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HERRIOT
MELHUISH
O'NEILL
ARCHITECTS



*23.**03*** Kapiti Road
Architectural Design Statement
Resource Consent
October 2026

athfieldarchitects.co.nz

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Geotech	**Torlesse Limited**
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Ecology	**Bioresearches**

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1.0 INTRODUCTION
BACKGROUND

Purpose and Scope

- Describe the proposal.
- Identify the relevant design outcomes and guidance points in the Design Guide.
- Explain how the proposal responds to each relevant outcome and guidance point.
- Where relevant, describe any alternative approach used to achieve a design outcome.
- Explain why any design outcomes or guidance points are not relevant to the proposal.

Proposal Overview

The proposed town-centre development occupies currently undeveloped land within the Kāpiti Coast District Council Metropolitan Centre Zone. The plan has evolved through an iterative design process since April 2023, allowing the development to respond to the local context and the intentions of the operative structure plan.
The proposal introduces a diverse mix of built form and landscape treatments that complement existing infrastructure, including Coastlands Shopping Centre, retail along the former State Highway 1 corridor, and light-commercial development on Rimu Road, Ihakara Street and Kāpiti Road.
It is also intended to support and complement existing and proposed community facilities and open spaces on Council-owned land.

Structure Plan Response

- A wetland area associated with the Wharemauku Stream, providing flood storage and supporting a wetland ecosystem.
- A hill or dune landform retained and protected for the future.
- A residential neighbourhood located between the wetland, the hill landform and the denser town centre.
- A denser, mixed-use town-centre precinct.

Coordinated Design Decisions

- Provide a major link road through the site between Ihakara Street and the Arawhata Road–Kāpiti Road intersection.
- Connect the link road to adjacent Council-owned town-centre streets, enabling future links to Iver Trask Street and Brett Ambler Street and the wider street network.
- Integrate stormwater routes and drainage with similar features on Council-owned land.
- Create a complementary mix of activities that gives effect to the structure plan: a mixed-use centre, a compact residential neighbourhood framing recreation and landscape reserves, and large-format retail along Kāpiti Road.

Coastal Character: Landform, Streets and Housing

Early workshops drew on the experience of team members who have lived in the area. They described its twentieth-century transition from rural land to a progressively suburban environment. The earliest roads reflected the land uses and natural features of their time.
Roads often separated functional areas, followed drains or property boundaries, and terminated at destinations or corners. At a neighbourhood scale, residential drives traced water features and crossed steeper ground, while houses were designed to work with those conditions.
Later subdivisions tended to flatten the landscape and fill low-lying areas, producing a more artificially imposed pattern.
By contrast, the proposed road, street and lane network responds to landform rather than ignoring it. Where natural features have previously been altered, the design modifies or recreates them to acknowledge watercourses and raised ground. Housing typologies are then tailored to these distinct settings.
Hillside houses recall the way early coastal settlements occupied dunes, using direct accessways and foundations suited to sloping ground. Wetland-facing houses draw on beach and lakeside precedents, with raised living areas focused toward the naturalised landscape, often opposite the street entrance.

Housing Mix

- One-, two-, three- and four-plus-bedroom homes.
- Accessible single-level, split-level, two-storey and occasional three-storey formats.
- Detached houses in premium locations.
- Apartments in the more intensively developed town centre, close to transport.
- Townhouses defining precinct edges and denser streets.
- Courtyard and semi-detached housing integrated with precinct lane networks.

2.0 THE DEVELOPMENT
PRECINCT DESIGN STRATEGY

The development is organised as a series of character-led precincts. Each precinct responds to its existing and emerging edge conditions while contributing to the shared objectives established through workshops and the relevant planning framework.

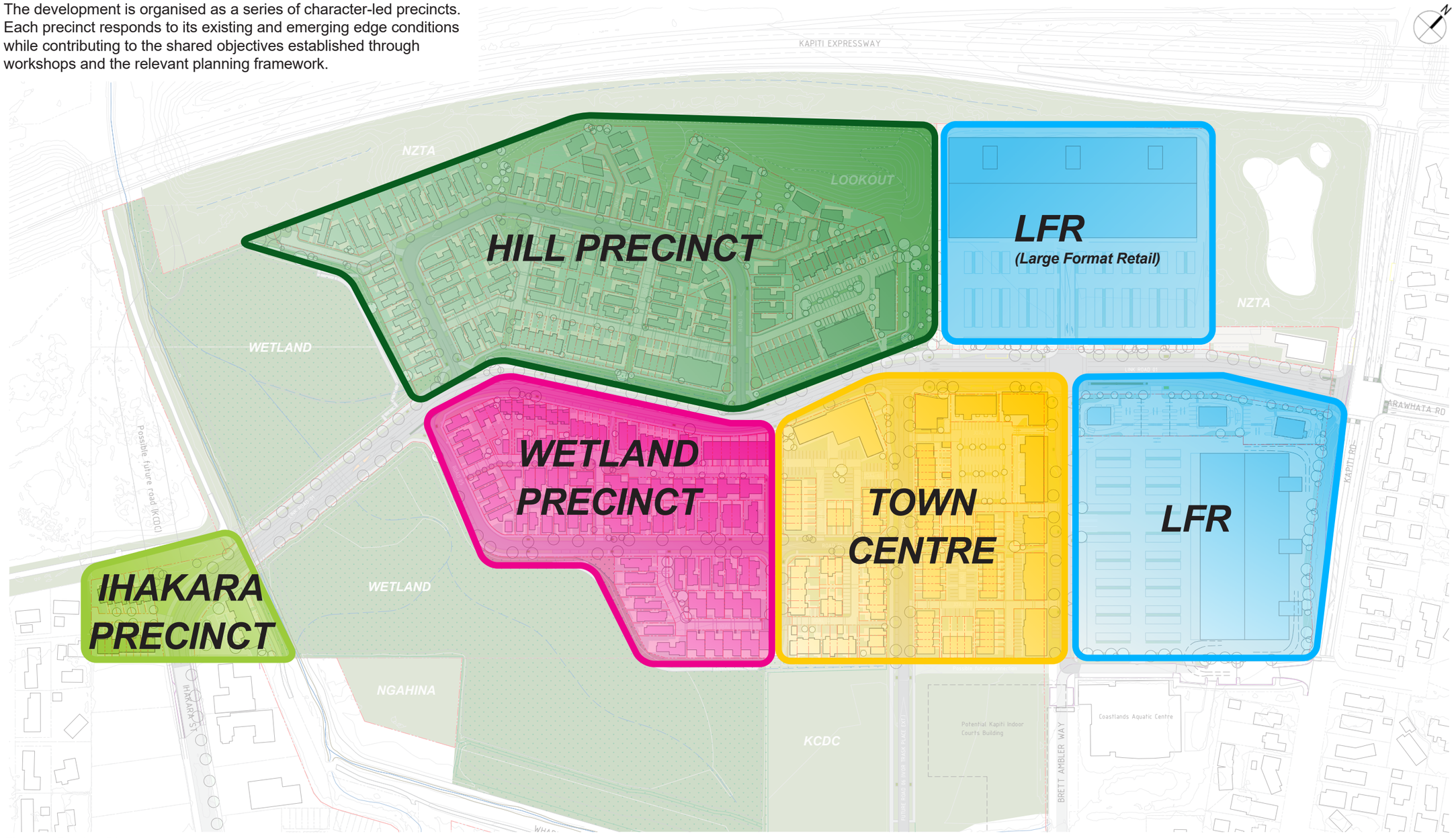


Fig 1. *Precinct Diagram*

3.0 HILL PRECINCT
DESIGN STRATEGY

Hill Precinct — Residential
The existing sand dunes will be reshaped to support effective development while retaining a strong landform identity. With mature planting, the reconstructed hill will reach a height comparable to local dunes and form a landscaped buffer between the Kāpiti Expressway and the town centre.

Purpose of the Hill Landform
- Create a distinctive coastal amenity in an area where landforms have often been flattened. The recreation reserve and hillside housing will gain views west to Kāpiti Island and the coast, and east toward the Akatarawa Forest Park and proposed wetland park.
- Provide a landscaped screen between the expressway and the adjoining precincts.
- Echo coastal neighbourhoods in Paekākāriki, Raumati and Waikanae, where houses set within dunes create varied and distinctive built forms.
- Establish landscape covenants and recreation reserves across much of the recreated hill, with tracks linking the mixed-use precinct to the north and the wetland precinct to the south.

Housing Response
- Hill houses are designed specifically for sloping ground, generally on eastern slopes. Selected western corners capture afternoon sun and sunset views, while stepped roof forms follow the terrain.
- Flatter eastern and southern edges address the drainage swale and wetland landscape, adopting characteristics of the Wetland Precinct.
- At the north-eastern corner, where the precinct meets the main junction and mixed-use centre, building scale increases as the dune form diminishes. Taller buildings gain outlooks to the east, west and south.



Fig 2. *Hill Precinct Diagram*

4.0 WETLAND PRECINCT
DESIGN STRATEGY

Wetland Precinct — Residential
This precinct is framed on three sides by wetlands, the link road and the drainage swale. Housing helps define these edges and is designed for the flat ground beside a landscaped embankment that descends into the wetland reserve.
The wetland reserve and swale form a coordinated ecological, landscape and infrastructure system across NCPL and KCDC land south of the Metropolitan Centre Zone. They are part of a wider strategy for the low-lying land along the Wharemaukū Stream. The wetland is approximately 2.5 metres below surrounding ground and may be inundated during high-rainfall events. Its primary purpose is to provide ecological compensation for the loss of existing wetlands associated with the development, while also providing complementary flood storage, landscape and recreational benefits

Purpose of the Wetland
- Provide ecological compensation for the loss of existing wetlands, creating and restoring indigenous wetland habitat in an ecosystem type affected by habitat loss.
- Support the establishment of a functioning wetland ecosystem, with indigenous planting and habitat for native wetland species.
- Provide flood storage alongside other designated catchment areas, reducing impacts on surrounding residential and commercial land.
- Support the enhancement of the stream network and its ecological values.
- Offer a distinctive visual and recreational amenity that complements the elevated outlooks of the adjoining hill land, while maintaining the primary ecological function of the wetland.
- Form an attractive outlook and landscaped edge for residents of the Wetland Precinct and surrounding neighbourhoods.
- Provide opportunities for walking and cycling along the wetland margins, linking with other precincts, KCDC community facilities, and existing neighbourhoods and other precincts.

Housing Response
- Along the edge, some houses have road access while others sit back at the top of embankments. Homes overlooking the wetland face the reserve, providing passive surveillance of the path network.
- Further inland, houses use roof decks or raised rooms to retain varied views to and from the wetland. Courtyard homes served by lanes prioritise private outdoor space and low-speed shared access.
- Along the Link Road, courtyard housing transitions to two- and three-storey townhouses. These buildings form a protective edge to busier streets while maintaining a quieter internal precinct environment.



Fig 3. *Wetland Precinct*

5.0 TOWN CENTRE / MIXED USE PRECINCT
DESIGN STRATEGY

Town Centre Precinct — Mixed Use, Residential, Commercial and Retail
North-west of the Hill and Wetland Precincts, the town centre forms the heart of the development. It comprises two large blocks on either side of a new street intended to connect with Iver Trask Street. Once completed, this route will link the development to Rimu Road and Coastlands through Council land containing the library, aquatic centre and Council offices. Coordination with Council also allows for a potential indoor sports centre and associated outdoor space.

Unlike the landscape-led residential precincts, this area is shaped principally by movement and connection. Its streets and lanes provide distinct experiences and practical access functions.

Urban Form and Uses
- A consistent urban form and density aligned with the Metropolitan Centre Zone.
- A mix of retail, hospitality, commercial and residential activity.
- A continuous street wall, articulated by lanes leading to internal parking areas and courtyards.
- Buildings that step up toward the junction of the Link Road and town-centre street, creating a clear hierarchy and focal point.
- Larger corner buildings whose height provides outlooks toward Kāpiti Island, the hills and the wetland.



Fig 4. *Town Centre Precinct Diagram*

5.0 TOWN CENTRE / MIXED USE PRECINCT
DESIGN STRATEGY

Taller Buildings in the Town Centre
Three taller buildings mark the point where the Hill Precinct meets the Mixed-Use Precinct at the primary intersection leading to Iver Trask Place. Their stepped heights reinforce the junction of the Link Road and town-centre street, establishing a clear urban hierarchy and focal point.

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

M1 - 36.5m / 10 Storeys
The tallest building occupies a focal position at the south-western corner of the Mixed-Use Precinct. It is 36.5 metres high and contains 10 occupied storeys, including the ground floor.
The building is composed as a slender vertical form whose appearance changes subtly as people move past it.
An angled western corner divides the longest elevation into two vertical components. Each is detailed in a different material and catches the light differently. A pitched roof accentuates the fold and reinforces the corner as a landmark. The narrower southern elevation limits shading of the open space on the opposite corner.
The built form provides some seasonal shade—a useful amenity in Kāpiti—while maintaining good overall access to sunlight.

A4 - 28.7m / 7 Storeys
Opposite M1, A4 provides a complementary but more substantial square form at the centre of the block. Its gridded façade is flanked by lower three-storey wings that define the block edges and screen off-street parking.
Most shadows cast by A4 fall across the parking area. At certain times, including late summer, the building also provides useful partial shade to the adjoining public space.

A2 — 23.6 m / 6 Storeys
The public-facing elevation of A2 rises only 500 millimeters above the 21-metre height plane. Its roof slopes upward to the west, adding form while creating more space and daylight within the building. The additional two metres are positioned so that most resulting shade falls within the building's internal parking area.



Fig 5. *Indicative view of Apartment Building A4 (HMOA)*

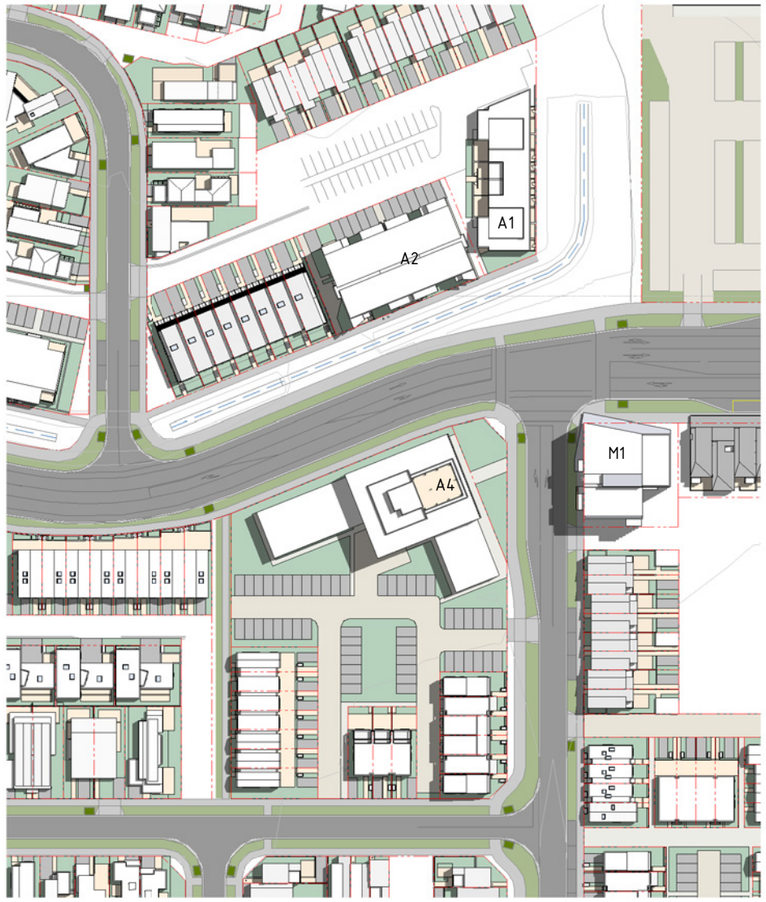


Fig 6. *Indicative view of Mixed Use Building M1 (AAL)*

5.0 TOWN CENTRE / MIXED USE PRECINCT
SUN STUDY - SUMMER

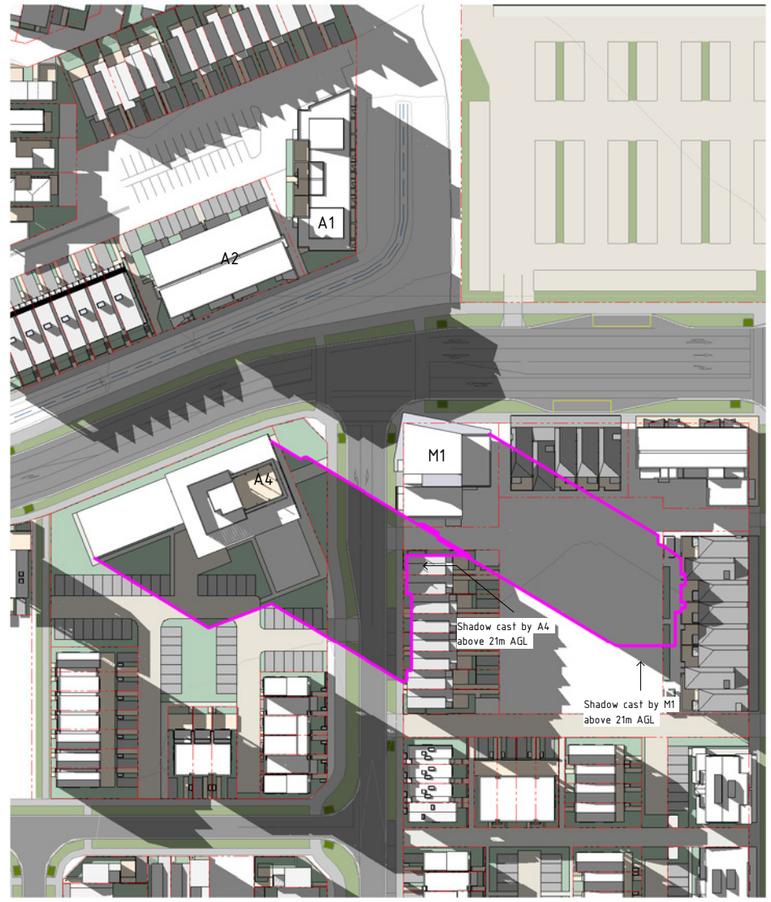


1 Summer Solstice (December 21) 8AM – Proposed
1 : 800



2 Summer Solstice (December 21) 12PM – Proposed
1 : 800

NOTE: 21m Shadow not drawn due to negligible effects



3 Summer Solstice (December 21) 6PM – Proposed
1 : 800

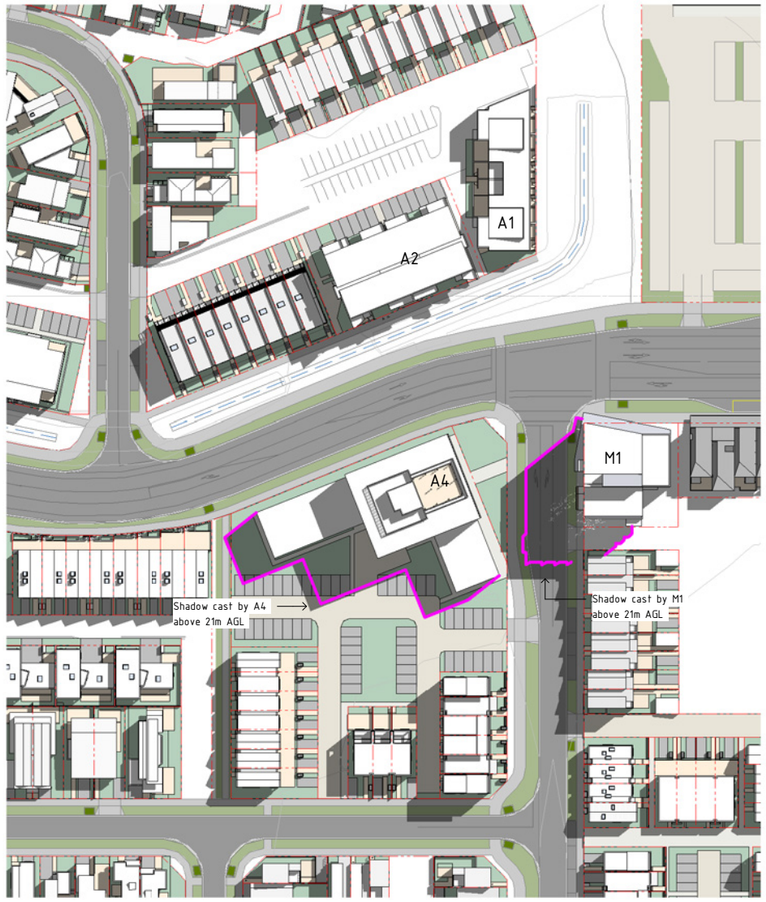
Outline of shadow cast by 21m building volume

Additional shade cast by building above 21m (AGL)

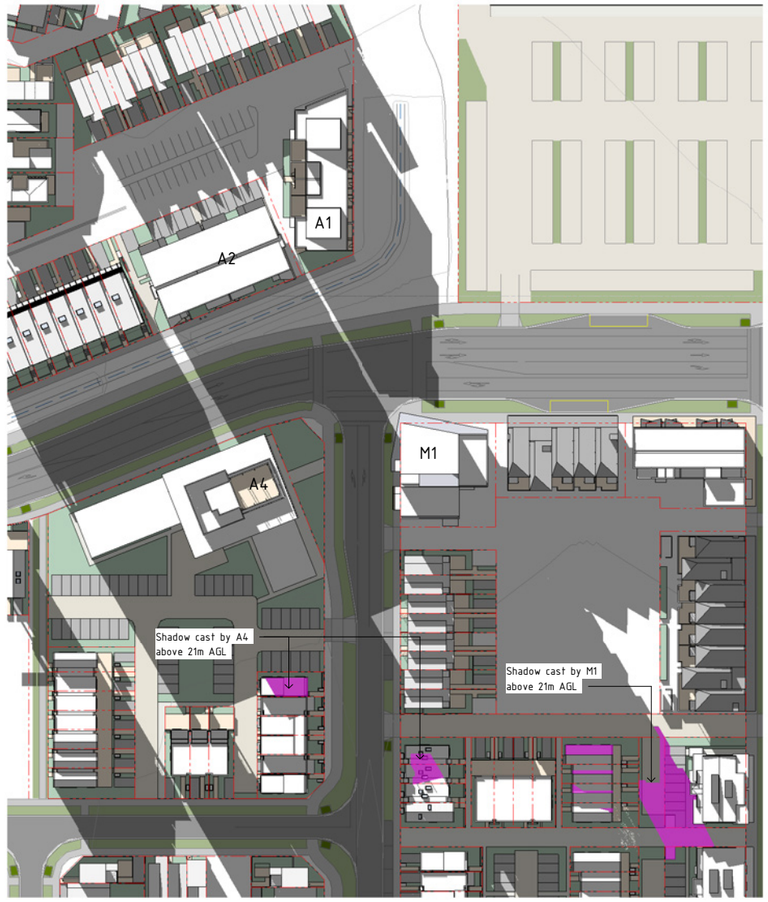
5.0 TOWN CENTRE / MIXED USE PRECINCT
SUN STUDY - SPRING



1 Spring Equinox (March 20) 8AM - Proposed
1 : 800



2 Spring Equinox (March 20) 12PM - Proposed
1 : 800



3 Spring Equinox (March 20) 5PM - Proposed
1 : 800

Outline of shadow cast by 21m building volume

Additional shade cast by building above 21m (AGL)

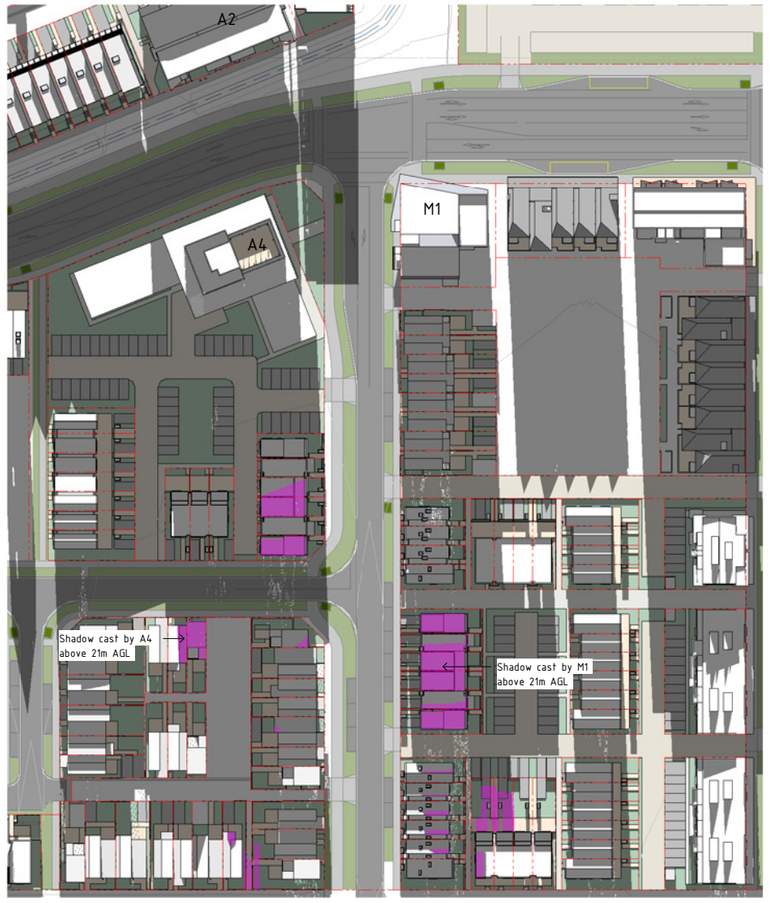
5.0 TOWN CENTRE / MIXED USE PRECINCT
SUN STUDY - WINTER



1 Winter Solstice (June 21) 10AM - Proposed
1 : 800



2 Winter Solstice (June 21) 12PM - Proposed
1 : 800



3 Winter Solstice (June 21) 4PM - Proposed
1 : 800

Outline of shadow cast by 21m building volume

Additional shade cast by building above 21m (AGL)

6.0 LARGE FORMAT RETAIL
DESIGN STRATEGY

Large Format Retail Precinct
Large-format retail is proposed along Kāpiti Road and beside the northern edge of the Expressway. This use is consistent with established development near the airport and between the former State Highway 1 corridor, Rimu Road and Coastlands Shopping Centre.
Together, these areas form a broad L-shaped corridor of larger-format retail extending from Coastlands along Rimu Road and then along Kāpiti Road toward The Landing.

Site Planning and Edge Response

- Large-format retail makes use of the broad landscaped verges along the area's widest and busiest roads, where frequent vehicle crossings and residential frontages would be less appropriate.
- Car parks incorporate wide, connected planting areas, with retail buildings positioned close to the road edge. Vehicle access is taken from the quieter Link Road, which can accommodate turning, stopping and queuing.
- The larger buildings create a spatial and visual buffer to Kāpiti Road and the Expressway, gain visibility from passing traffic, and sit within the established pattern of similarly scaled development.



Fig 7. *Large Format Retail Diagram*