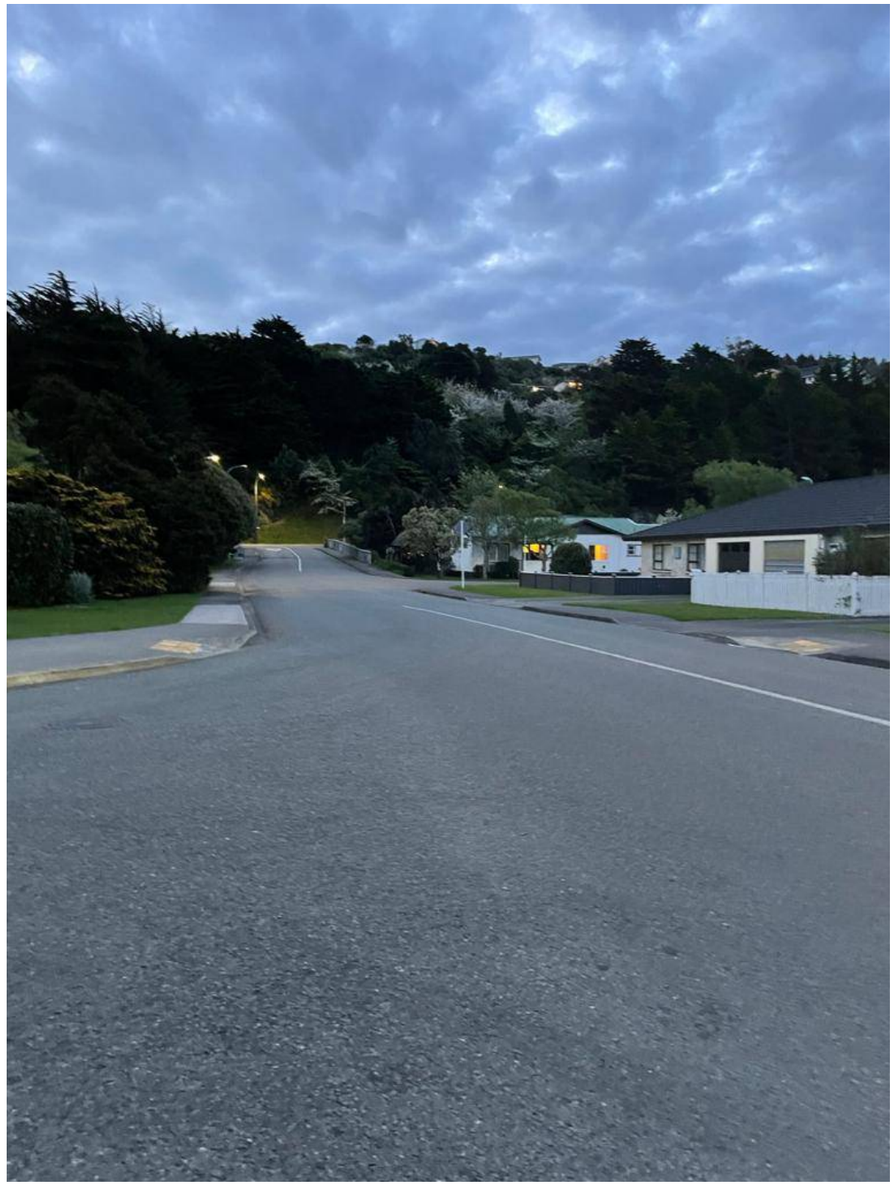
292 Main Road, Tawa

Parking Survey Photographs.

EVENING PERIOD

Wednesday 6 October 2021 8pm)





292 Main Road, Tawa

Parking Survey Photographs.

Attachment 8:

Landscape Plan (Local)

local

landscape architecture collective
level 3, 11 vivian st, te aro, wellington
www.localcollective.nz

Main Road Tawa: Landscape Architectural Design Statement

Prepared by Mark Newdick: Director. 05.11.21

BACKGROUND:

Local were engaged in October 2021 to provide landscape architectural design input into scheme developed by Archaus Architects. Our scope covers resolution of the hard landscape including shared pedestrian access points, steps, ramps etc, vehicular access, bin enclosures as well as private yards and decks. We have also provided input into soft landscape management and planting design including the riparian planting and stream edge treatment.

LANDSCAPE CONTEXT:

The development is located on the main road of Tawa but in a relatively under developed stretch of the road with few surrounding buildings on this section of roading. This affords the development a high level of landscape amenity in terms of its setting and outlook.

This amenity is further enhanced by the stream which runs along the eastern façade of the development as well as the relatively large amount of space between it and the houses on the opposite side of the stream. Concern has been raised at the potential for the stream to flood but the level of the land on the opposite side of the stream is 2.5m lower than that of the ground floor level of proposed apartments which would suggest the flood risk is very and is shown by drawing RC06.00/1 of the Archaus RC drawing set.

The existing site landscape is mainly covered by lawn except for some weedy/scrappy willow, sycamore, cherry and blackberry along the stream edge and some agapanthus along the McLellan St edge. On the opposite bank (1+2 Nathan Street), some flax, pohutukawa, pseudopanax and mahoe provide a higher level of amenity and a reference point for planting around the proposed development.

THE PROPOSAL:

1.0 Planting:

The stream management and riparian planting uses native plant species that both perform well in flood conditions and have strong root systems that assist in stabilising the stream edge. Larger pot sizes are proposed so that the plants will thrive immediately after installation and be able to survive in the event of flood. The larger pot sizes will also help to beat out competing existing weeds.
The stream planting is split in to two areas, the flood zone and non-flood zone. These zones have been established to differentiate the planting species by their water/flood tolerance.

The already established trees along the stream bank will be kept in place with proposed Cordyline australis filling the gaps around them. By using a smaller tree species in this particular area (flood zone), the upper canopy layer will stay light and open. However, at the lower level, densely planting shrub and groundcover species along with the trees above, will provide shade to the low-lying ground condition. This will create a shaded environment for local/native habitats to thrive, establishing greater biodiversity to the area.

The planting to the rest of site takes inspiration from the surrounding area with Pohutakawa's planted along the street garden beds. Semi-mature nursery trees are used on installation to help ground the architecture and soften the impact of the building. This also helps to achieve a human scale to the site.

Aspects that have informed planting selection include:

- Appropriately scaled species to suit available space and mitigate the scale of adjacent buildings;
- Select and place trees to buffer wind;
- Select trees which are known to be neat and tidy so as not to cause trip hazards or falling branches;
- Planting that will be low maintenance and robust enough to tolerate the urban environment and ensure amenity is maintained; and
- Irrigation will not be used so planting will be timed to coincide with the autumn planting season.

Mass planted Libertia grandiflora has been used in the gaps between each unit so as not to block sunlight coming into the windows. Mass planting the same species in these strips helps to create a rhythm and symmetry to the site as a whole.

2.0 Public areas:

Beyond providing access to the site, the public entrance space is seen as an important 'bridge' between the proposed architecture and streetscape. As such, tree and shrub placement, the inclusion of seating areas and varied materiality are used to maximise amenity for users passing through this space and looking over them from their apartments.

Wide entry steps leading to the front entrance of the building have been made deliberately wide to activate the space and ensure they are inviting and safe for residents and pedestrians alike. Likewise disabled access is incorporated into the design in the form of concrete ramps at a 1:12 slope with edge and handrail to meet NZ4121:2001. The entry to the ramp sits next to the entry steps and exits next to the entry step exit. This creates a balance between both the steps and ramp and ensures there is no predominant form of access. Having two forms of entry in the stairs and ramp, also provides circulation through the entry area.

With limited exterior space to incorporate vehicular parking, designated areas have been identified for secure bike storage and scooter parking. These areas sit further back from the road edge for security.

The bin storage unit is situated closer to the road edge so that they can be easily manoeuvred to the collection truck. Screening them from the view with timber fencing also keeps the area tidy and doesn't detract from the space.

3.0 Private areas:

In both the eastern and western private exterior space, the outdoor area is seen as an extension of the living area.

3.1 Eastern side private exterior space

Elevated timber decking level to the floor level of the units, affords residents indoor/outdoor flow and helps to provide visually attractive views and a connection to the planted stream bank and stream. The balustrade to the decking is made of the same perforated metal used in the balconies above helping to tie in with the proposed architecture whilst also affording residents glimpses of the stream planting below. Hedge planting at the southern ends of the decks help to create privacy from each unit without losing north facing sunlight. Staggering the heights of the planting from taller species nearer the stream bed to shorter species in front of the decking, creates depth which helps to provide a 'borrowed landscape' for the private exterior space. This is useful when designing in areas with limited outdoor space as the amenity of planting is prevalent, without taking up more usable private space.

3.2 Western side private exterior space

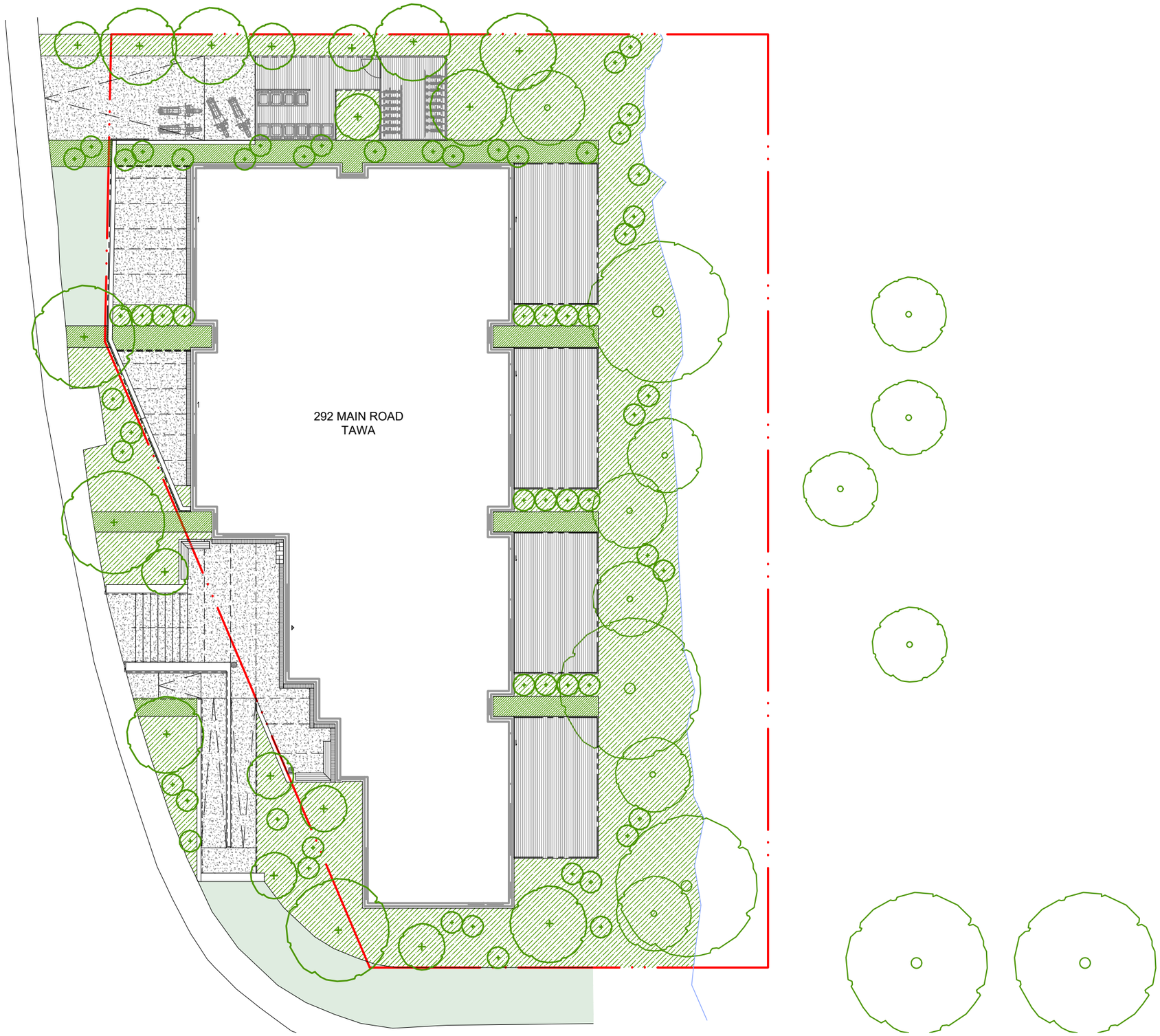
With the exterior space of the ground floor units below road height, it was important that natural light was able to infiltrate the area. By using perforated metal screens atop the concrete block wall, natural light is able to filter through to the space below whilst also achieving all important privacy/screening to the street edge. Again, using perforated metal, helps to tie in to the balconies above which use the same perforated metal as balustrades.

Planting at each end of the outdoor space, also assists in creating a softer visual impact and helps to create a buffer between each unit.

With the two private yards to the west side of the building, (as well as the building entrance) paved in exposed aggregate concrete, strip/perimeter drains are used against the buildings edge. This allows for a close-to flush (20mm height difference) exterior/interior space, which enables a more seamless transition from indoors to outdoors. It also means space is maximised as there is no requirement for steps or ramps.

4.0 Conclusion:

The hard and soft landscape works on the site to maximise the views and amenity of its Riparian edge and local street character. The consideration of usability, privacy and comfort has been at the forefront of design for the private yards, with additional accessibility priorities for the main entry and storage areas.



Do not scale. Verify dimensions on site before commencing work.

A.	Draft.	21.10.21
B.	Resource Consent.	05.11.21

No.	Revision Notes.	Date

Not For Construction

local

level 3, 11 vivian street, wellington, new zealand, 6011 phone: 04 801 6437 www.localcollective.nz

North:

Scale: **1:200 @A3**

Job Number: **2110-1239**

Revision: **B**

Issued For: resource consent

Project: **Main Road Tawa**

Drawing Title: **Landscape Masterplan**

sheet 1 of 1

Drawing No: **LA1.01**

KEY

+9.26 Existing level (spot height)
+9.2600 Proposed level
+TOW9.26 Top of wall level
75mm depth twig mulch to garden bed

SE Spade edge to garden bed / lawn

TE **Timber edge 20mm wide:**
20x100mm H4 treated pine timber edge with 50x50x600mm H4 treated pine stakes at max 600mm crs.

NS **Yard sump:**
350x350mm yard sump with HCI heel proof grate. Connect to stormwater. allproof.co.nz

SD **Strip drain:**
200x200mm perimeter drain with HCI heel proof grate. Connect to existing stormwater. allproof.co.nz

INSPECTION AND HOLD POINTS:

Landscape Architect to approve the following on site before progressing:

Planting removal prior to commencement of works

Mark-out for excavation

Finished excavation prior to topsoil being added

String lines for walls, paving, decks, balustrades and steps.

Excavation of retaining wall footings.

Steelwork of all retaining.

Soil prep before delivery of plants. NB, no plants to be delivered to site before all hard landscape is complete and soil prep approved.

Plants upon delivery and planting locations before holes are dug.

SOFT LANDSCAPE:

Garden bed:
Remove sufficient poor soil to accommodate new compost and mulch. Thoroughly cultivate 50mm depth well rotted compost into top 300mm of site soil. All garden beds shall finish 100mm below adjacent surface levels after settlement to allow for mulch. Plant and mulch as per plan.
Note: All beds must be fully and thoroughly prepped prior to plants arriving on site. Failure to do so will result in the plants being sent back to the supplier or contractors depot until beds are ready.

Twig mulch:
75mm depth twig mulch or similar well rotted mulch applied after planting.

Lawn:
Min 100mm free draining topsoil or lawn mix. Remove sufficient site soil as required for new. Earthwork to achieve an even grade. Seed and water in. Advise client on care during establishment.

Planting:
To further planting plan / schedule.

Plant stock quality:
Plants should have a growth habit that is normal to the species and be sound, healthy, vigorous nursery grown stock. All plants shall be free of insect pests, plant diseases, sun scald, abrasions and disfigurements. All plants shall have normal and well developed branch systems, vigorous and a fiberous root system that is not root bound.

Planting installation quality:
All plants are to be installed as per sound and accepted horticultural practices by an experienced landscape contractor.

Staking:
All garden bed trees to have 2No 50x50mm treated pine stakes. Min 1m embedment in firm ground. Min1m height above ground. Fix tree to stakes with hessian ties. Align to prevailing wind.

HARD LANDSCAPE:

(Exposed aggregate) Insitu concrete paving:
100mm depth insitu reinforced exposed aggregate concrete on 150mm compacted basecourse with 6kg/m3 black oxide, max 12mm dia grey aggregate, light exposure. To further detail.

(Exposed aggregate) Insitu concrete steps:
Min 150mm depth insitu reinforced exposed aggregate steps on 150mm depth compacted basecourse. 6kg/m3 black oxide, max 12mm dia grey aggregate, light exposure. Step risers to match. 166.25mm risers, 350mm treads. To further detail.

Saw cuts in insitu concrete:
Saw cuts where shown on plan to be min 6mm wide, 25% depth of concrete thickness. Saw cuts to be straight and completed by a competent contractor.

Insitu concrete driveway paving:
150mm depth insitu reinforced exposed aggregate concrete with 6kg/m3 black oxide, max 12mm dia grey aggregate, light exposure on min 150mm compacted basecourse on well consolidated ground. To further detail.

Decking:
Ex H3.2 100x25mm Garapa decking on treated pine substructure to NZS3604: to further detail.

(CW 1) Concrete wall:
Reinforced insitu concrete wall. To have engineering input. Size varies: 200-400mm wide. Max height: 1730mm.To further detail.

(CW 2) Plastered concrete blockwork wall:
200 series solid filled concrete block walls with mulseal waterproofing, structural steel reinforcing, drainage and concrete footing. Height varies: max 1.6m. Plaster finish: Plain grey cementitious plaster. To further detail.

(PS) Perforated steel screen:
6mm steel panel to match architecture perforated steel on balconies. Panels bolt fixed to plastered concrete block wall or timber decking substructure. Height varies: Max height: 1200mm. To further detail.

(MH 1) Metal handrail 1:
40x10mm steel 'T' section handrail fixed to concrete wall or 40x10mm steel posts, at 1200mm ctrs. Max height: 900mm. Powder coat paint finish: Black. To further detail.

(MH 2) Metal handrail 2:
40x10mm steel top bar fixed to 40x10mm steel balusters at 100mm ctrs. Balusters fixed to 200x6mm metal base plate, side mounted to timber decking substructure. Max height: 1100mm. Powder coat paint finish: Black. To further detail.

Timber bench seat:
H3.2 50x50mm timber battens fixed to top of concrete wall (CW 1). Where battens cantilever off concrete wall, they are to be fixed to timber substructure, bolt fixed to concrete paving. Battens to overhang front of concrete wall by 50mm. Seat to be 350mm deep. To further detail.

Bike storage:
2000mm high, H3.2 75x50mm timber battens at 100mm ctrs fixed vertically to 3No. H3.2 100x50mm timber railings. Railings fixed to H4 100x100mm timber posts at 1300mm, bolt fixed to timber deck substructure. 900mm wide access gate/door to match battens, fixed to 3No. H3.2 timber railings. Railings hinge fixed to timber post with SS 3No. hinges. Internally, vertical bike racks to be fixed to timber railings. To coordinate with Arch. To further detail.

Bin storage:
1600mm high, H3.2 75x50mm timber battens at 100mm ctrs fixed horizontally to H4 100x100mm timber posts at 1300mm ctrs, bolt fixed to timber deck substructure. To coordinate with Arch. To further detail.

1.6m Timber batten fence:
To coordinate with Arch. To further detail.

Letter box unit:
To coordinate with Arch. To further detail.

NOTES:

All work must be carried out by skilled, suitably qualified and experienced workers.

The contractor is liable for any damage caused to the property during the length of the project and shall have a minimum of 1 million dollars public liability insurance.

Any variations to the design detailed in the landscape documents must be approved in writing by the landscape architect before work proceeds.

Any variation to the agreed contract sum must be agreed upon in writing before any work proceeds.

All quotes provided for the project are to be fixed sums unless where specified as PC sums.

Upon being awarded the contract the contractor shall within 10 working days confirm the commencement date and provide a programme of work.

The contractor must submit a health and safety management plan before the project commences.

Do not scale. Verify dimensions on site before commencing work.

A.	Resource Consent.	05.11.21

No.	Revision Notes.	Date

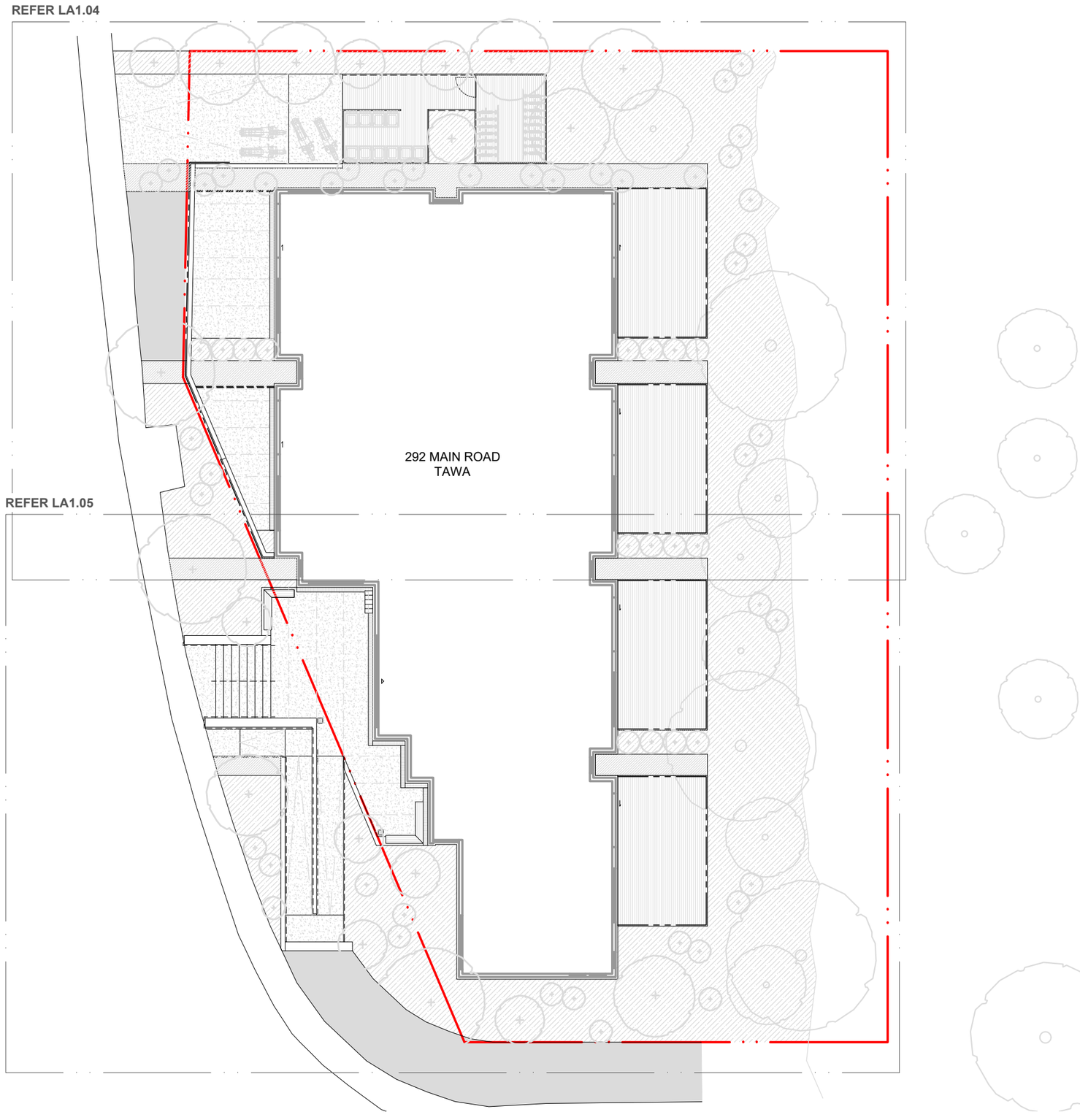
Not For Construction

local

level 3, 11 vivian street, wellington, new zealand, 6011
phone: 04 801 6437
www.localcollective.nz

North:
Scale: N/A
Job Number: 2110-1239
Revision: A
Issued For: resource consent

Project: Main Road Tawa
Drawing Title: Outline Specification
sheet 1 of 1
Drawing No: LA1.02



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A.	Draft.	21.10.21
B.	Resource Consent.	05.11.21

No.	Revision Notes.	Date

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North: ^

Scale: **1:200 @A3**

Job Number: **2110-1239**

Revision: **B**

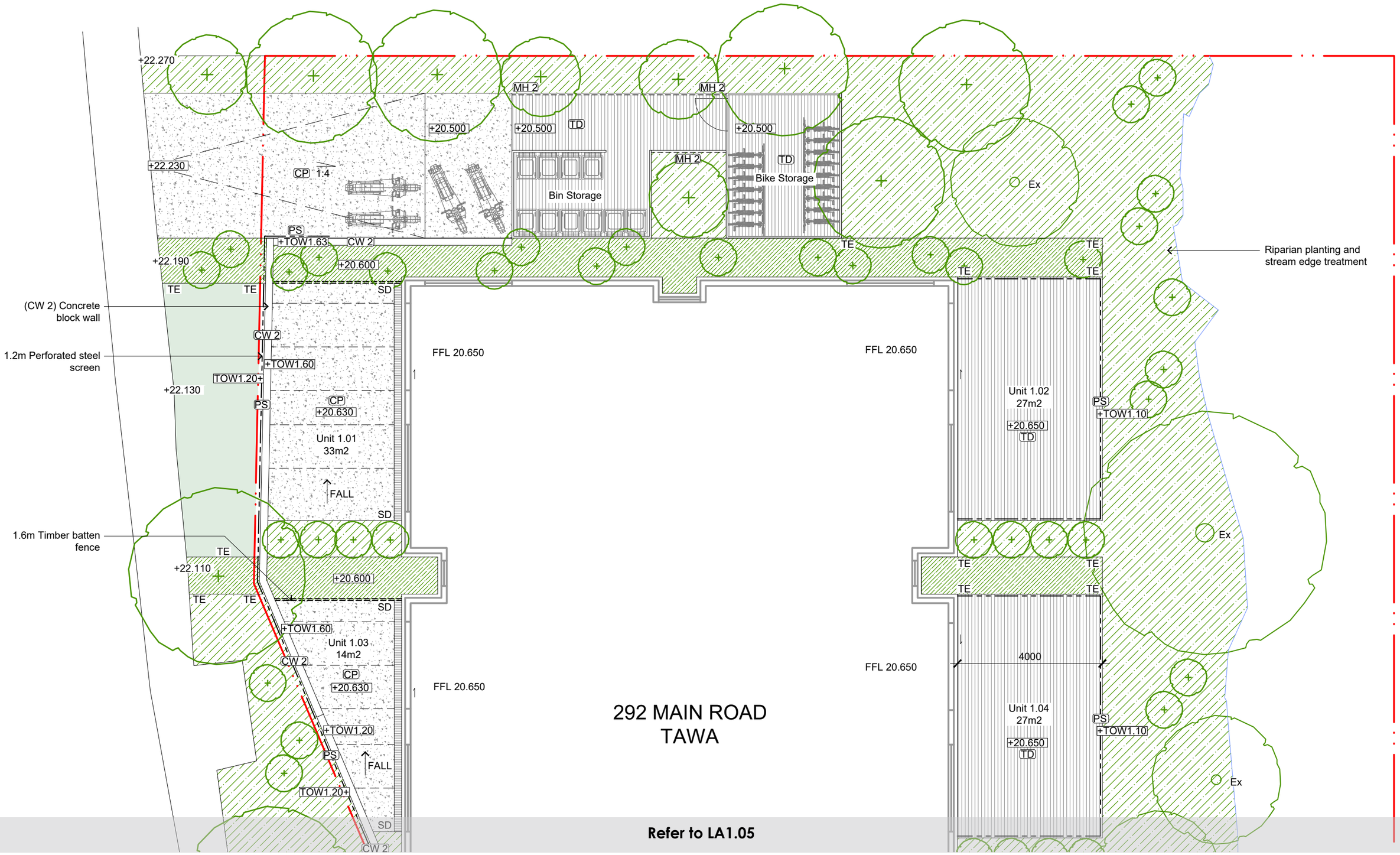
Issued For: resource consent

Project: **Main Road Tawa**

Drawing Title: **Sheet Reference Plan**

sheet 1 of 1

Drawing No: **LA1.03**



292 MAIN ROAD
TAWA

Refer to LA1.05

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A.	Draft.	21.10.21
B.	Resource Consent.	05.11.21

No.	Revision Notes.	Date

Not For Construction

KEY

+0.0000	Existing level	TD	Timber decking	TB	Timber bench seat
+0.0000	Proposed level	CP	Concrete Paving		(MH) Metal Handrail
	Garden bed		Saw Cuts		Timber fence
	Garden bed 2		(CW) Concrete wall		(PS) Perforated steel fence/ Balustrade

SD	Strip drain		
NS	New sump		
Ex	Existing tree		
	Proposed tree		

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North:

Scale: 1:100 @A3

Job Number: 2110-1239

Revision: B

Issued For: resource consent

Project: Main Road Tawa

Drawing Title: Landscape Plan
sheet 1 of 2

Drawing No: LA1.04

Refer to LA1.04

Do not scale. Verify dimensions on site before commencing work.

A.	Draft.	21.10.21
B.	Resource Consent.	05.11.21

No.	Revision Notes.	Date

Not For Construction

KEY

+0.0000	Existing level	TD	Timber decking	TB	Timber bench seat
+0.0000	Proposed level	CP	Concrete Paving	(MH)	Metal Handrail
	Garden bed		Saw Cuts		Timber fence
	Garden bed 2		(CW) Concrete wall		(PS) Perforated steel fence/ Balustrade

SD	Strip drain
NS	New sump
Ex	Existing tree
	Proposed tree

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North:

Scale: 1:100 @A3

Job Number: 2110-1239

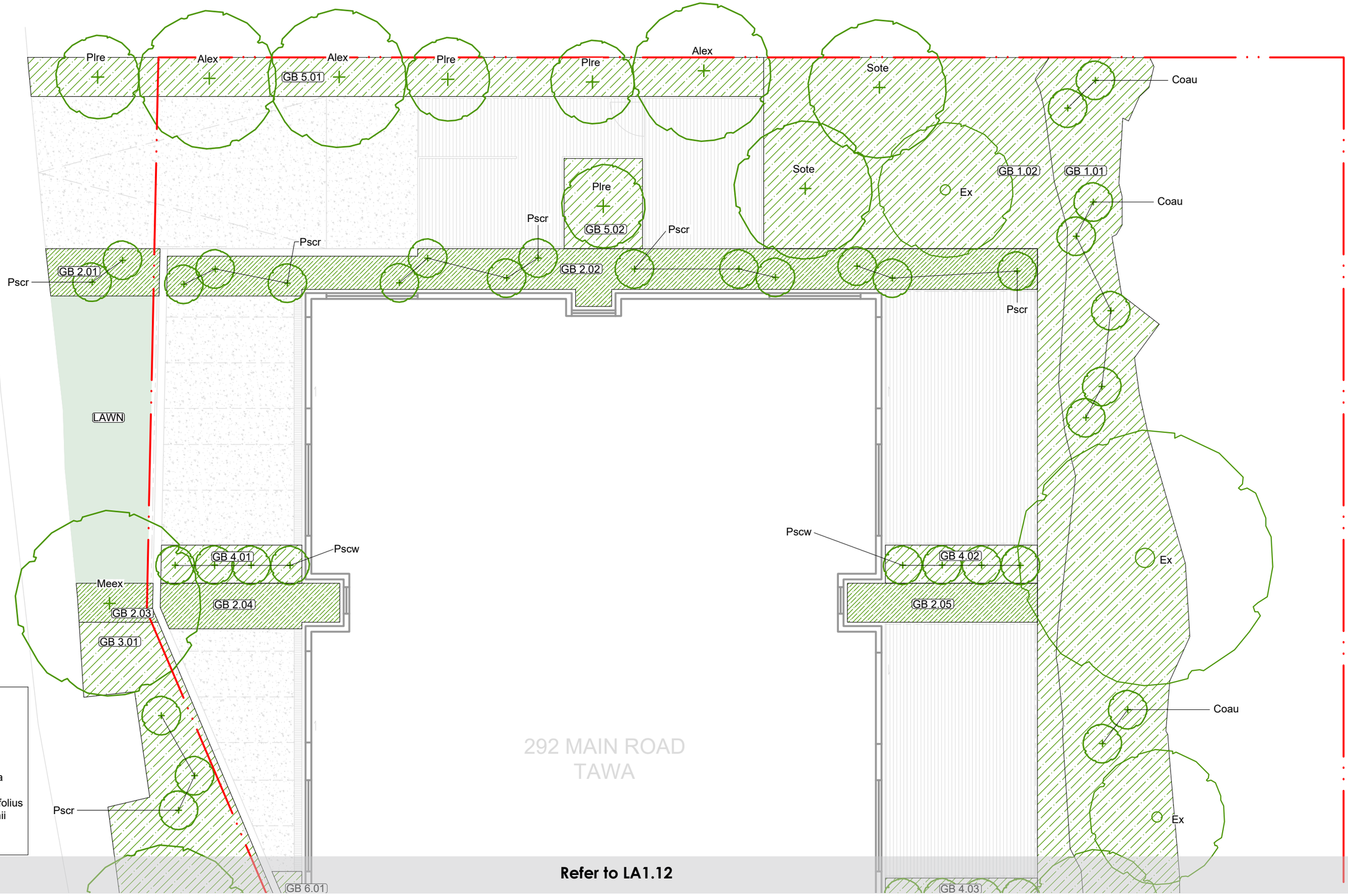
Revision: B

Issued For: resource consent

Project: **Main Road Tawa**

Drawing Title: **Landscape Plan** sheet 2 of 2

Drawing No: LA1.05



Planting Key

Tree species codes:

Alex	- Alectryon excelsus
Coau	- Cordyline australis
Meex	- Metrosideros excelsa
Plre	- Plagianthus regius
Pscr	- Pseudopanax crassifolius
Pscw	- Pseudopanax lessonii 'Cyril Watson'
Sote	- Sophora tetraptera

292 MAIN ROAD
TAWA

Refer to LA1.12

Do not scale. Verify dimensions on site before commencing work.

A.	Resource Consent.	05.11.21

No.	Revision Notes.	Date

Not For Construction

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North:

Scale: **1:100 @A3**

Job Number: **2110-1239**

Revision: **A**

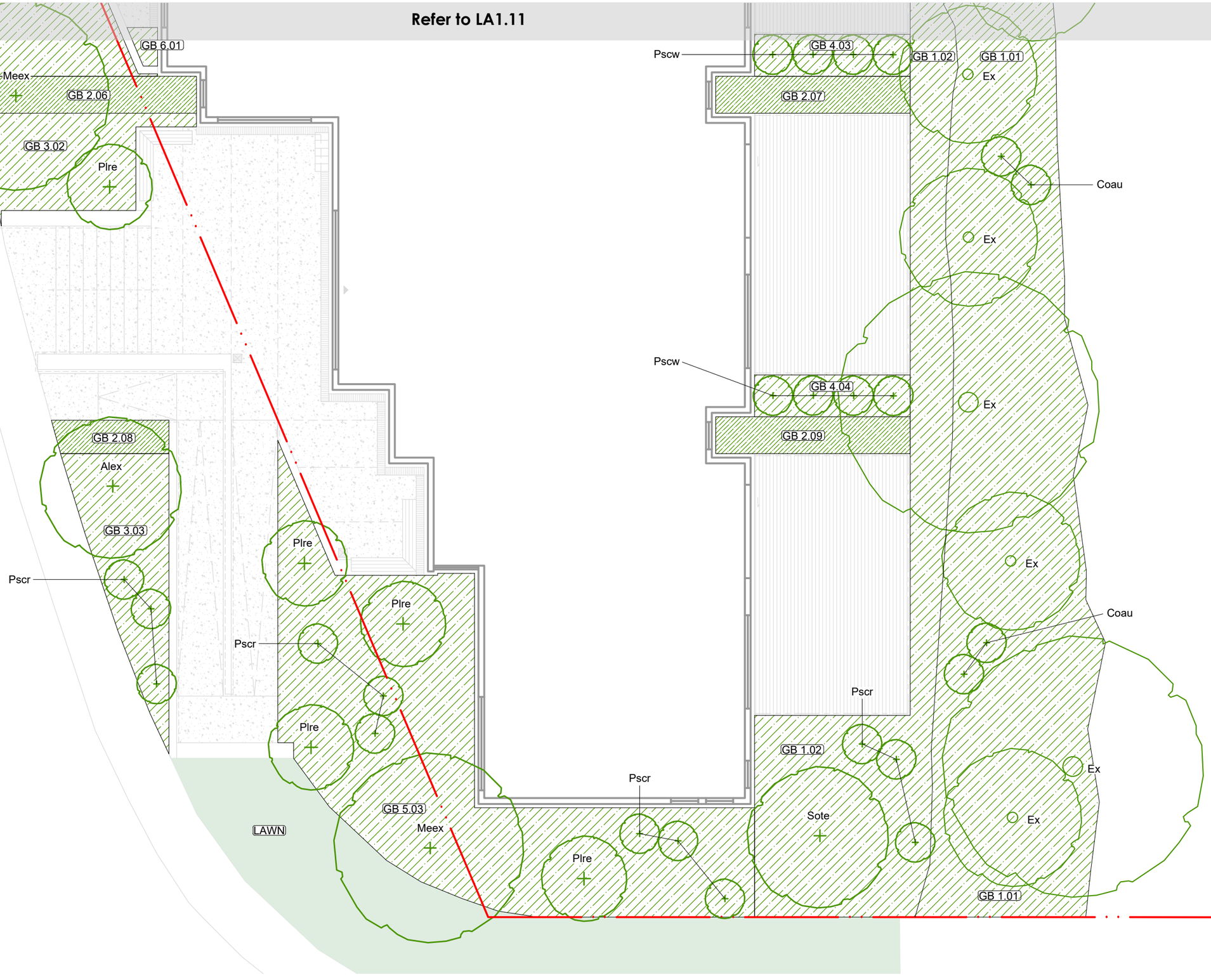
Issued For: resource consent

Project: **Main Road Tawa**

Drawing Title: **Planting Plan**
sheet 1 of 2

Drawing No: **LA1.11**

Refer to LA1.11



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A.	Resource Consent.	05.11.21

No.	Revision Notes.	Date

Not For Construction

local
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phone: 04 801 6437
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North: ^

Scale: 1:100 @A3

Job Number: 2110-1239

Revision: A

Issued For: resource consent

Project: **Main Road Tawa**

Drawing Title: **Planting Plan**
sheet 2 of 2

Drawing No: LA1.12

Plant Schedule

Project Name: Main Road Tawa
Project Number: 2110-1239
Issue: A - For Resource Consent ONLY

Species	Code	Common Name	Spacing (mm centres)	Plants per m2	Percentage of Mix	Grade	Qty
Garden beds							
GB 1.01 (Riparian Planting) Flood						**Area (m²)**	**131**
Phormium cookianum		Mountain flax	800	1.55	20%	5L	41
Carex secta		Pukio	750	1.8	40%	2L	94
Pratia angulata		Pānakenake	1200	0.7	20%	5L	18
Cyperus ustulatus		Giant umbrella-sedge	1200	0.7	20%	5L	18
Cordyline australis	Coau	Cabbage tree	as shown	n/a	n/a	Pb12	13
				Total	**80%**		185
GB 1.02 (Riparian Planting) Non Flood						**Area (m²)**	**90**
Phormium cookianum		Mountain flax	800	1.55	20%	5L	28
Hebe stricta		Koromiko	800	1.55	40%	2L	56
Hebe parviflora		Koromiko taranga	800	1.55	20%	5L	28
Sophora dragons gold		Dragons gold	1200	0.7	20%	5L	13
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	3
Sophora tetraptera	Sote	Kowhai	as shown	n/a	n/a	Pb40	3
				Total	**100%**		130
GB 2.01						**Area (m²)**	**3.6**
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	40
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	2
				Total	**200%**		43
GB 2.02						**Area (m²)**	**24**
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	264
Pratia angulata		Pānakenake	2000	0.25	100%	2L	6
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	13
				Total	**200%**		283
GB 2.03						**Area (m²)**	**2**
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	22
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1
Metrosideros excelsa	Meex	Pohutukawa	as shown	n/a	n/a	Pb95	1
				Total	**200%**		24
GB 2.04						**Area (m²)**	**5.4**
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	59
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1
				Total	**100%**		61
GB 2.05						**Area (m²)**	**5.1**
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	56
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1
				Total	**100%**		57
GB 2.06						**Area (m²)**	**5.3**
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	58
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1
Metrosideros excelsa	Meex	Pohutukawa	as shown	n/a	n/a	Pb95	1
				Total	**200%**		61
GB 2.07						**Area (m²)**	**4.7**
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	52
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1
				Total	**100%**		53
GB 2.08						**Area (m²)**	**2.5**
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	28
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1
				Total	**100%**		28
GB 2.09						**Area (m²)**	**4.7**
Libertia grandiflora		Mikoikoi / NZ iris	300	11	100%	2L	52
Pratia angulata		Pānakenake	2000	0.25	100%	2L	1
				Total	**100%**		53
GB 3.01						**Area (m²)**	**21**
Arthropodium cirratum		Rengarenga	500	4	60%	5L	50
Pratia angulata		Pānakenake	1200	0.7	100%	2L	15
Astelia chathamica 'Silver Spear'		Silver astelia	800	1.55	20%	5L	7
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	3
				Total	**180%**		75

GB 3.02						**Area (m²)**	**10**
Arthropodium cirratum		Rengarenga	500	4	60%	5L	24
Pratia angulata		Pānakenake	1200	0.7	100%	2L	7
Astelia chathamica 'Silver Spear'		Silver astelia	800	1.55	20%	5L	3
Plagianthus regius	Plre	Ribbonwood	as shown	n/a	n/a	Pb18	1
				Total	**180%**		35
GB 3.03						**Area (m²)**	**11.5**
Arthropodium cirratum		Rengarenga	500	4	60%	5L	28
Pratia angulata		Pānakenake	1200	0.7	100%	2L	8
Astelia chathamica 'Silver Spear'		Silver astelia	800	1.55	20%	5L	4
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	3
Alectryon excelsus	Alex	Titoki	as shown	n/a	n/a	Pb40	1
				Total	**180%**		43
GB 4.01 to 4.04 (for each garden)						**Area (m²)**	**4**
Pseudopanax lessonii 'Cyril Watson'	Pscw	Houpara hybrid	1000	1	n/a	5L	4
				Total	**0%**		4
GB 5.01						**Area (m²)**	**20**
Arthropodium cirratum		Rengarenga	500	4	60%	5L	48
Pratia angulata		Pānakenake	1200	0.7	100%	2L	14
Astelia fragrans		Kakaha	1000	1	40%	5L	8
Sophora dragons gold		Dragons gold	1200	0.7	20%	5L	3
Plagianthus regius	Plre	Ribbonwood	as shown	n/a	n/a	Pb18	3
Alectryon excelsus	Alex	Titoki	as shown	n/a	n/a	Pb40	3
				Total	**220%**		79
GB 5.02						**Area (m²)**	**5**
Arthropodium cirratum		Rengarenga	500	4	60%	5L	12
Pratia angulata		Pānakenake	1200	0.7	100%	2L	4
Astelia fragrans		Kakaha	1000	1	40%	5L	2
Sophora dragons gold		Dragons gold	1200	0.7	20%	5L	1
Plagianthus regius	Plre	Ribbonwood	as shown	n/a	n/a	Pb18	1
				Total	**220%**		19
GB 5.03						**Area (m²)**	**57**
Arthropodium cirratum		Rengarenga	500	4	60%	5L	137
Pratia angulata		Pānakenake	1200	0.7	100%	2L	40
Astelia fragrans		Kakaha	1000	1	40%	5L	23
Sophora dragons gold		Dragons gold	1200	0.7	20%	5L	8
Pseudopanax crassifolius	Pscr	Lancewood	as shown	n/a	n/a	Pb12	6
Plagianthus regius	Plre	Ribbonwood	as shown	n/a	n/a	Pb18	4
Metrosideros excelsa	Meex	Pohutukawa	as shown	n/a	n/a	Pb95	1
				Total	**220%**		218
GB 6.01						**Area (m²)**	**0.5**
Ficus Pumila		Creeping fig	n/a	n/a	n/a	5L	1
				Total	**0%**		1

Notes:

All plants to be setout by landscape architect: refer outline spec for detailed instructions

Attachment 9:

Pre-application Notes

Pre-Application Meeting Record

Absolutely Positively Wellington City Council
Me Heke Ki Pōneke

MEETING NOTES

Meeting Date:	16 April 2021	**SR Number:**	487769
Address:	292 Main Road, Tawa		
Planner:	Sebastian Barrett		
Attendees:	Council: • Sebastian Barrett, Senior Planner • Jaime Devereux, Urban Designer • Anbu Pungiah, Senior Transport Engineer	Applicant: • Ian Leary, SpencerHolmes • Alex Khera • Simon Novak, Novak+Middleton	
Purpose of Meeting:	To discuss a proposal to develop the land with a four-storey building containing 24 household units.		
Site Notations:	District Plan: The site is located in the Outer Residential Area. A portion of the eastern end of the site is located within the Tawa Flooding Area. These District Plan rules will/may apply to the proposal: • Rule 5.5 as Non-Complying Activity due to the extent of the proposed building recession plane and height breaches. • Rule 5.3.7 for the construction of a multi-unit development.		

The key issues discussed were traffic effects and the NPS-UD; urban design; and external amenity effects. The applicant advised that no building is proposed within the Tawa Flooding Area. Separately from the meeting, comments from Wellington Water were obtained and sent to the applicant.

Traffic:

There was a discussion on the NPS-UD and the removal of minimum car parking requirements from the District Plan. Since the meeting was held, the minimum car parking requirements have been removed from the District Plan.

While there is no requirement for minimum car parking, the Council will still need to consider car parking and traffic effects for any resource consents with a discretionary or non-complying activity status, or with a restricted discretionary activity status where parking or traffic effects is a matter for discretion.

In this case, car parking and traffic effects will need to be considered because both the provision of parking and traffic effects are matters of discretion under Rule 5.3.7 and because the overall activity status under the RMA is Non-Complying.

The plans presented include no on-site parking but does include a loading bay.

In order to assess the effects of the proposal in relation to traffic, it was recommended that the applicant engage a traffic engineer to prepare an impact assessment. This assessment should:

- Consider what transport options are available aside from private vehicles
- Estimate what the likely vehicle ownership rate will be and the subsequent demand for on-street parking
- Consider where any on-street parking would occur, consider what the parking supply in the area is, and assess the effects of additional parking demand. This will need to consider traffic safety implications and residential amenity.
- Recommend what provision for alternatives to on-site parking could be provided to encourage alternative transport options. Some ideas discussed in the meeting included providing shared parking spaces to facilitate car sharing on-site, bicycle and/or motorbike parking, storage space and charging facilities for e-mobility options such as scooters and bikes.

The traffic impact assessment should also consider the design of the loading bay and access arrangement.

It was noted that this proposal will likely be the first large multi-unit development in the Outer Residential Area that does not propose to include any on-site parking since the NPS-UD. It is also very unusual for existing multi-unit developments to have no on-site parking although there are some that have a shortfall from the previous minimum parking requirements.

We encourage you to have a second meeting and prior to that meeting it would be useful to provide the findings of the traffic impact assessment.

Urban Design:

Ms Deveruex has provided the following notes:

Site Planning
The site is located on a corner, with Council reserve located across the road to the south, and a steep, vegetated bank and Council reserve across the road to the west. As such, Urban Design could potentially support a taller structure at the southern portion of the site where it can visually enhance the corner and have less impact on neighbours.

This could be achieved by lowering the building height as it approaches neighbouring properties, specifically the property to the north. Ideally, any building bulk near the northern boundary will be comparable to a permitted development to mitigate the proposed building bulk located further south.

Supporting plans and cross sections should be provided with the application to demonstrate that any significant height on the site will not adversely impact neighbouring properties via shading or overlooking.

Given the proposal does not include any car parking or garaging, consider secure spaces on site for outdoor storage, bike storage and charging stations. At a high level discussion, there could be good opportunities for car share, with one or two dedicated on-site spaces for this service.

Building Design
If proposing an apartment style development, include a sheltered lobby space and consider where mail and parcels will be delivered to/dropped off. Ensure any entrances are easily identifiable from the street.

Given the topography to the west and the more north-south orientation of the proposed development, please provide sun access diagrams with the proposal to demonstrate that the main

living area of each dwelling will receive sufficient levels of sunlight. If lower level units are not receiving sunlight, design solutions such as increasing stud heights and window areas may assist with increasing sunlight opportunities. Where larger windows may be required closer to the street front, consider raising ground floor levels to maintain appropriate interior privacy for residents.

Given the proposal is looking to add additional height above what the District Plan and Spatial Plan are anticipating, ensure the building is well modulated and visually interesting to help with breaking up the associated building bulk and dominance. Materiality and colour should be considered as part of the resource consent process. A proposed pallet may be appropriate to provide some flexibility. Consider where services for heating and ventilation may be located. If located on the roof, ensure they are screened from public spaces and do not create noise nuisance. Please do not compromise any undersized outdoor spaces by located heat pump units within them.

Open Space Design

The applicant would like to propose undersized balconies for the proposed apartments, with a central common outdoor space overlooking the river to mitigate any undersized private outdoor areas. This is generally considered acceptable as long as each apartment is provided with sufficient outdoor space that is private and can accommodate a table and chairs. These outdoor spaces should also receive access to sun and outlook. Given the location and orientation of the site, this should be achievable.

Any communal outdoor space should be useable and of a size and proportion that it is meaningful space, rather than leftover space. Consider safety and security – passive surveillance, lighting and access. Consider whether there are likely to be any children residing in the apartments that may require protection from the stream.

Please include a landscaping plan with the application, demonstrating what vegetation will be retained and what new planting is proposed. Include surface and boundary treatments and security lighting for safety and wayfinding purposes. Include service areas for storing rubbish and recycling that is easily accessible by all residents and waste management services, and located to minimize odours within any residents and neighbouring properties.

External Amenity Effects:

The Council will consider the effects on the amenity of surrounding properties by way of shading, privacy and building bulk effects.

It was noted that the site benefits from being a corner location, with no residential dwellings across the road to the west or south.

As Ms Devereux has noted above, it is recommended that the building transitions down towards the property to the north.

Shading diagrams will be required in order to assess shading effects of the proposal.

There is existing mature vegetation on the banks either side of the stream. We can consider how this will mitigate potential privacy and building bulk effects but only in relation to vegetation on the subject site, and the consent should include conditions that this vegetation be retained.

Section drawings should be provided to show what overlooking would occur from the development to the north and east, and in order to show what building bulk will be experienced from the adjoining properties, particularly Nos. 1 and 3 Nathan Street.

Spatial Plan:

It was noted that the draft spatial plan includes the property as being planned for 'Housing Type 2'. This is anticipated to be two to three-storeys of terrace-type housing. The draft Spatial Plan currently has no weight, however the proposal exceeds the height indicated in that Plan.

Proximity to Porirua Stream:

Please be aware of standard 5.6.2.2.11, which states: "*No building or structure, including a fence or wall, shall be located closer than 10 metres to the Porirua Stream (and its tributaries)…*"

Standard 5.6.2.2.12 is also relevant and states: "*No impervious surface associated with the use of the site shall extend closer than 5 metres to a waterbody…*"

Please also note that under the terms of Rule 5.3.4, Greater Wellington Regional Council will be considered to be an affected party to any application that breaches Standard 5.6.2.2.11 in relation to Porirua Stream and tributaries.

Next Steps:

We recommend the following work be done and then another pre-application meeting should be held:

- Engage a traffic engineer and send a copy of the draft findings/recommendations prior to the next meeting
- Update the design to incorporate the changes recommended by Ms Devereux

It would also be useful to provide the shading diagrams and section drawings to provide more detailed comment on amenity effects.

Lodging the Resource Consent Application:

The following information should be submitted with the application:

- The information set out at Chapter 3 of the District Plan. Refer to the following link for details: https://wellington.govt.nz/your-council/plans-policies-and-bylaws/district-plan/eplan
- A copy of the Record(s) of Title (dated within the last 3 months).
- Copies of any right of way, easement or consent notice documents on the Record(s) of Title.
- A clear description of all parts of the proposal with all breaches of the District Plan standards clearly highlighted on the plans.
- An assessment of what the proposal does and does not comply with; ideally a table showing the permitted standards and rules and whether the proposal complies with these requirements.
- An Assessment of Environmental Effects (AEE) including, but not limited to, an assessment of the effects of the proposal, with particular regard to streetscape, traffic and amenity effects.
- An assessment against the Residential Design Guide.
- An assessment against the relevant objectives and policies of the District Plan.
- An assessment against the provisions of Part 2 of the RMA.
- An Earthworks Plan if there will be any earthworks that require resource consent (refer to Chapter 30 of the District Plan). This should show the extent of the earthworks, the cut area(s) and cut height(s), the fill area(s) and depth(s) and the retaining walls of batters.
- Confirmation that no HAIL (Hazardous Activities and Industries List) activities have occurred on the site and/or confirmation that the proposal is a permitted activity under the NES for Assessing and Managing Contaminants in Soil to Protect Human Health.
- Any correspondence with the parties that have been identified below (eg HNZPT, Iwi)

FURTHER INFORMATION ABOUT YOUR PROPERTY

You may find useful information about your property at the Council Archives wcc.govt.nz/your-council/archives or phone 04 801-2096.

OTHER APPROVALS THAT MAY BE REQUIRED FOR THIS PROPOSAL

Approval type	✔	Required if proposal includes:
Amalgamation (LINZ)		- Amalgamating (joining) two or more sites as part of a subdivision application. The planner will seek this on your behalf once the application has been lodged.
Wellington Water	✔	- New stormwater, wastewater, or potable water connections. - Works in a flood hazard zone. To find out more go to wellingtonwater.co.nz , phone 04 912-4400 or email: info@wellingtonwater.co.nz.
Wellington Electricity - Close Approach Consent		- Structures or construction machinery will be less than 4m from power lines. - Excavation is proposed less than 5m from a power pole. To find out more go to www.welectricity.co.nz.
Greater Wellington Regional Council		- Where de-watering is necessary - Large scale earthworks - Disturbing waterbodies, e.g. bridges, culverts, structures in Coastal Marine Areas. To find out more go to gw.govt.nz
Land Owner Approval / Encroachment Licence		- Construction of private structures or exclusive use under, on or over legal road. - Impacts Council infrastructure assets (such as retaining walls, public footpath, traffic or street lights). - Impacts land support (stability). To find out more go to wcc.govt.nz, search 'encroachments'. To ensure the proposed use of Council land will be approved, we recommend you apply for an encroachment licence as soon as possible.
Corridor Access Request and a temporary Traffic Management Plan		- Construction works involving the legal road corridor (berms and/or formed road). - Temporary closure of road. To find out more go to wcc.govt.nz/services/parking-and-roads/road-works/work-on-the-roads.
Heritage New Zealand Pouhere Tāonga– Authority to Modify (archaeology)		- Buildings, objects or areas in the HNZPT register - Archaeological sites (evidence of pre-1900 human activity) To find out more go to heritage.org.nz.
Building Consent	✔	- Any construction works will require a building consent, unless specifically exempted by Schedule One of Building Act 2004. See also: building.govt.nz/projects-and-consents/planning-a-successful-build/scope-and-design/check-if-you-need-consents/building-consent-exemptions-for-low-risk-work/schedule-1-guidance/ and building.govt.nz/projects-and-consents/apply-for-building-consent/. If the following situations apply, please discuss with the building team early as it may impact on design and layout: - Building works in flood hazard zones. - Infill housing or non-greenfield subdivision where 3m + wide clear exit to street isn't provided (fire safety).
Health		- Selling food or alcohol. - Creating potential nuisance to neighbours (e.g. smoke, odour over boundary). - Furniture on footpath. - Animal boarding houses. - Hairdressers. Other health licences may also be required, to find out more go to wcc.govt.nz/services/consents-and-licences/health-registration
Parks, Sport and Recreation		- Occupying Council reserve / parks. - Using Council reserve / parks for temporary access. - Working within the vicinity of trees within the legal road corridor, where the work may cause damage to the tree or roots.

		- Removing vegetation from legal road corridor. - Construction adjacent to reserve / parks land where the works create a District Plan non-compliance along the shared boundary. To find out more go to wcc.govt.nz/recreation/enjoy-the-outdoors/parks-and-reserves/access-and-permits or wcc.govt.nz, search: 'verges policy'. The planner will provide contact details of the manager parks or Council arborist.
Restrictions on Record of Title (otherwise known as Computer Register or Certificate of Title)		Including: - Heritage Covenants (HNZPT) - Consent notices - Building line restrictions - Covenants To contact Land Information New Zealand (LINZ) for a copy of your title go to: http://www.linz.govt.nz/land/land-records/order-title. The planner will check this when the application is lodged, but it is worthwhile checking early to make sure there are no restrictions that prevent you going ahead with the proposal.

CONSULTATION REQUIREMENTS

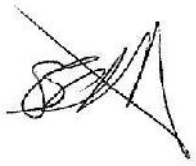
You may need to consult with other parties if your activities fall within their area of interest.

Consult with…	✔	**Required if the proposal / site…**
WCC – Building Resilience		- The building is an earthquake prone building (EQPB) - Email: buildingresilience@wcc.govt.nz
Wellington International Airport (WIAL)		- Is within the Airnoise Boundary and / or - Is within the WIAL designation.
Transpower		- Has transmission lines running through or in close proximity. - Written approval is required for any proposal within 30m of high voltage lines. To find out more go to transpower.co.nz/keeping-you-connected/landowners-and-developers/safe-separation-distances.
New Zealand Transport Authority (NZTA)		- Has a potential impact on a state highway. - If there is a specific requirement in the District Plan that relates to the site.
Mana Whenua (Iwi)		- If works are adjacent to coastline, harbour or other specified areas of significance to iwi. Contact details can be provided by the planner.
Heritage New Zealand Pouhere Tāonga (HNZPT)		- Impacts on a site with buildings/items on the HNZPT Heritage List
Makara/Ohariu Community Board		- Is within the Makara / Ohariu area.
Other		-

DEVELOPMENT CONTRIBUTIONS

Development Contributions apply to this proposal	✔	Contribution towards infrastructure costs. To find out more go wcc.govt.nz/services/rates-and-property/property/development-contributions

Notes prepared by: Sebastian Barrett



Sebastian Barrett
Senior Consents Planner

Bill Stevens
Peer Reviewer

Date: 11 May 2021

Please note:

The purpose of the pre-application meeting is to guide you in your resource consent application.

Council staff will offer preliminary views during or following the meeting, based on the information you provide. We will assess your application in detail when you make your full application. The Council may change its view for example if you don't yet have, or don't provide, all of the relevant information. The Council does not make any warranty or assume any legal liability or responsibility for the accuracy, correctness, completeness or use of any information or views we give as part of the pre-application process.

You are responsible for getting your own professional planning and legal advice, and for relying on that advice, when applying for consents, permits or licences.

You'll be charged $155 per hour for the time the Council officer/s spends relating to this meeting. We'll send an invoice for the meeting and associated costs.

We may have to disclose any information you provide to us if another person requests it under the Local Government Official Information and Meetings Act 1987.

Ian Leary

From: Sebastian Barrett <Sebastian.Barrett@wcc.govt.nz>
Sent: Thursday, 29 April 2021 2:56 pm
To: Ian Leary
Subject: FW: WW Pre-app Response - 292 Main Road - SR 487769 - 27 April 2021
Attachments: RE: 292 Main Road, SR 487769

Hi Ian

Below is the pre-app advice from Wellington Water.

I am due to send you out pre-app notes for this job but am waiting on the written comments from Jaime, who is on leave this week. So I will hopefully have the notes to you mid to late next week.

Thanks

Sebastian Barrett
Senior Consent Planner | City Consenting & Compliance | Wellington City Council
M 021 831 917 **E** sebastian.barrett@wcc.govt.nz | **W** Wellington.govt.nz |

From: Marlene Roberts-Saidy <Marlene.Saidy@wellingtonwater.co.nz> **On Behalf Of** Land Development
Sent: 27 April 2021 11:31
To: Sebastian Barrett <Sebastian.Barrett@wcc.govt.nz>; Joey Narvasa <Joey.Narvasa@wellingtonwater.co.nz>
Subject: WW Pre-app Response - 292 Main Road - SR 487769 - 27 April 2021

Good afternoon Sebastian, please see comments below:

General

- Please note that the information provided below is not static and can change over time with new information being made available, it is advised that once the details of your development is known you liaise with Wellington Water to confirm whether or not this advice has change .
- Laterals to be decommissioned will need to be capped at the main.

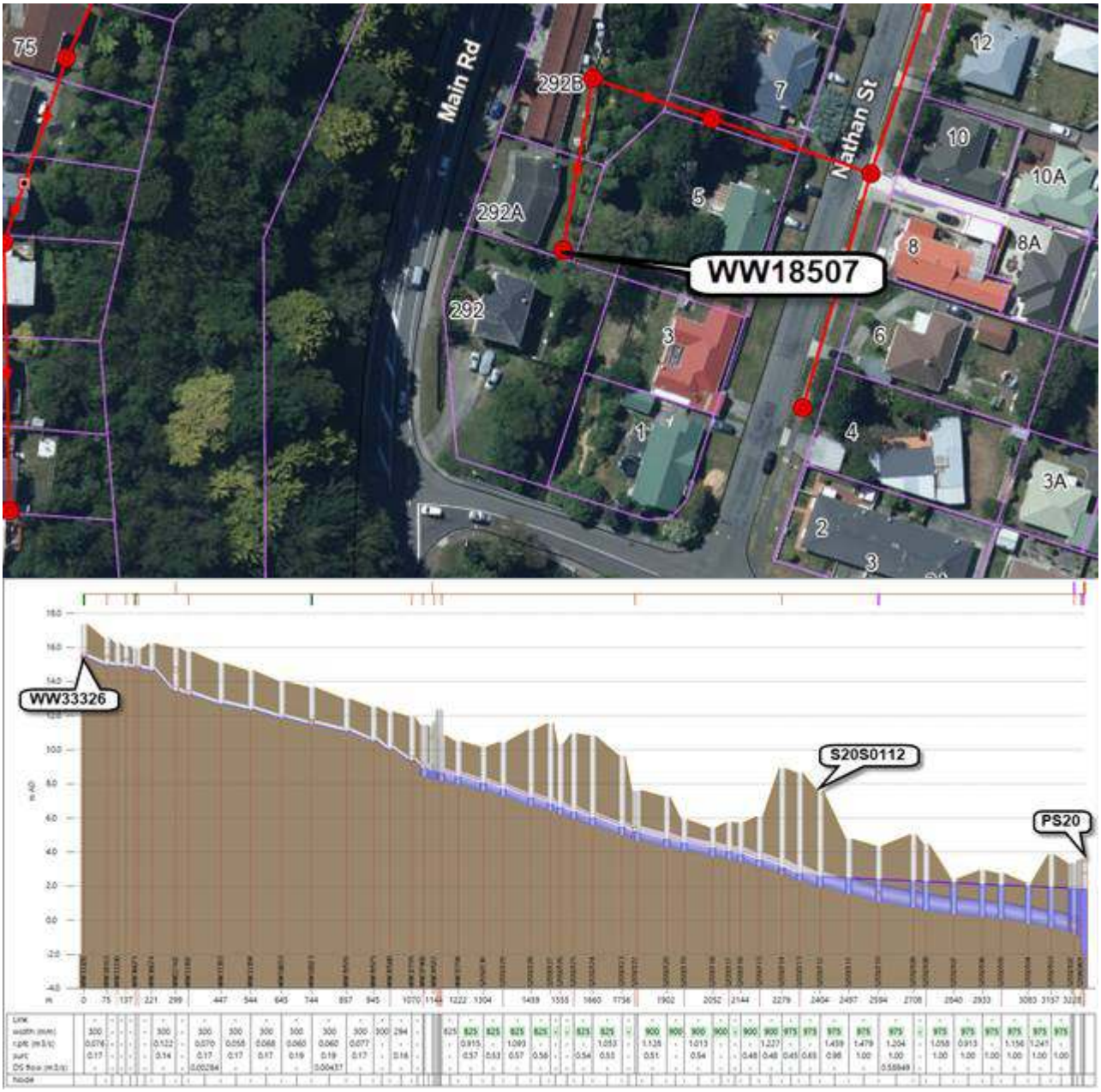
Water Supply

- The model shows that minimum pressure at the point of supply on the public main (which in this case is Crn of Nathan St & McLellan St) is expected to be about 55-60m, which meets the level of service criteria for pressure. The model also indicates that available fire flow capacity from the existing hydrant opposite 1 Nathan Street is expected to be compliant with the NZ Fire code for standalone residential houses (FW2). However, as a multi-story building, the applicant must undertake a fire engineering assessment to identify their fire flow requirements or install the sprinkler system. Besides, it seems to be more than 135m distance from the existing hydrant to the entry of the farthest building in their proposed scheme. If that is the case, an additional hydrant would need to be installed, and appropriate pipe sizing will be required to meet the minimum flow requirement at that hydrant.

- The applicant will need to upgrade and extend the network to be able to supply the development.

- This modelling assessment only represents the existing network based on WWL hydraulic model developed in 2017. The analysis takes no account of developments that have occurred since then, currently underway, or future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Please also note the above are just the result of WWL hydraulic model which could be impacted by day-to-day operational changes within the network and is recommended to be verified in the field through pressure logging and hydrant flow tests.

Wastewater



- The property is currently connected to the local network at manholes WW18507. This local network discharges into the trunk network at manhole WW33326. This local network has at least 5 litres/sec of spare design capacity during a 1-year LTS design event for development of this property.
- The trunk network from manhole WW33326 ultimately discharges into pump station PS20 in Porirua. While this part of the trunk network may appear to have more than 10 litres/sec of spare design capacity during a 1-year LTS design event, from manhole S20S0112 to the pump station (i.e. the last 860m) the system becomes increasingly surcharged and there are overflows of at least 500 m3 occurring as a result at an engineered overflow into Porirua Stream near PS20. Further development of this property could exacerbate this.
- While the local network has at least 5 litres/sec of spare design capacity during a 1-year LTS design event, the last 860m of the trunk network before PS20 are increasingly surcharged with overflows of at least 500 m3 occurring as a result at an engineered overflow into Porirua Stream near PS20. Hence further development of

this property must be treated with caution as it could exacerbate the overflows already occurring.

Based on Wellington Water connection policy the increased volume or frequency of overflows at a constructed overflow is not considered as management of overflows at these locations will be subject to programmes under future resource consent conditions however discretion is reserved where the potential effects on a constructed overflow or major assets are significant, wastewater mitigation is required where there are more than 3 additional dwellings/lots being created.

At this stage wastewater mitigation will be required considering the already significant impact and the receiving environment where overflow is occurring. Depending on the timing of the development and peak flows to be generated the developer may want to confirm this with Wellington Water.

This assessment is based on the results from WWL hydraulic models as defined in this memorandum. It does not take into account the impact on the spare design capacity of other developments that have occurred since then, are currently underway, or possible future developments. Non-hydraulic parameters like pipe age, conditions and likelihood of their failure have not been assessed. Flow monitoring may be required to verify these results. This development may impact on the spare design capacity available for possible future developments along the downstream network.

Stormwater

- The levels quoted are in terms of Wellington City Datum 1953
- There are public stormwater (225mm) mains and open channel within the boundaries of the properties, any buildings to be built within close proximity of the drain will need to comply with section 4.4.14 of the Regional Standard for Water Services 2019.
- There is an open channel within the boundaries of the properties, it is advised that contact be made with Greater Wellington Regional Council as to any requirements around this channel. Appropriate setbacks must be achieved – please check with the District Plan for minimum set back from streams and water courses . Please also refer to section 4.4.4 of the RSWS -May 2019

DISCLAIMER
Hazard Classification and Flood Depth data is derived from Wellington Water models. Mapped flooding information may not be survey-accurate, and is bound by the model assumptions and limitations. Care should be taken that information is verified as part of any flood risk analysis, concept or detail design

FLOODING RESULTS	
Software	InfoWorks ICM
Model	Tawa
Model Status	Validated
Flood Scenario	100 year ARI + Climate Change (assuming 2.1 C temperature increase)
Sea Water Level	2.1 m aMSL

FLOOD IMPACT ON THE PROPERTY	
	
Maximum Flood Depth	<50mm
Maximum Water Level	N/A
Minimum Water Level	N/A
Overland Flow	N/A

Thanks

Marlene

Ian Leary

From: Sebastian Barrett <Sebastian.Barrett@wcc.govt.nz>
Sent: Friday, 16 April 2021 11:02 am
To: Land Development; Joey Narvasa
Subject: RE: 292 Main Road, SR 487769
Attachments: Tawa Apartments - Consultation.pdf

Hi Marlene

Attached are the proposed plans. There are 24 units.

Thanks

Sebastian Barrett
Senior Consent Planner | City Consenting & Compliance | Wellington City Council
M 021 831 917 **E** sebastian.barrett@wcc.govt.nz | **W** Wellington.govt.nz |

From: Marlene Roberts-Saidy <Marlene.Saidy@wellingtonwater.co.nz> **On Behalf Of** Land Development
Sent: 09 April 2021 20:16
To: Sebastian Barrett <Sebastian.Barrett@wcc.govt.nz>; Joey Narvasa <Joey.Narvasa@wellingtonwater.co.nz>
Subject: 292 Main Road, SR 487769

Hi Sebastian – when we look at these we need to look at it in its entirety – can you please confirm with the applicant how many lots/units/dwellings etc they are looking at now?

Thanks

Marlene

From: Sebastian Barrett <Sebastian.Barrett@wcc.govt.nz>
Sent: Friday, 9 April 2021 11:27 am
To: Joey Narvasa <Joey.Narvasa@wellingtonwater.co.nz>; Marlene Roberts-Saidy <Marlene.Saidy@wellingtonwater.co.nz>; Land Development <Land.Development@wellingtonwater.co.nz>
Subject: 292 Main Road, SR 487769

Hi team

I am having a pre-app for this one (no plans yet). Its in the Tawa Flood Hazard Area but they said they aren't building in that zone. From a WWL perspective they just want to know what the minimum floor level requirements will be if you can please advise?

Thanks

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