

proposal

The masterplan aims to establish a “proof of concept”, illustrating that a high quality commercial and residential environment can be established which aligns with relevant statutory direction and good practice urban design.

In summary it proposes to:

- provide a mix of land uses to support the commercial performance of the town centre and wider district
- provide a high and medium density residential catchment to support the town centre and public transport
- establish a logical and legible spatial structure to accommodate 520 to 620 residential dwellings for a variety of dwelling typologies
- support the efficiency and resilience of the long term overall access/movement network of the town centre, key pedestrian routes and potential new facilities for the town centre
- establish a community heart or destination with human scale, visual interest, a mix of uses across day and night, and safe, sheltered and well defined public open space
- deliver wetland offset and stream restoration to achieve ecological enhancement outcomes, while integrating these areas into a multifunctional open space and stormwater management network that contributes to amenity and resilience

2.1 DESIGN OBJECTIVES/OUTCOMES

The concept design has been developed to generally align and expand on KCDC's town centre principles and is informed by the following high level design objectives:

- promote integration with the existing town centre through connected urban form and multi-modal links to the existing civic precinct, mall and train station;
- locate land uses to allow a transition in built form/scale and minimise uncomfortable/conflicting interfaces (e.g. dwellings overlooking large format retail car parks)
- establish a legible movement structure with a hierarchy of movement spaces, including privately owned shared accessways;
- support the function/role of the proposed Link Road by providing rear access to dwellings which front it;
- extend/connect to the existing shared path which links the town centre, Wharemauku Stream and Coast 35 (trail between Paekākāriki and Ōtaki)
- utilise the central swale to reinforce the Link Road hierarchy and enhance amenity for adjacent residential development and shared path connections
- maximise the opportunity for street trees/urban ngahere to add amenity and reduce urban heat
- promote connections across all transport modes and active design;
- provide a variety of site sizes, promoting diversity of dwelling type/design as well as a range of price points, including more affordable options;
- accommodate necessary stormwater management and overland flow paths, promote multi-functional open spaces and maximise potential open space amenity for residential use and placemaking;



Figure 11. Proposal in wider context

2.3 THE DEVELOPMENT CONCEPT

The masterplan is intended to provide a “proof of concept” that has informed the scope of the project as well as the assessments of associated actual and potential effects. It is driven by high level urban design objectives and still subject to detailed subdivision, architectural and infrastructure design at a resource consent stage. The following pages illustrate and describe the outcomes that can be achieved through further development of the masterplan.



Figure 13. development concept

2.3.1 Layout and Access

VEHICLES + PUBLIC TRANSPORT

A hierarchy of movement spaces has been employed to promote legibility and placemaking. Public/vested road typologies include:

Link Road

- primary through traffic for town centre
- limited individual/site driveway access
- shared path associated with swale

Connector Road - Civic

- balance movement and place functions
- low speed
- “urban” profile with street parking, tree pits and generous pedestrian facility
- opportunities for activities on the street such as dining, play space etc.
- shared path

Local Road - Residential

- local traffic
- individual driveway access
- tree berms and footpaths

Private access ways include:

Laneways

- small streets with a focus on shared space function with dwellings fronting both sides

Rear Lanes

- lanes providing access to garages and/or car pads at the rear of properties

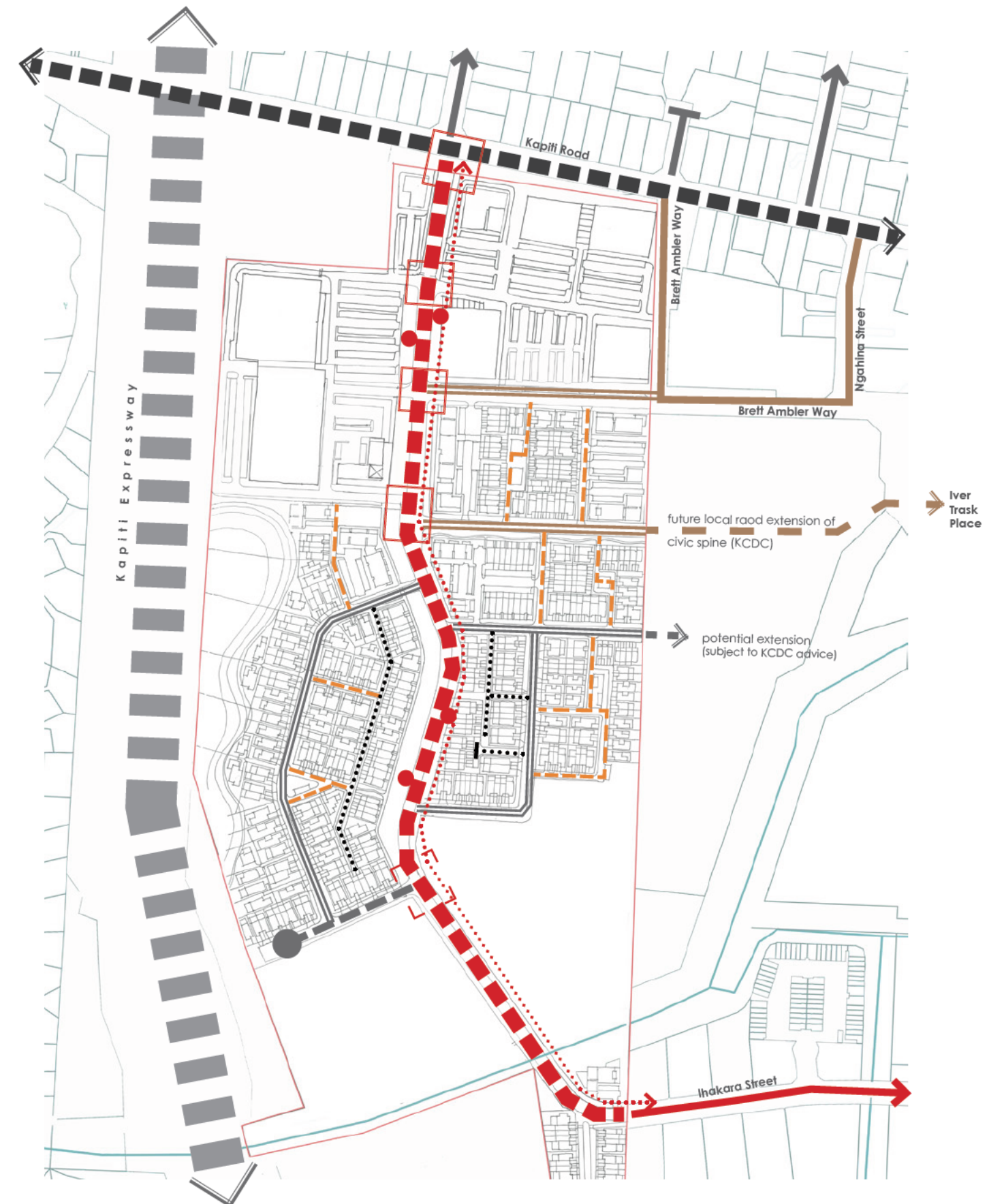
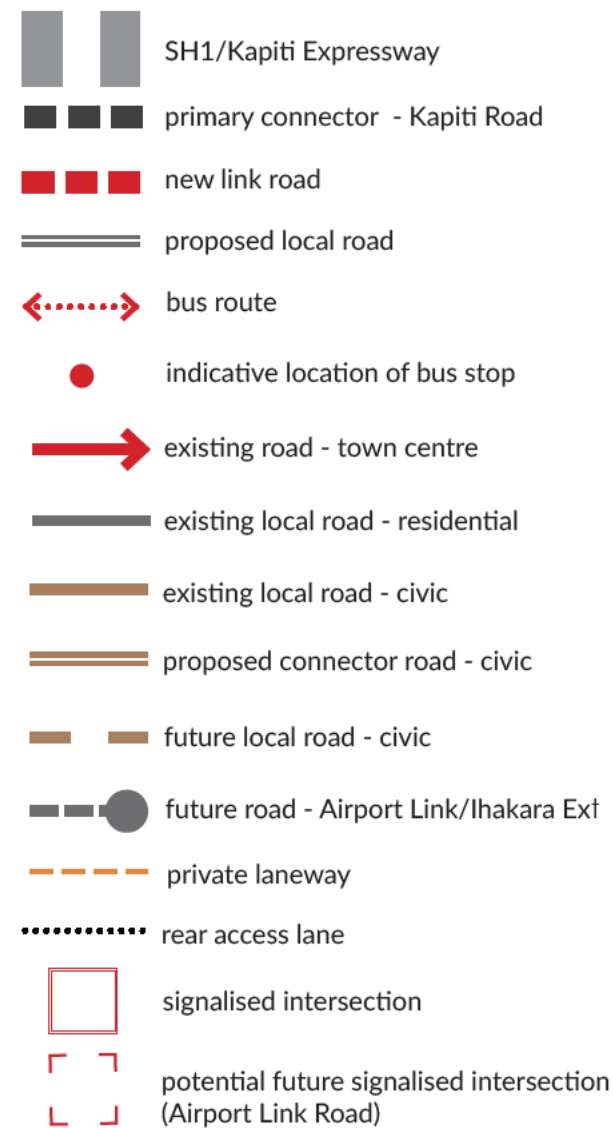


Figure 14. access for vehicles and public transport

PEDESTRIAN + CYCLE



existing shared path on Kapiti Road



inspiration for civic street (Iver Trask Ext)

- existing shared path
- key existing footpath
- proposed shared path
 - internal cycle friendly route
 - along car-free linkage route
 - through passive open space
 - along berm with no vehicle crossings
- existing informal footpath
- potential recreational loop (wetland walk/dune walk) in consultation with KCDC
- pedestrian only link

Note: It is intended for all new local roads to have footpaths of at 1.5m in width and these are not indicated on the adjacent drawing which illustrates key or specific routes only.

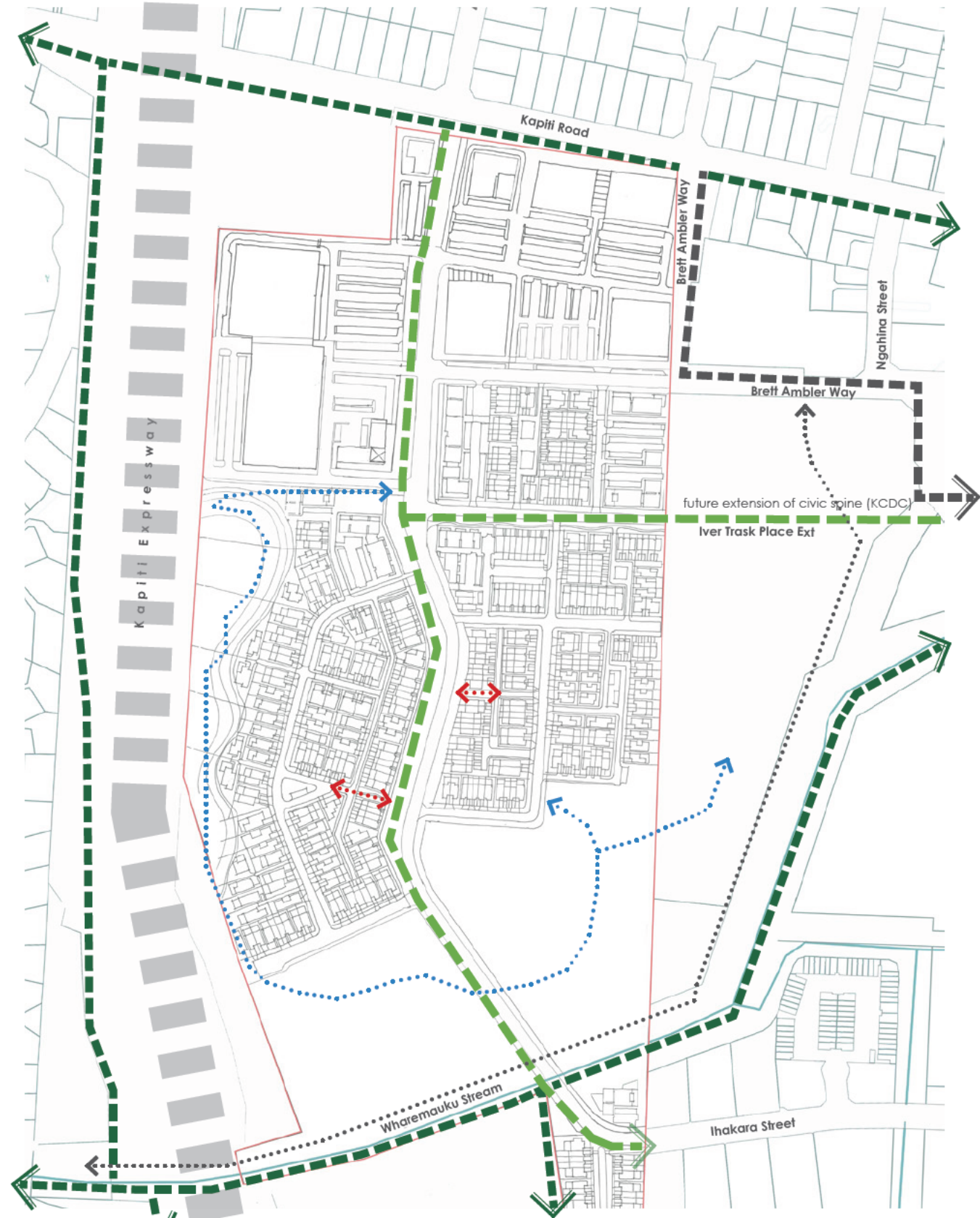


Figure 15. access - key pedestrians + cycle routes

2.3.2 General Land Use and Yield

The proposal includes a diverse range of land uses consistent with a town centre zone including:

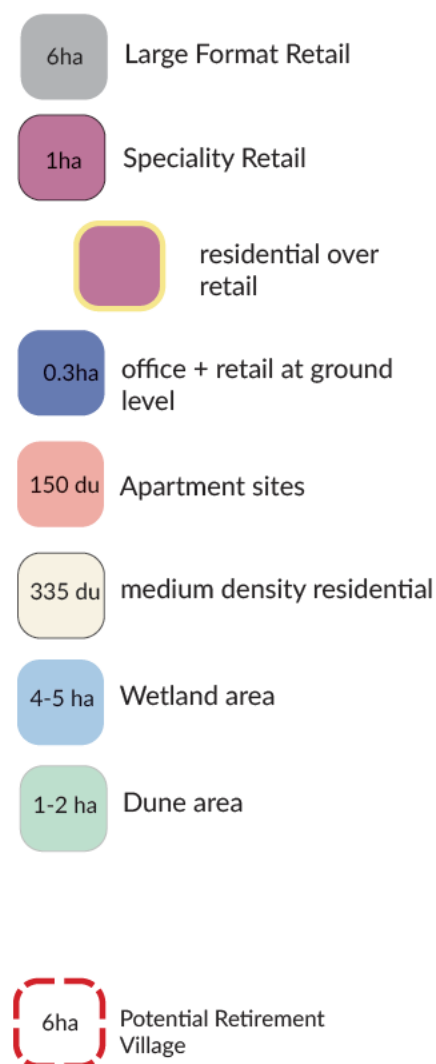
- large formal retail
- speciality retail
- office
- apartment buildings up to 6 storeys high
- medium density dwellings over a range of housing typologies

The location/distribution of these uses has been informed by:

- the physical characteristics of the site
- the existing and anticipated future structure of the town centre
- the economic report
- best practice urban design

with the following intentions/outcomes:

- transitioning from large building footprints and associated car parking through smaller scale commercial and speciality retail to medium density residential and open space
- promoting legibility of key connections to town centre through mixed uses and higher residential density (and greater building height)
- locating large format retail in highly visible locations and adjacent to high traffic routes which are challenging for residential use/amenity/access and adjacent to the aquatic centre which has a similar scale/built form
- establishing a clear central heart/node which leverages off attraction of large format retail, speciality retail/food + beverage, higher density residential and public open space
- promoting residential amenity by using land form (dune) as a buffer to the Kapiti Expressway
- maximising amenity and outlook over wetland areas for wider public
- promoting gateways/landmarks
- retaining views of Kapiti Island
- futureproofing the ability to establish a retirement village, which is a use considered beneficial for the town centre given the likely high residential density, as well as the current/future market demand and aging community



Note: These areas and dwelling numbers are indicative only and subject to change during detail design.

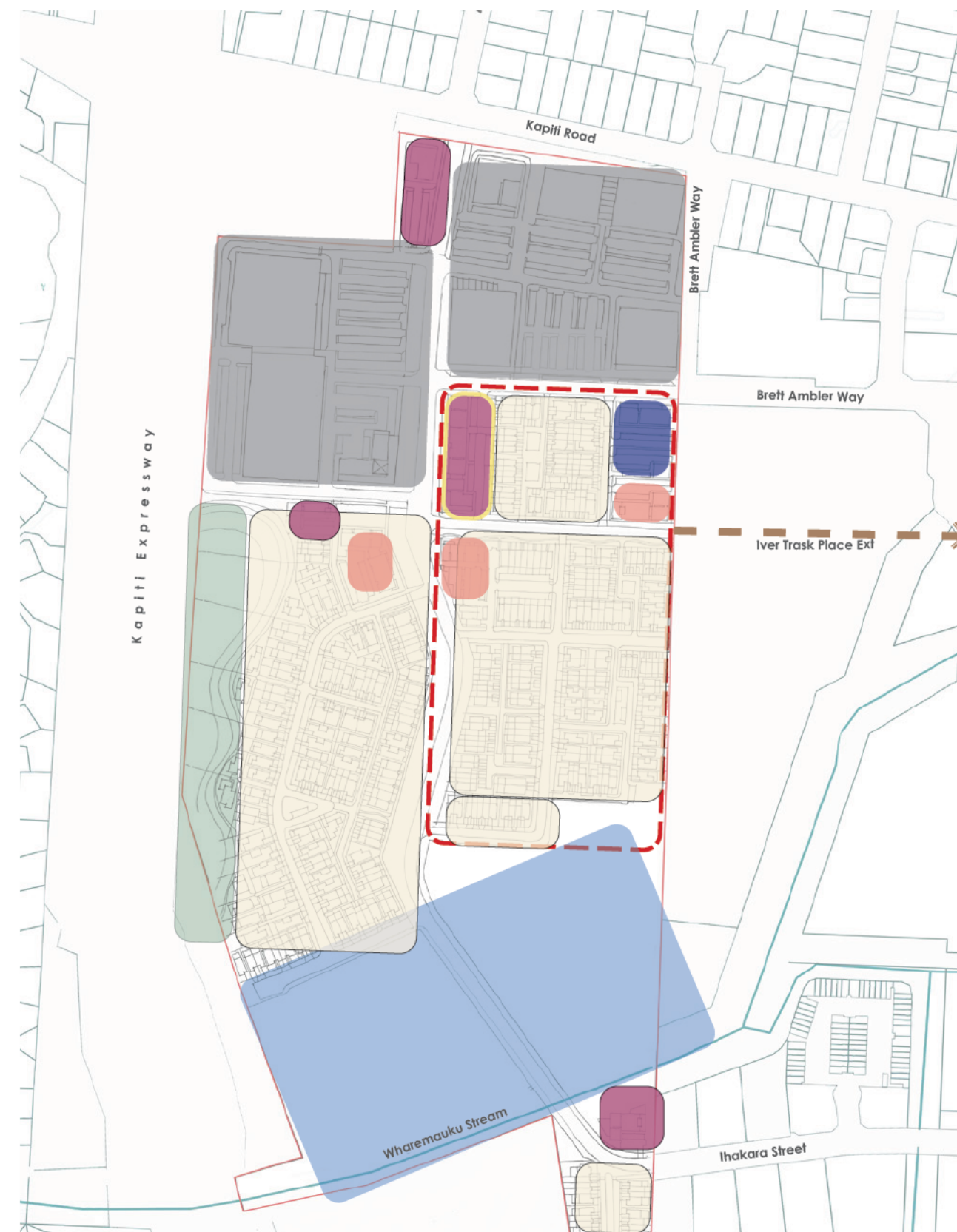


Figure 16. land use/activity

LARGE FORMAT RETAIL

Two areas of approximately 3ha each are proposed which would suit either very large tenants (e.g. Bunnings) or a mix of medium tenants. Both large (+/- 3ha) and medium format retail (+/- 0.1ha) will benefit from visibility to both Kapiti Expressway and Kapiti Road and are located to enable easy/efficient access from the proposed Link Road.

These uses are also sited to minimise their potential visual dominance and impact on pedestrian and/or residential amenity.

At the detail design stage, greater clarity about the future tenants will enable the resolution of:

- access and parking for customers
- how servicing/loading is efficiently provided and without conflict with customer traffic
- the interfaces with Kapiti Road and new Link Road (potentially through landscaping and/or facade design)



SPECIALITY RETAIL

A number of sites are indicated as appropriate for small commercial and retail use, typically neighbourhood scale shops and food and beverage options. These uses are located to benefit from the proximity of large format retail anchors, signal entries, support a neighbourhood centre and meet some of the daily convenience needs of the adjacent community.

These uses are designed to actively front streets or public spaces, including the proposed Civic Square and playground. Proposed building forms can potentially accommodate office or residential use at first or second floor levels.

Retail uses, particularly food and beverage options, are also possible at the ground floor of office buildings or apartments.



Note: These images are indicative only and subject to detail architectural and engineering design.

OFFICE

One site that could be suitable for commercial or office activities has been identified. It is located to transition to the built form of the large format retail, the Coastlands Aquatic Centre and potential future public facilities in this area.

Should it prove viable, retail use at ground floor can support the wide civic area.



APARTMENTS

Three locations are indicated for the development of apartment buildings of up to 6 storeys. The sites have been identified as appropriate for high density development as they would support entries/gateways and help to establish the central core of the development.

If viable, the ground floors of these buildings can accommodate retail or community services. Surface level car parking is anticipated to be provided to support the commercial viability of apartments, and would be located away from street frontages.



Note: These images are indicative only and subject to detail architectural and engineering design.

MEDIUM DENSITY RESIDENTIAL

The development concept employs a range of medium density housing typologies including:

- terraces at single, double or three storeys
- duplexes at single or double storey
- detached dwellings at single or double storey

Where necessary, dwellings utilise rear access when adjoining limited access routes or shared paths.



3 storey terraces with rear access



two storey terraces with rear access



double storey detached dwelling with front car pad



rear lane for terraces



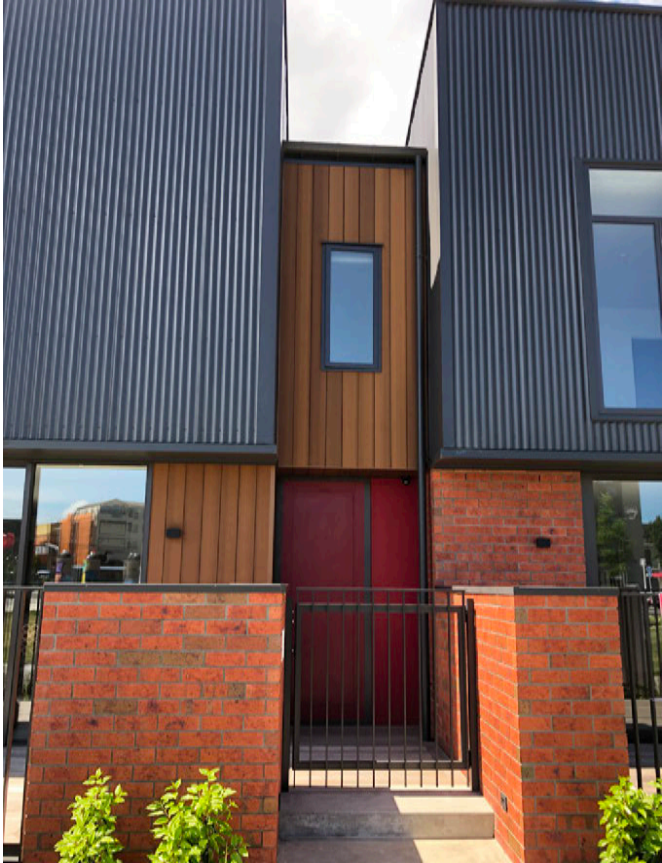
duplex with front access - garage or car pad



single storey duplex with front access



single storey detached with front access garage



narrow terraces with rear access



two storey narrow terraces with front access access

2.3.3 Open Space, Recreation and Landscaping Network

A connected open space network is proposed, underpinned by an ecology-led approach that prioritises the maintenance and enhancement of ecological values. The network comprises:

- the enhanced Wharemauku Stream corridor
- restored, enhanced and/or extended wetland areas
- a new vegetated swale system feeding the wetland
- a public plaza with urban hardscape and potential play space
- a vegetated dune with potential lookout
- a highly landscaped civic street

Further engagement with mana whenua will seek to provide opportunities for cultural expression and recognition of mana whenua values, particularly of the Wharemauku Stream.

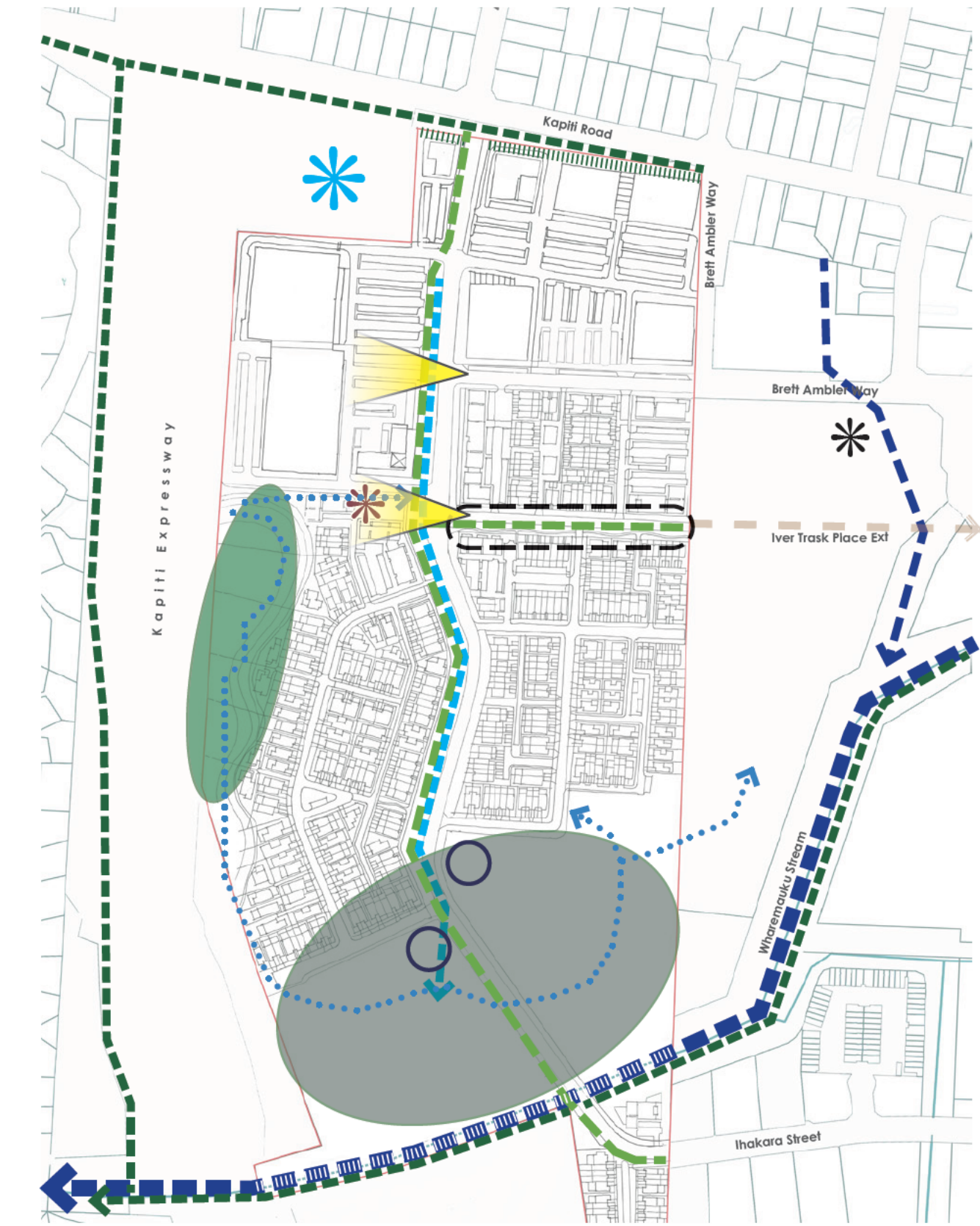


Figure 17. natural network

Note: These images are indicative only and subject to detail landscape and engineering design.



informal play in wetland areas



Iver Trask Ext inspiration



soft landscaping buffer



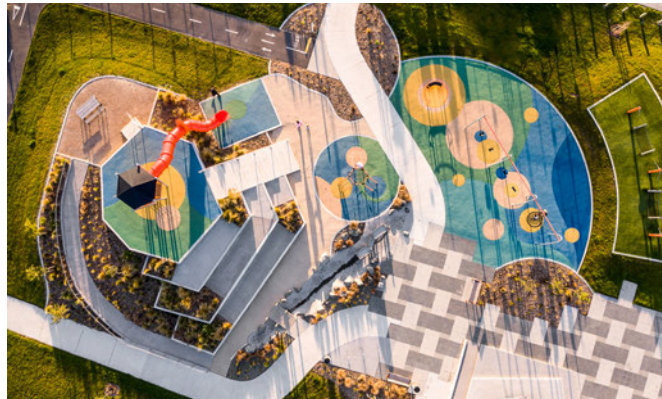
central swale



local playground/plaza



revegetated stream corridor



local playground



stream crossing



local centre plaza



wetland walk



artwork inspiration



artwork inspiration

assessment

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

Urban Design Protocol
MfE, 2005

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

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

3.1 Approach and Methodology

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

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

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

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

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

The documents which are considered relevant assessment frameworks for this urban design assessment report include:

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

Content of the above documents considered relevant to urban design assessment have been reproduced in blue text below prior to assessment commentary.

Given this is a referral application, assessment of urban design outcomes for residential and commercial development is made against only the design principles contained in Appendix 24 and 25 of the Kapiti Coast District Plan. Detailed assessment against the design guidelines will be included in the future fast track consent application.

3.2 National Policy Statement on Urban Development 2022

The overall alignment of the proposal with this high level document is discussed in the application document by Scope Planning. From an urban design perspective, the key direction is considered to be Policy 1 as follows:

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

- (a) have or enable a variety of homes that:
 - (i) meet the needs, in terms of type, price, and location, of different households; and
 - (ii) enable Māori to express their cultural traditions and norms; and
- (b) have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and
- (c) have good accessibility for all people between housing, jobs, community services, natural spaces, and open spaces, including by way of public or active transport; and
- (d) support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and
- (e) support reductions in greenhouse gas emissions; and
- (f) are resilient to the likely current and future effects of climate change

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

- a wide variety of land uses, creating a mixed use environment which promotes walkability and reduces the need for vehicle use
- a variety of residential typologies which will appeal to a range of potential residents
- a new residential catchment which supports the existing town centre, strengthening local economy and employment
- a new residential community with the walkable catchment of the train station, supporting public transport services
- opportunities for commercial and retail development which will strengthen the wider district and reduce need for residents to travel further afield
- a connected and legible street network integrated with the wider transport system
- a shared path network which connects the site to its wider context, enabling safe and convenient walking and cycling
- integration of natural systems and open spaces providing opportunities for cultural expression and recognition of mana whenua values
- a multi-purpose public open space network for the new community and wider district offering recreation opportunities
- a stormwater and flood management area which accommodates weather events, promotes water quality and biodiversity

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

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

MCZ-P1 Metropolitan Centre Zone

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

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

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

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

The structure of the development concept and distribution of these land uses serve to spatially connect to Rimu Road and the civic precinct, Kāpiti Road and Inhaka Road. These connections support active transport modes. The proposal also achieves an integrated and compact urban form, with higher density development and a concentration of activity located around a defined community focal point. A highly connected and legible movement network is provided, integrating with the wider transport system and existing public transport infrastructure. The distribution and design of land uses ensures compatibility between residential, commercial and open space activities, while maintaining the primacy of Precinct A. The proposal incorporates a large, consolidated and multifunctional stormwater management and wetland area that delivers flood storage, ecological enhancement, and amenity values, alongside recreational opportunities associated with the Wharemauku Stream and wider open space network.

MCZ-P2 Metropolitan Centre Zone Precincts - Precinct C

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

Precinct C will be developed in the following manner:

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

The new Link Road and future local roads are proposed to link to key surrounding town centre connector roads and destinations and accommodate a shared path which is devoid of

private access/driveway crossings which supports safety and amenity. More broadly, the proposal reinforces the sub-regional role and vitality of the Metropolitan Centre by providing a complementary mix of commercial, retail and residential activities that support, rather than compete with, the core functions of the wider centre. The distribution and design of land uses ensures compatibility with surrounding precincts, including maintaining the primacy of Precinct A.

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

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

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

A landscaped interface treatment is proposed along the Kāpiti Road frontage to support good visual outcomes along the road as well as soften views of the development from existing residents on the northern side of Kāpiti Road.

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

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

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

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

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

- the establishment of complementary activities, including commercial and residential activities (excluding industrial and retail activities), will be provided for where activities remain compatible with the role and function of Precinct A as the primary retail and commercial core of the Metropolitan Centre Zone;
- allowance for retail activities will be limited in type and scale, to ensure adverse effects on the vitality and viability of the Metropolitan Centre will not be significant;

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

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

A variety of medium and high residential typologies is proposed, including compact detached dwellings, duplexes and terraces, and apartments up to 6 storeys.

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

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

MCZ-P6 Intensification of Centres

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

- does not undermine the role, function and viability of other higher or similar centres;
- is consistent with the identified role and function of the centre;
- increases the range of compatible and complementary land uses and activities within the centre;
- supports a high level of access and connectivity within the centres and between the centres, recreational and residential areas;
- contributes to a high amenity environment and provides a strong sense of place; and
- supports increased residential living opportunities, where appropriate.

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

and

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

From an urban design perspective, the proposal aligns with Policy MCZ-P6 by delivering a compact, mixed-use and well-connected extension to the metropolitan centre that reinforces its vibrancy, vitality and functionality. The integration of commercial, residential and open

space uses, together with a legible movement network and a strong community focal point, contributes to a high amenity environment and a distinctive sense of place. Overall, the proposal supports intensification in a manner that is consistent with the role of the centre, enhances its efficiency and accessibility, and delivers a coherent and well-functioning urban outcome.

MCZ-P7 Housing in Centres

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

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

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

In line with the option for a retirement village supported by this report, the development concept illustrates how such a facility could be accommodated within the same spatial structure. Such a land use typically includes a good proportion of apartments which can still serve to support the proposed community heart/destination as well as benefit from the proposed open space network.

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

MCZ-P8 Urban form and design of centres

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

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

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

Even though the housing market has diversified over the last few years, demand for apartments (that are not part of a retirement village) is considered limited (refer to Economic Assessment). As such, a high proportion of the proposed dwellings are in the duplex and terrace typology, with three sites identified for apartments, likely to be developed towards the end of the delivery programme. While buildings of up to 15 storeys are enabled within the MCZ, this does not create an expectation that such heights will be delivered uniformly or at the outset. The proposed urban form represents a deliberate and appropriate response to short and medium term market conditions, staging considerations, and urban design outcomes. The predominance of terrace and duplex housing supports efficient intensification while enabling the delivery of a cohesive, human-scaled environment. Importantly, the spatial structure retains the ability to accommodate higher density development, including apartment buildings, if future demand dictates.

MCZ-P9 Connectivity to and within Centres

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

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

The proposed Link Road and future proposed local road will function as the primary connectors to the existing town centre. The primary function of the Link Road is to carry/distribute wider town centre traffic (and a bus route) and therefore is proposed to have significant capacity, signalised intersections and limited access for individual sites. While still a key connector to town centre/ civic precinct and train station, the future local road connecting with Iver Trask Place is proposed to balance its movement and place function, managing traffic volumes and speed while prioritising pedestrian and cycle amenity and amenity landscaping.

Provision has been made to future-proof a new Airport link Road.

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

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

The proposal includes a wide range of future land uses and activities and distributes them in a way that promotes legibility, economic efficiency and adjacency and residential amenity.

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

As above - the Link Road provides for both "through traffic" and new activities along with a bus route and active mode pathways. The proposed future local road connecting to Iver Trask Place provides for all travel mode connection to the existing civic precinct, Rimu Road and onwards to the mall and train station.

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

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

- missing transport links will be completed;

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



Figure 18. active transport - destinations and connections

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

While the proposed Link Road is anticipated to carry significant traffic/through traffic volumes, it is designed to be a high amenity route, with the adjacent swale, active frontages and regular crossing points.

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

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

3.4 KCDP - Appendix 6 - Crime Prevention Through Environmental Design

1 Access: Safe movement and connections

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

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

2 Layout: Clear and logical orientation

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

3 Activity mix: Eyes on the street

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

4 Sense of ownership: Showing a place is cared for

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

- people who feel ownership of a place are involved in defining its identity.

5 Quality environments: Well designed, managed and maintained environments

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

Many of these design aspects/outcomes can only be assessed at detail design stage, but at this conceptual level and neighbourhood scale, the proposal has the following characteristics which promote safety:

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

Further design at the fast-track consent stage will involve a wide range of built environment professionals as well as engagement with relevant stakeholders.

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

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

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

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

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

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

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

Stormwater management areas have been integrated in the masterplan concept and will be highly integrated assets with the development. The extent of the proposed stormwater management area aligns closely with that of the Structure Plan Map. A central swale adjoins the Link Road, as indicated on the Structure Plan Map and leads to the consolidated wetland area which is actively fronted by adjoining residential use.

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

Walkways through the wetlands and potentially the development of Whale Song will promote passive recreation and use of this area. A shared pathway is proposed along the central swale and there are opportunities to allow public access to the dune.

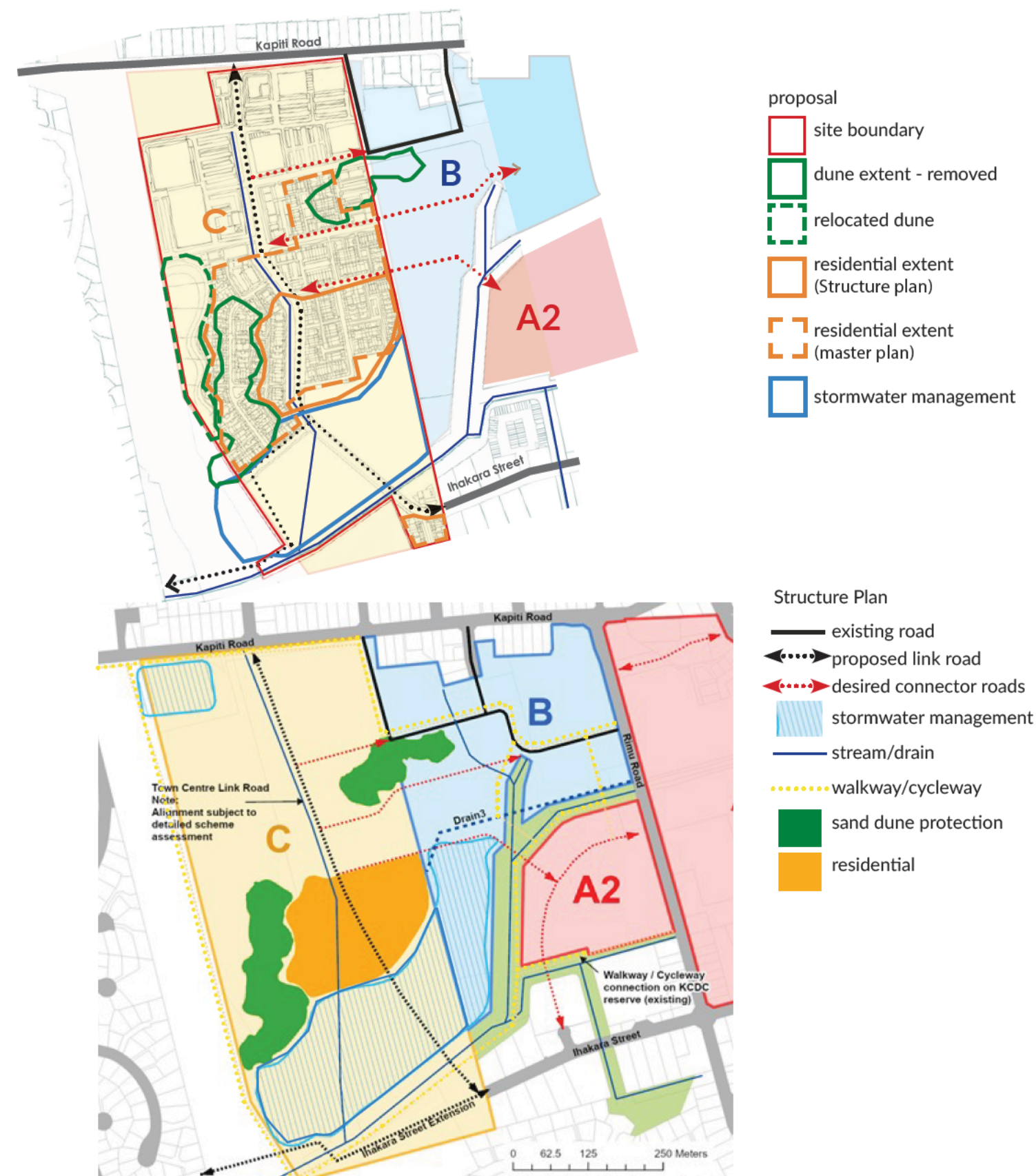
- Increased connectivity (the road, cycle and walkway network) throughout the area which does not impede proposed link roads and desired connector roads shown on the Structure Plan;

All "desired connector roads" on the Structure Plan Map have been included in the proposed masterplan. Walkways along the Wharemauku Stream, Kapiti Road and Brett Ambler Way/Iver Trask Place have been incorporated into the masterplan. The walkway along the eastern side of the Kapiti Expressway has not been proposed as it lies outside the application site area, but this connection has not been precluded.

The future Ihakara Street Extension/Airport Link Road is proposed with a slightly different alignment which avoids a second stream crossing and is considered to meet the same purpose.

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

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



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

The proposed Link Road is a key structuring element of the proposed masterplan and is intended to prioritise traffic flows/capacity.

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

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

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

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

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

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

The only points of difference between the proposed masterplan and the Structure Plan Map is the retention and/or protection of the sand dunes.

The Landscape and Visual Assessment (DCM Urban 2023) that supported an earlier earthworks consent assessed the value of the dunes and the effects of moving and/or modifying them.

“Overall, it is considered that the topography has a moderate-high sensitivity to change given the modification which has occurred already but also noting the role the dunes play in contributing to the site's landscape character. The character of the receiving environment

is open and largely undeveloped. The site itself has an undeveloped, urban-fringe character with open fields, limited vegetation of note, the Wharemauku Stream, wetlands and remnant dune forms. However, the character of the wider receiving environment is considered to be in transition to one which is fully urban. The proposed development modifies the landscape from one that is open and undeveloped in character to one that is still open but is structured to allow for future urban development (later stages). Aspects of natural character can and will be maintained through the modification of the dune forms, the enhancement of the Wharemauku Stream corridor, the modification of wetlands, and landscape planting.

Within the immediate site, the dune forms have a greater effect on the site's Landscape character. The eastern dune is 10m above the surrounding topography, however it is only visible from a small catchment – most views are screened by intervening vegetation or built structures. Its removal is therefore considered to have a Low-moderate effect on the site's Landscape Character.

The proposal will also modify the western dune and the overall footprint of the dune will be reduced and relocated. However, from most vantage points, once the new dune is planted any changes will be less apparent, resulting in a Low-Moderate change. Changes to the sand dune formations are proposed with the main dune adjacent to the expressway being reshaped and the eastern dune being removed. The reshaped dunes will still extend above the height of the expressway to provide a buffer between the site and the road but the inland side of the dunes will be reduced with a more uniform slope created. With localised shaping and contouring combined with planting, the dunes can still appear as a natural landform.”

Given this assessment, and having regard to the strategic importance of the site within the Metropolitan Centre, the modification and partial removal of the dune landforms is considered supportable from an urban design perspective. While this represents a departure from the Structure Plan, it enables a more efficient and integrated urban form that better supports the role and function of Precinct C. Importantly, the masterplan reinterprets the dune landform to contribute to landscape character, while the establishment of a large, accessible wetland and open space network provides an enhancement to the site's ecological, recreational and amenity values.

Overall, the proposed masterplan aligns closely with the key elements and intent of the Metropolitan Centre Zone Structure Plan, with any areas of difference being well-justified by the relevant project team experts, and resulting in improved urban design, connectivity, and functionality outcomes for the centre.

Mixed use activities in centres

Business and residential land uses in the masterplan are generally separated into clusters. That said, the central block between Brett Ambler Way and the proposed local road connecting to Iver Trask Place is proposed as a mixed use block, with retail, office and high and medium density residential use.

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

The proposal includes a variety of land uses across a large area. (approximately 28ha). It is impractical to expect all streets in this area to be lined with active business frontages; there is insufficient demand for speciality retail. In addition, large format retail has been identified (by the Economic Assessment) as key to supporting both the town centre and the wider district, and this commercial typology does not generally deliver significant active ground floor frontages.

Given the likely feasible types of business, the masterplan seeks to cluster active ground floor uses along key routes and to support future public open spaces. As such, active business frontage is anticipated along some portion of the Link Road, adjacent to the proposed public open space, where it can leverage the attraction of the large format retail or where it can contribute to a gateway location.

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

The predominant medium density residential demand Paraparaumu is for fee simple typologies, typically duplexes or terraces. However, provision has been made to accommodate dwellings over retail units fronting the Link Road where they would have good outlook towards the west and Kapiti Island.

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

The micro-neighbourhoods in the masterplan are based on a predominantly north-south road network which promotes dwellings with either an east or west orientation. North facing dwellings have been avoided as this results in south facing living spaces unless they are located to the front and adjacent to the street where they can lack privacy (unless living space is located above ground level). The minimum vacant lot size used for the masterplan is 200m² which can accommodate a detached or duplexed dwelling with adequate site area for outdoor space.

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

This aspect will be explored, resolved and assessed at detail design stage.

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

The Link Road is a key connector providing access to all proposed uses in the masterplan and it is anticipated that some parking areas will be adjacent to it given the nature of large format retail which requires customer parking to be provided at the front.

Residential development fronting the Link Road will have rear access as this is a restricted access route. As such, parking for dwellings adjoining the Link Road will be screened behind buildings.

Urban form and integration with infrastructure

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

The Economic Assessment has detailed the viable uses for the site which includes large format retail, speciality retail/office and residential, with an option for a retirement village. These uses have very different scales and built form requirements and uses have been located to create clusters of uses to enable efficient servicing and promote legibility and amenity.

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

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

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

The Masterplan integrates with the adjacent public facilities and supports the extension of the current civic precinct.

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

The proposed Link Road supports a bus route and the indicative location of bus stops will be confirmed at detail design stage. The spatial structure of the plan supports connection to the train station.

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

The interface with Kapiti Road is proposed to be landscaped to mitigate any potential visual effects of large format retail uses. The modified dune will buffer residential development from the Kapiti Expressway.

Built form, streetscape and sense of place

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

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

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

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

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

This aspect will be explored, resolved and assessed at detail design stage.

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

The masterplan seeks to cluster smaller built forms and various uses around a centrally located public open space.

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

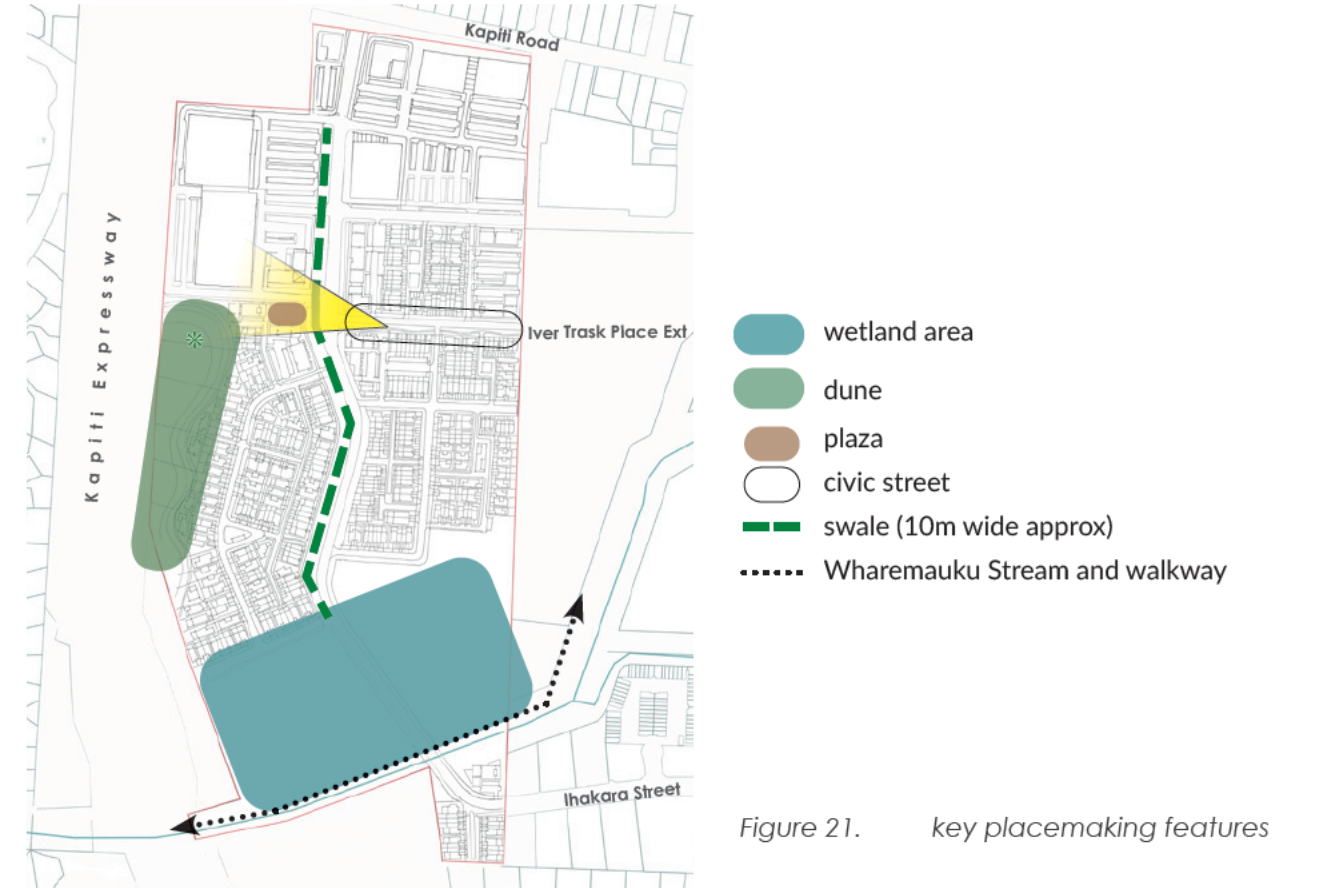
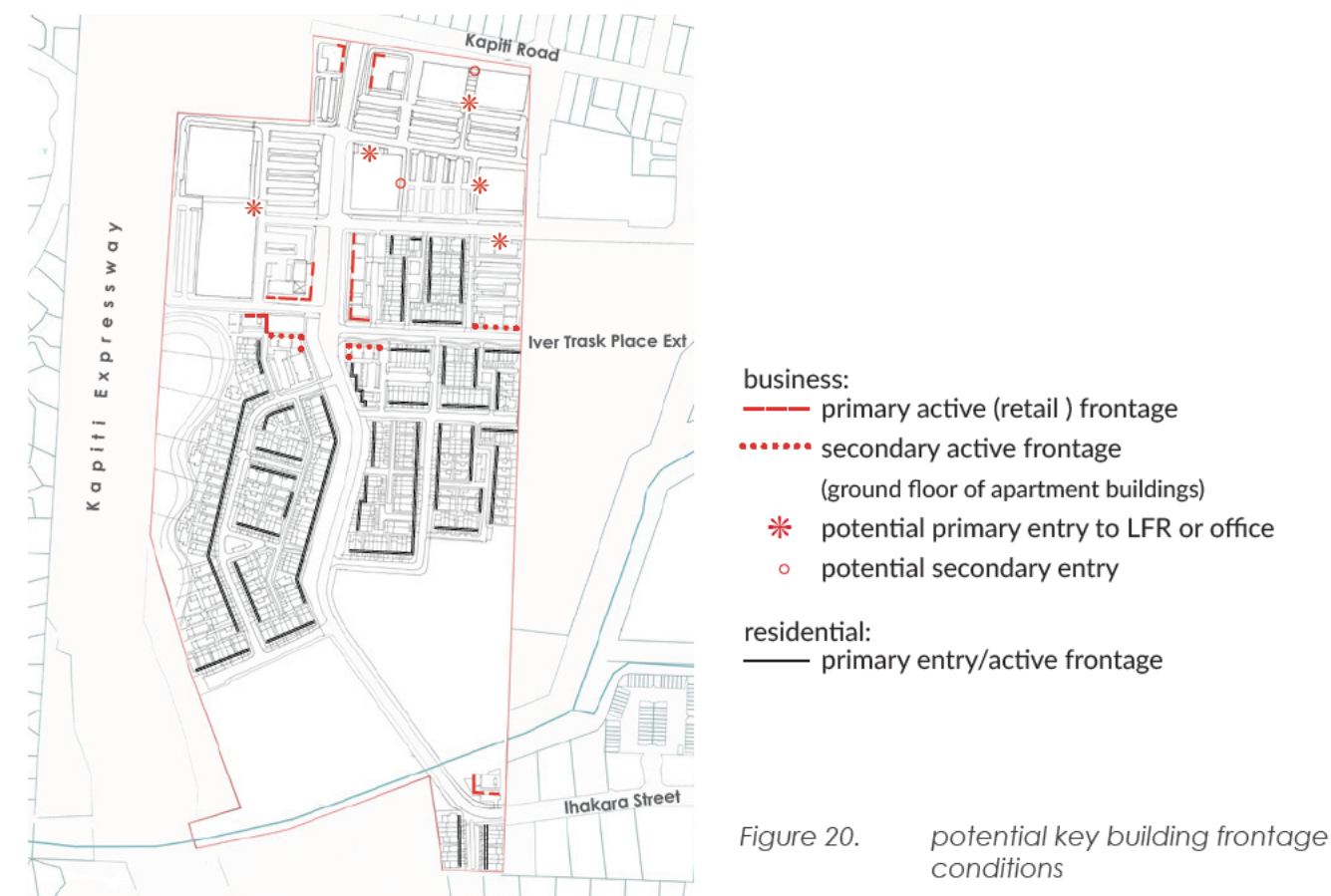
This aspect will be explored, resolved and assessed at detail design stage.

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

This aspect will be explored, resolved and assessed at detail design stage.

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

These aspects will be explored, resolved and assessed at detail design stage. It is noted that not all streets in the masterplan area can be aligned with the above principles as, given their uses and the scale of the development (and the variety of land uses anticipated in the MCZ Structure Plan), they are not proposed to function as true town centre streets.



As part of assessing the overall outcomes for commercial and residential use on the site, Appendix 24 and 25 have a significant overlap with respect to design principles so are combined for assessment. Given this assessment is only intended to inform the referral application at this stage, a detailed assessment of the proposed commercial and residential typologies and outcomes against the respective Design Guidelines will be included as part of the substantive application.

PROVIDE FOR VARIETY AND CHOICE

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

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

Please refer to Figure 20 which illustrates the anticipated street and public space interfaces for built form.

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

While residential use is located predominantly in the southern portion of the site, apartments and terraces are located within the block between Brett Ambler Way and the proposed local road connecting with Iver Trask Place. These units are located to focus on internal amenity spaces as well as front Iver Trask Place. There are also dwellings provided for above retail units which front the new Link Road.

- Provide for a range of dwelling sizes and types

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

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

These aspects will be explored, resolved and assessed at detail design stage.

INTEGRATE WITH PUBLIC REALM AND SURROUNDINGS

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

The proposed Link Road and local road connecting to Iver Trask Place include dedicated shared paths which are free of individual vehicle accesses. The proposed plaza and wetland area are well connected to the shared path network. provision is made for an additional multi-modal access to KCDC land which may include publicly accessible open space and/or public facilities.

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

The masterplan illustrates local roads (and potentially the future Airport Link Road) adjoining the

wetland area which provides for active frontage, passive surveillance and easy access for the wider community.

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

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

- Consider the potential for development on neighbouring sites

There is essentially only one neighbouring development site and the masterplan future proofs connections to this adjacent land owned by KCDC through Iver Trask Place as well as an additional local road connection.

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

These aspects will be explored, resolved and assessed at detail design stage.

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

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

PROVIDE APPROPRIATE BUILT FORM AND DESIGN

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

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

- transition from large footprints in the north, through to a mix of building forms in the centre and smaller residential typologies in the south
- place larger, less sensitive uses adjacent to the expressway and Kapiti Road
- provide a landscape interface to manage the effects of building scale on properties to the north of Kapiti Road
- transition to and echo the existing scale of the Aquatic Centre and potential future facilities on Brett Ambler Way
- Use design features such as modulation, articulation, building materials and colour to integrate the built form into the surrounding area and provide visual interest

These aspects will be explored, resolved and assessed at detail design stage.

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

These aspects will be explored, resolved and assessed at detail design stage.

CREATE A COMFORTABLE AND SAFE ENVIRONMENT

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

Detail design will address these aspects of built form, but at high level, the proposal provides for the needs of a wide range of people by including:

- sites/housing typologies that can suit families
- sites/housing that can accommodate single level dwellings suitable for elderly and/or those with access limitations
- public open space which can appeal to all people, including a play space and passive walking trails
- the option to accommodate a retirement village

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

A variety of public spaces are proposed including a plaza, play space, dune walk and wetland walkways. All dwellings are anticipated to have private outdoor space, either at ground floor level or as a balcony. This detail will be resolved and assessed at detail design stage.

- Orientate outdoor living spaces and buildings to maximise solar benefits

Individual outdoor spaces will be resolved and assessed at detail design stage. However, the spatial layout of the masterplan promotes blocks with orientations that maximise solar access (i.e. east or west facing private outdoor areas or north or west facing balconies).

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

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

PROVIDE FOR AN ACTIVE STREET EDGE

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

These aspects will be explored, resolved and assessed at detail design stage.

The masterplan adopts a targeted approach to active street edges, concentrating retail and commercial activity in key locations such as the community heart, corners and gateways, where it can be most effective and sustained. Elsewhere, residential development provides activation through front doors, habitable windows and balconies, supporting passive surveillance and a safe, engaging streetscape. Along the proposed local road connecting to Iver Trask Place, residential interfaces are designed to balance privacy and outlook while maintaining visual connection to the street.

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

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

The masterplan incorporates the enhancement of the Wharemaukau Stream and the establishment of new wetland areas. The existing drain in the central part of the site will be transformed in to a 20m wide vegetated swale alongside the Link Road which adds a strong linear green element through the site, connecting to the wetland area.

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

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

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

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

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

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

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

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

Medium and high density is an integral part of the proposed development and will support the economic growth of the town centre as well as provide 24/7 occupation.

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

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



Figure 22. Indicative concept for east-west link. Please note: this is a concept only to illustrate the potential for the proposal to support this civic spine which is also subject to KCDC aspirations and intentions

4.0

conclusion

The proposed masterplan can direct appropriate detailed design and ultimately a development which exhibits good urban design outcomes.

In summary, the concept plan:

- is the result of a collaborative concept design process, informed by preliminary/desk top input from a wide range of technical experts;
- provides for a logical extension of the existing town centre and is an appropriate response to location, context and site specific opportunities and constraints;
- provides a mix of viable land uses across a spatial layout which is legible and walkable;
- incorporates an integrated wetland and flood management area that also functions as publicly accessible open space, delivering ecological enhancement, stormwater management, and pedestrian and cycle connections to the Wharemauku Stream corridor and wider network;
- supports active travel modes, passive heating/cooling and low impact engineering to promote an environmentally sustainable development and lifestyle;
- aligns with, and provides some flexibility for, potential development opportunities for Kapiti Coast District Council and Whale Song; and
- is consistent with relevant statutory policy and direction, particularly the Structure Plan and associated design principles.

Overall, the proposal delivers a coherent, well-connected and mixed-use urban environment that supports the role and function of the Metropolitan Centre and achieves positive urban design outcomes. As such, the proposal is strongly supported from an urban design perspective.



For: New Central Park Ltd

Prepared by: Urban Acumen Ltd

