



1 May 2026

Project No: 310205943

Scope Planning
Wellington

Attention: Stephanie Blick

Dear Steph

Reference: New Central Park – Transport Appraisal for Fast Track Referral

This report has been prepared for the purposes of documenting the key transportation needs and outcomes associated with the proposed mixed-use development of the site located at 77-109 Kapiti Road (the 'Site'), in Paraparaumu.

1 Introduction

This report supports a referral application under the Fast-track Approvals Act 2024 that, if approved, would enable a fast-track resource consent application to be lodged for the proposed mixed-use development of the Site, in central Paraparaumu. The future fast track consent application would seek approval for subdivision and land use consent for the proposed residential, commercial, and retail activities as well as all of the necessary transport infrastructure to support the development.

Stantec has been involved in the Site for several years, including providing advice in relation to the previous masterplan and Fast-Track referral application and the preparation of transport assessments and modelling to support the resource consent applications to Kapiti Coast District Council (Council) and Greater Wellington Regional Council (GWRC). This has enabled a detailed understanding of the transport network, constraints, and opportunities associated with the Site, and provides a strong foundation for this analysis and future assessments to support the fast track consent application if the referral is approved.

The Site is classified under the Kapiti Coast Operative District Plan (District Plan) as 'Metropolitan Centre Zone' (MCZ) with a small discrete portion zoned Open Space. The MCZ includes a dedicated Structure Plan vision for how the land will be developed, which incorporates several dedicated 'precincts'. The primary development Site occupies 'Precinct C' which anticipates a mix of commercial, retail and residential land use. This outcome aligns with the current proposals mixed-use development for the Site.

The proposed access strategy draws from the MCZ Structure Plan in delivering Council's long-planned town centre Link Road (through the centre of the Site) which connects between Kapiti Road and Ihakara Street. As planned by Council, this key transport link will serve as a relief route for existing town centre traffic as well as providing connection and access to a series of other internal Site roads and individual development sites.

The prior assessments and associated traffic modelling analysis undertaken by Stantec of earlier and more intensive development schemes for the Site demonstrate the associated forecast traffic demands can be appropriately accommodated, with any effects appropriately mitigated through upgrades at key local intersections. The activity yield of the current proposal remains within the traffic volumes previously assessed, and accordingly as concluded in the earlier assessments, an equivalent outcome in terms of safe and efficient network operation can be achieved. Further detail on the specific mitigation measures and intersection improvements at the Site's external connections to the surrounding network will be provided in the Integrated Transport Assessment (ITA) to be submitted with the substantive application.

By way of summary, this assessment finds that there are no fundamental transport issues associated with development of the Site for the proposed mixed-use activities, with appropriate roading and active mode infrastructure and connections to the wider networks able to be delivered to support Site-generated and town centre transport demands. Importantly, active mode linkages to the surrounding town centre activities and public transport nodes – including the Paraparaumu rail station – will serve to support and promote sustainable travel behaviours.

2 The Transport System

The Site is strategically located adjacent to the established Paraparaumu town centre. Key surrounding roads include Kapiti Road, Rimu Road, Ihakara Street, and Iver Trask Place, which collectively provide east–west and north–south connections between the town centre, the State Highway 1 'Kapiti Expressway' (Expressway), adjacent suburbs and their communities, and key civic facilities.

Kapiti Road abuts the Site's northern boundary and is classified as a major community connector, having the function of joining significant areas of population / major transport nodes and providing access to regionally significant destinations (Paraparaumu town centre). Ihakara Street (also a major community connector) abuts the southern end of the Site and links with Rimu Road (centres route) and Old SH1 to the east. Iver Trask Place functions as local connection linking the town centre with civic activities including the Council offices and library.

Available public transport services in the vicinity include local bus routes operating along Kapiti Road and Rimu Road, and frequent rail services that operate along the Kapiti Coast Line through to Wellington City from the Paraparaumu rail station, which is located approximately 1km east of the proposal Site. The Site is also well connected to the regional walking and cycling network, including shared paths along Kapiti Road, the Wharemauku Stream corridor, and connections to the Kapiti Expressway shared path.

Future Notional Roads

The MCZ Structure Plan identifies several notional roads to support long-term access, permeability, and connectivity through the wider town centre area. These include a Link Road to provide a secondary north-south town centre connection and relieve pressure on Kapiti Road, a connection between Iver Trask Place and the Link Road to improve local permeability and active mode connectivity, and a future Ihakara Street extension beneath the Expressway to provide an alternative east–west route linking coastal residential areas with the town centre.

The first notional road is delivered through the current proposal and will provide access to future development, improve network resilience, and support walking, cycling, and public transport. The proposal also enables the future delivery of the Iver Trask Place and Ihakara Street extensions.

3 The Proposal

The proposed Site masterplan (provided separately in the Referral Application) provides for a mixed-use development that includes large format retail, smaller speciality retail, and residential activity of approximately 500-600 dwellings that comprise predominantly medium density townhouses and apartments.

New transport links to support the Site are proposed as follows:

- construction of a new town centre Link Road connecting Kapiti Road (at the existing Arawhata Road intersection) to Ihakara Street;
- provision for future extension of Iver Trask Place to provide an additional east–west connection through the Site and Ihakara Street extension under the Expressway;
- signalised intersections to safely and efficiently accommodate vehicle, pedestrian, and cycling movements; and
- active mode infrastructure, including footpaths, shared paths and dedicated cycling facilities that connect the Site with the wider walking and cycling networks and established town centre activities. The Link Road will also be designed to support future bus services to extend through the development Site, further connecting it with the wider urban area.

The proposed internal movement network has been designed to provide a legible and well-connected development that integrates with the surrounding transport system, to support both vehicular and active mode trips, with the new infrastructure able to be designed in accordance with the latest industry standards and Council's 'Land Development Minimum Requirements'.

4 Alignment with the District Plan MCZ Structure Plan

The proposed Site masterplan aligns closely with the operative Kapiti Coast District Plan and the MCZ Structure Plan, which specifically anticipates mixed-use activities across the Site extent (Precinct C), supported by new transport connections. A number of key strategic planning outcomes were identified as part of the MCZ Structure Plan development, which are reflected in the proposal as follows:

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- provide for residential activities to encourage medium density residential development to occur close to the town centre;
- provide for a mix of commercial, retail and residential activities in Precinct C;
- increased connectivity (the road, cycle and walkway network) throughout the area which does not impede proposed link roads and desired connector roads; and
- provision of a new town centre Link Road between Kapiti Road and Ihakara Street extension that provides a strategic transport connection and enables linkage to desired connector roads.

With these strategic deliverables, the proposed masterplan seeks to deliver an integrated land use planning outcome through purposefully planned mixed use development, supported by proposed transport infrastructure for multi-modal access and travel.

Preliminary feedback on the roading components of the masterplan has been provided by the Council's Transport and Roding Team. This feedback has focused on matters such as the function and design of the proposed Link Road (including its role within the wider network hierarchy), integration with future strategic connections (including the Ihakara Street extension beneath the Expressway), the need for traffic modelling, intersection form, early consideration of public transport provision, and the treatment of pedestrian and cycle connectivity (including maintaining and enhancing existing connections).

In response to this early feedback, some refinements have been made to the masterplan including to more clearly articulate the intended transport network hierarchy and associated road functions. Importantly, none of these matters necessitate any fundamental changes to the overall transport framework or masterplan. Rather, they are characteristic of the level of detail that will be addressed through subsequent assessment and further design development for the substantive application, which will be progressed in coordination with Council and other relevant stakeholders (including GWRC / Metlink) as part of the fast-track consent process.

5 Scope of Future Transport Assessment

In line with the District Plan requirements for activities within the MCZ Precinct C that generate more than 50 vehicles per hour (major traffic activity), an assessment of the traffic effects of the development proposal will be needed. This is proper, given the scale of activities proposed, and the traffic modelling assessment will draw from the work undertaken on previous Site schemes to determine the network performance, identify effects, and detail any associated mitigation to appropriately accommodate the forecast traffic. The detailed analysis at this next stage will ensure network capacity and safety can be maintained, noting again that based on the prior modelling of previous proposals on the Site, there will be external influences at adjacent local intersections that require mitigation.

A detailed transport assessment will be undertaken against the relevant transport provisions of the District Plan at this next substantive stage to address:

- site-specific access arrangements;
- parking provision and layout; and
- arrangements for pedestrian, cycling, and servicing layouts.

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The current masterplan confirms that the proposed transport network establishes a suitable foundation for future development and does not preclude further refinement as individual activity forms will be confirmed through the fast-track consent application.

6 Conclusion

The current underlying zoning for the Site envisages a mixed-use development, consistent with the proposed masterplan, to take advantage of the Site's central location to deliver a mixed urban form that can integrate with, and complement, the adjacent town centre activities and associated transport network.

The Site's proposed transport infrastructure includes delivery of the Council's town centre Link Road, alongside other central area connections, noting the proximity of key public transport nodes within walking distance of the Site will serve to support sustainable travel outcomes for those either living or working there.

From a transport perspective, the effects of the additional traffic activity generated by development of the land as proposed can be appropriately managed without give rise to adverse effects that cannot be appropriately avoided, remedied, or mitigated.

Yours sincerely

Stantec New Zealand



Jamie Whittaker

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