

NEW CENTRAL PARK

Paraparaumu

urban acumen

October 2026

FINAL

URBAN DESIGN ASSESSMENT

to support a

Fast Track Resource Consent Application

PROJECT	New Central Park, Paraparaumu - Resource Consent
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This document is prepared by Urban Acumen Ltd on behalf of New Central Park Ltd.

It provides back ground information and an urban design assessment of the proposal to develop the site at 77 + 109 Kapiti Road for a mix of land uses.

This assessment is based primarily on plans produced by HMOA Architects, Athfield Architects and DCM Urban, along with supporting information from other design team consultants.

Urban Acumen Ltd does not accept any liability or responsibility for the use of this report in relation to any other purpose. Any use or reliance by a third party is at that party's own risk.

This report has been prepared by Lauren White, Director and Principal Urban Designer of Urban Acumen Limited, for the purpose of supporting the substantive application for resource consent under the Fast Track Approvals Act 2024.

Urban Acumen Ltd is a specialist urban design consultancy providing urban design services to a range of public and private sector clients.

I hold a Bachelor of Architectural Studies and a Master of City Planning and Urban Design from the University of Cape Town, South Africa (1992). I am recognised as a Registered Urban Designer by the Urban Designers Institute Aotearoa (2024), hold a position as chair on the Auckland Urban Design Panel, contribute to the Urban Design Form as a Committee Member and also teach in the Master of Urban Design degree course at the University of Auckland.

I have approximately 30 years' urban design experience across a wide range of projects in both the public and private sector with extensive experience in designing and delivering housing developments of all kinds in both green and brownfield locations across New Zealand, participating in private plan changes, and resource consenting and design review processes.

Relevant recent projects include:

- Urban design inputs for the Fast Track Referral and Substantive Application for Middle Road, Havelock North
- Urban design inputs for the successful Fast Track resource consent application for Arataki, Havelock North.
- Plimmerton Farm Plan Change in Porirua and subsequent Fast-track Resource Consent application for Stage 1 (approximately 900 lots, approved late 2024).
- Urban design inputs to support the Fast-track consent application for Faringdon South East and South West (Plan Change 64), Rolleston.
- Urban design inputs to support the successful Fast-track consent application for residential subdivision of Faringdon Oval, Rolleston.
- Urban design inputs to support the Fast-track consent application for Waikanae North, Kapiti (approved July 2024).
- Wallaceville Plan Change in Hutt Valley and ongoing design and comprehensive land use and subdivision consenting for numerous development stages.

I have been actively involved with planning and design for the development of this site, delivering all necessary urban design inputs including preliminary concept development and collaboration with the multi-disciplinary team as the project has progressed through detail design to resource consent stage.

I confirm that, in my capacity as author/reviewer of this report, I have read and abide by the Environment Court of New Zealand's Code of Conduct for Expert Witnesses Practice Note 2023.

I am familiar with Paraparaumu and the Kapiti District and last visited the site in March 2026.

Lauren White

BAS MCPUD UDIA



applicant:

New Central Park Limited

Developing urban environments and historic places since 1990, The Wellington Company has an extensive track record in commercial and residential property and are deeply invested in the success of Te Whanganui-a-Tara (Wellington).

From heritage refits and restorations, contemporary new builds and neighbourhoods, to construction innovation and management of commercial spaces, The Wellington Company's reputation as a developer of choice has seen it form partnership projects with Iwi, the Crown and Local Councils - testament to the trust in TWC's ability to deliver.

The Wellington Company has a significant existing portfolio and development pipeline (more than $1billion over the next 7 years), with energy directed towards making a real difference in the communities that New Zealander's live and work in.

(part of) THE WELLINGTON COMPANY

This proposal is the result of an iterative and integrated design process. This document relies upon and refers to a number of other technical reports which support the application for resource consent and are prepared by the project team as identified below.

scope PLANNING	planning
ENVELOPE	civil and stormwater engineering
dcm URBAN	Landscape architecture
Stantec	Transport planning
Economic and Property Research	Property Economics
Bioresearches A Babbage Company	Environmental/Ecologist
Torlesse GEOTECHNICAL ENGINEERS	Geotech
athfield architects limited	Architect
HERRIOT MELHUISH O'NEILL ARCHITECTS	Architect

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introduction

1.1 EXECUTIVE SUMMARY

This report is submitted in support of a substantive application for resource consent under the Fast Track Approvals Act (2024). The project comprises a comprehensive, mixed-use development integrating residential, commercial and open space together with supporting subdivision, earthworks and infrastructure. For assessment completeness, this report has also had regard to the inclusion and works within land owned by Kapiti Coast District Council (KCDC).

This statement includes:

- a site analysis/summary of key urban design opportunities and constraints;
- a description of the design drivers and outcomes of the Project; and
- an assessment of the Project's urban design-related effects and an assessment against relevant policy directions/documents.

The site is located in the town centre of Paraparaumu and measures approximately 36ha (excluding the land required for enabling works). New Central Park Limited own the primary development site with KCDC owning the balance of the site that includes proposed link roads and open space (see Figure 4). This provides an opportunity to comprehensively consider and control all aspects of its built and natural environment with the intention of delivering a cohesive high quality mixed use environment that meets growth needs in the district and supports the economic performance and amenity of the existing town centre.

The New Central Park project will provide for:

- 604 residential dwellings, comprising a mix of apartments, terrace housing, duplexes, and standalone dwellings to provide a range of housing typologies;
- large format retail activities, together with supporting smaller-scale/speciality retail and commercial activities;
- a network of link roads and internal streets generally aligned with the Metropolitan Centre Zone Structure Plan, ensuring integration with the wider transport network;
- wetland reclamation works, together with associated ecological offsetting to achieve appropriate environmental outcomes;
- flood hazard management and mitigation measures, including the secondary use of wetland offset areas for stormwater detention and flood storage;
- an integrated wetland and flood management area that also functions as publicly accessible open space, providing ecological enhancement, stormwater management, and pedestrian and cycle links to the Wharemauku Stream corridor and the existing shared path;
- limited works to the Wharemauku Stream, alongside restoration and enhancement within an established riparian buffer; and,
- associated subdivision, earthworks, and the provision of three waters and utility infrastructure necessary to service and support the development.

This urban design statement is provided in support of this application and includes:

- a site analysis/summary of key urban design opportunities and constraints;
- a preliminary design response/masterplan; and
- a preliminary assessment of the conceptual proposal against relevant policy directions/ documents.

The proposal has been driven by a strong vision for a high performing urban environment which is informed by known site specific constraints and opportunities. The masterplan illustrates an appropriate, supportable and best practice urban design response, consistent with the objectives and policies of the Kapiti Coast District Plan relating to urban form and development as well as the objectives and policies specifically relating to the Metropolitan Centre Zone and its structure plan. It illustrates the potential development of a new mixed use precinct and residential community which:

- promotes legibility of key connections to the town centre through mixed uses and higher residential density (and greater building height)
- transitions from proposed large building footprints (and the adjacent Coastlands Aquatic Centre which has a similar scale/built form) and associated car parking through smaller scale commercial and speciality retail to medium density residential and open space
- locates large format retail in highly visible locations and adjacent to high traffic routes which support their performance and are challenging for residential use/amenity/access
- establishes a clear central heart/node which leverages off the attraction of large format retail, the vibrancy of speciality retail/food + beverage, higher density residential and public open space
- promotes residential amenity by using land form as a buffer to the Kapiti Expressway
- maximises access to, and amenity and outlook over wetland areas for both the wider public and adjacent uses
- delivers a safe, varied and connected open space network which accommodates passive recreation, ecological value and stormwater management functions
- retains and provides for views of Kapiti Island
- meets some of the residents' daily convenience needs within walking or cycling distance;
- deals appropriately with the site interfaces; and
- allows for logical and integrated development on adjacent land, particularly the delivery of a strong east-west civic spine and future KCDC facilities.

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.

The proposal is therefore fully supported from an urban design perspective.

1.2 LOCATION

The application site is located at 77 and 109 Kapiti Road and 1 Brett Ambler Way in Paraparaumu, Kapiti. It is situated to the north of the existing town centre and train station. From its entry on Kapiti Road, it is approximately 1km to the train station by road. From that location, it is approximately 200m from the on-ramp to the Kapiti Expressway. The proximity of other key/ regional attractions and services is indicated on Figure 2.

There are a number of primary social facilities located to the south of the site, including the Paraparaumu Library, Council offices, Aquatic Centre and a school. Coastlands Mall and the wider shopping area is approximately 500m from the southern boundary of the site.

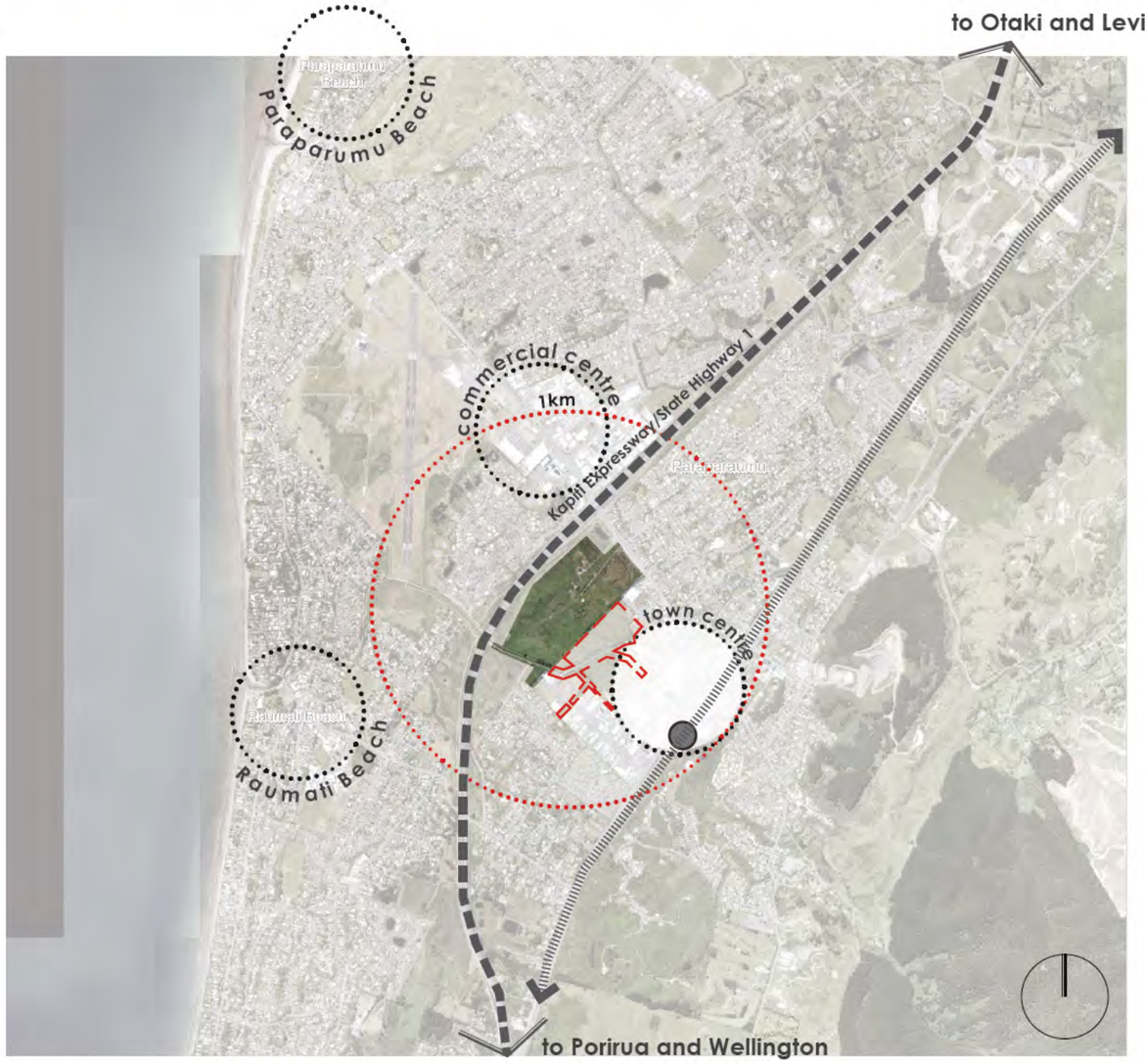


Figure 1. Site location



Figure 2. Proximity analysis (from DCM Urban Report)

1.3 LOCAL CONTEXT

The primary development site's north-western edge adjoins the Kapiti Expressway. Kapiti Road forms its north-eastern edge. Its southern boundary adjoins land owned by Kapiti Coast District Council which is included in the project and is proposed to accommodate a wetland area/ flood storage area as well a proposed future local road and public facilities in the future.

North of Kapiti Expressway, there is a key employment and commercial/light industrial precinct, which also has a supermarket. This portion of Kapiti Road has a distinctly "big box" urban grain and character.

As such, the site is conveniently located between two town "nodes" and has the opportunity to extend the town centre, recognising that the northern centre is disconnected by the motorway. The existing town centre is dominated by roads and parking and there is no discernible street based "heart" with high pedestrian and visual amenity. Iver Trask Place is the logical key future connection between the site and the existing civic precinct focussed around the library, community centre, Council offices and school. Iver Trask Place connects with Rimu Road via a newly signalised tee-intersection, which provides for pedestrians to cross the carriageway under signal control. It is a two-way street (single traffic lane in each direction and occasional marked centre line), and includes speed calming measures in the form of raised tables and kerb build outs to provide a low speed environment commensurate with its 'civic place' land use and street parking function.

Demarcated on-street cycle lanes are provided on Rimu Road and Kapiti Road. Shared paths are also provided within the surrounding area and a walkway along the Wharemauku Stream provides access through the site, and links the town centre with the residential catchment to the south and also provides access to the shared path which runs alongside the north of Kapiti Expressway (Coast 35 Trail).

Bus stops are located on Kapiti Road and Rimu Road in the vicinity of the site, with services operating from these stops providing access to the majority of suburbs in Paraparaumu, and to the wider district, as well as the rail station/bus interchange, located approximately 500m to the south east of the site.

With respect to the local market, The Economic Assessment (Urban Economics) identifies that there is demand for large format retail, with several major brands missing from the Kapiti Market. The housing market is dominated by detached single storey dwellings although there has been recent growth in medium density types (e.g. terraces and retirement units).

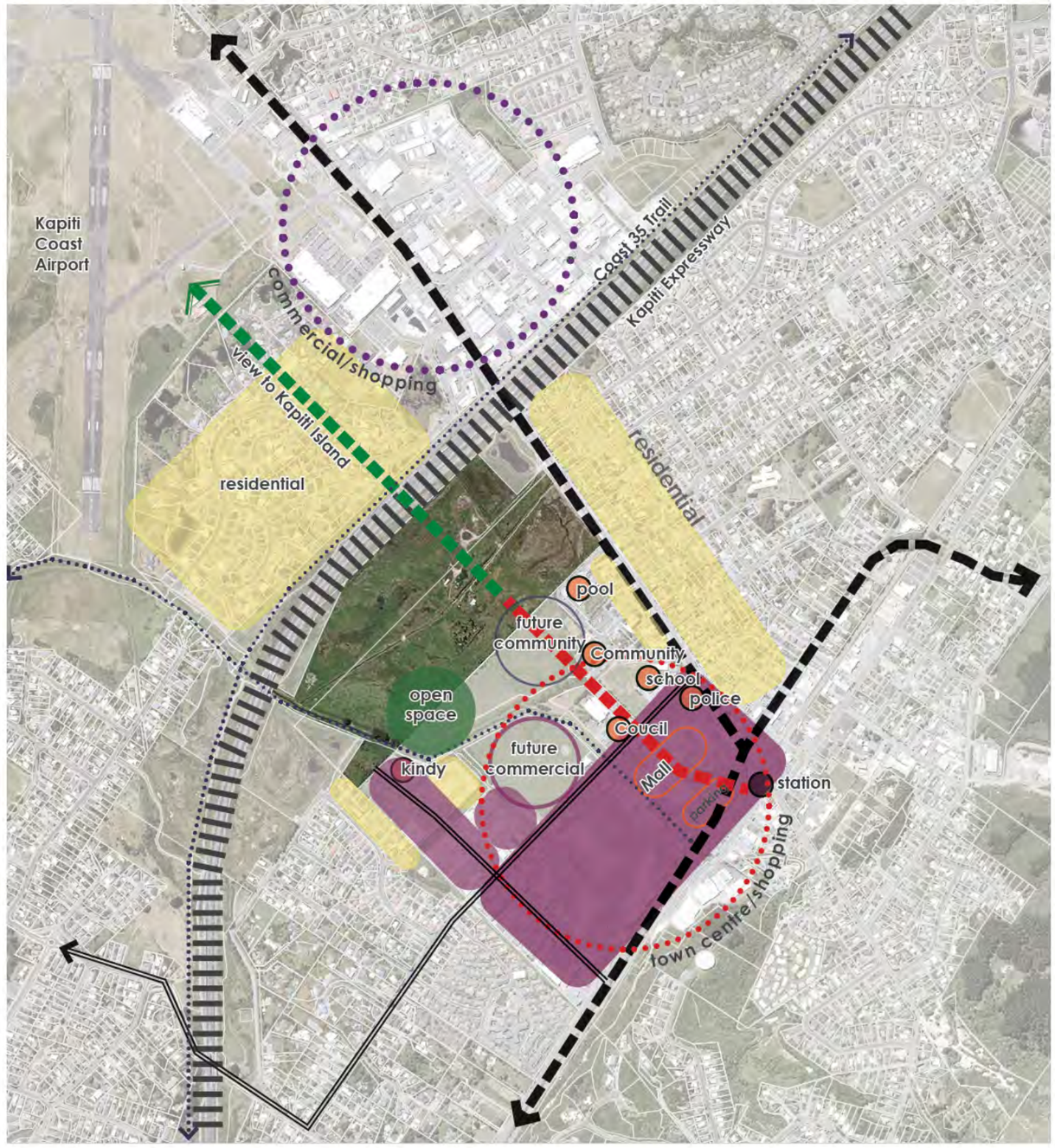


Figure 3. existing and developing land use and structure of town centre and site surrounds



Expressway over Wharemauku Stream and footpath



new medium density development



Ihakara Street as it approaches southern entry to site Kapiti Island in distance)



Figure 4. local surrounds (1)



Kapiti Road on north-eastern boundary



Coastlands Aquatic Centre



Coastlands Mall + way to train station

KCDC land included in application for for the local road connection to Iver Trask Place, wetland/flood storage area and enabling works



View over Expressway towards site



walkway along Wharemauku Stream



typical town centre environment (car parking dominant)



Figure 5. local surrounds (2)



typical low density residential development to the north of Kapiti Road



New medium density housing Kamahi Place



Iver Trask Place

KCDC land included in application for for the local road connection to Iver Trask Place, wetland/flood storage area and enabling works

1.4 DEVELOPMENT CONTEXT

National Policy Statement on Urban Development 2022

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

- *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*
- *have or enable a variety of sites that are suitable for different business sectors in terms of location and site size; and*
- *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*
- *support, and limit as much as possible adverse impacts on, the competitive operation of land and development markets; and*
- *support reductions in greenhouse gas emissions; and*
- *are resilient to the likely current and future effects of climate change*

Kapiti Coast District Plan

The relevant statutory policy context is fully described in the Planning Report by Scope.

Policy direction for the development of the site considered relevant for urban design considerations include:

- *Objectives, Policies and Rules for the Metropolitan Centre Zone of the Kapiti Coast District Plan*
- *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 Guide*
- *Appendix 25 Kapiti Coast District Plan - Centres Design Guide*
- *Appendix 6 of the Kapiti Coast District Plan - Crime Prevention Through Environmental Design*
- *KCDC Town Centre Planning Project - Town Centre Principles*

The site is currently zoned Metropolitan Town centre Zone as Precinct C with the following specific direction for the Paraparaumu centre as the principal commercial, retail, cultural, civic and tourist centre for the District, to be developed in a manner that:

- *achieves an integrated and compact Metropolitan Centre Zone, linking all Precincts through a well-connected pedestrian and transport networks offering a choice of efficient routes and a quality built environment;*

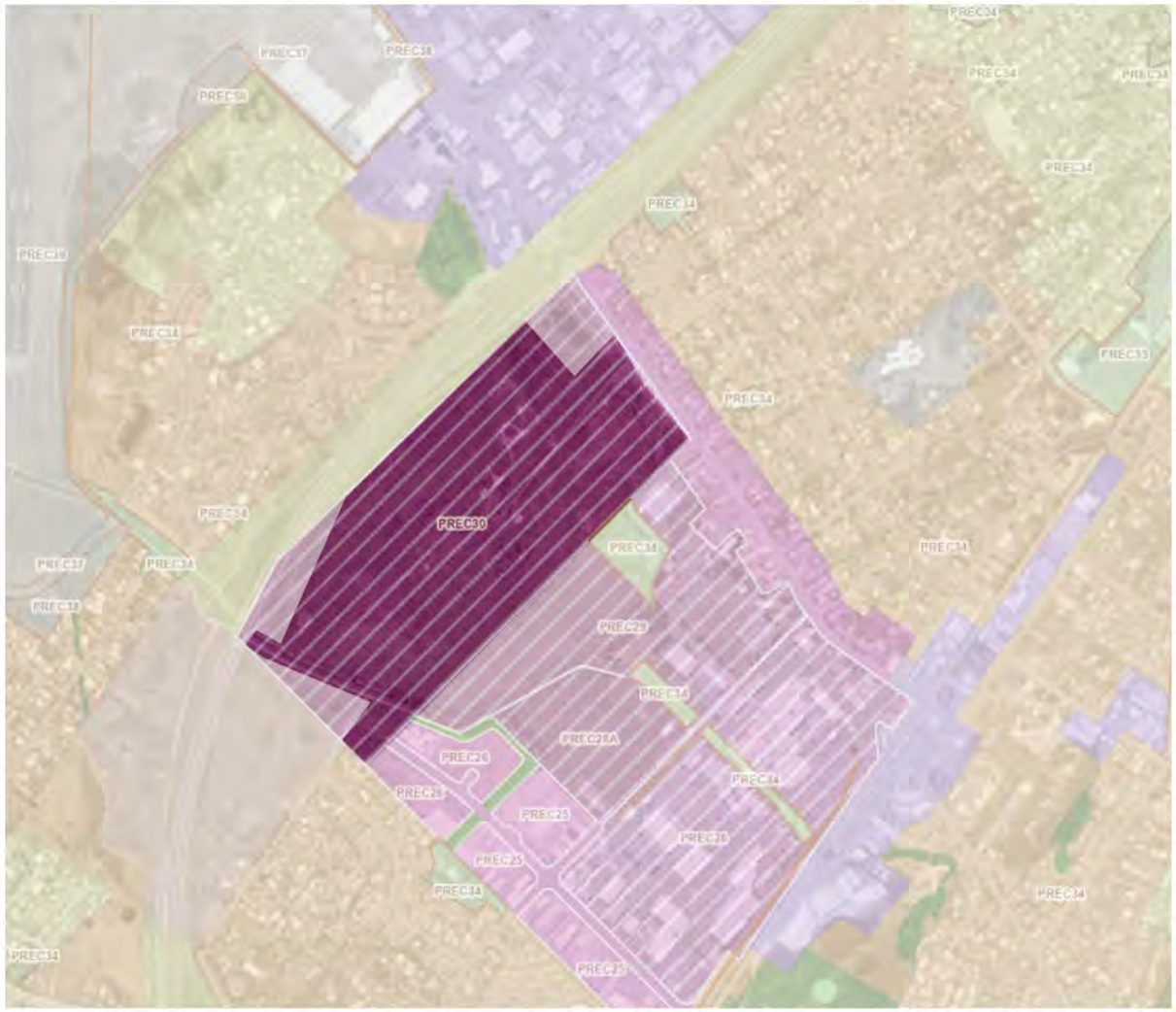


Figure 6. current zoning

- *provides for a broad range of mutually compatible activities that are integrated with pedestrian and public transport;*
- *is supported by opportunities for higher density residential living;*
- *consolidates community activities within Precinct B; and*
- *provides for commercial (excluding industrial) and retail activities in Precincts A1, A2 and C, with some restrictions on the scale and nature of retail activities in Precinct C.*

MCZ - Policy 1 - 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 Precinct C of 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 Plan's policy is to "*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;*
- *adverse effects that would otherwise decrease the efficiency and effectiveness of Kapiti Road as a transport corridor, including for public transport, will be managed;*
- *amenity values of Kapiti Road will be maintained or enhanced;*
- *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.*
- *the establishment of complementary activities, including commercial and residential activities (excluding industrial and retail activities), will be provided for where activities remain*

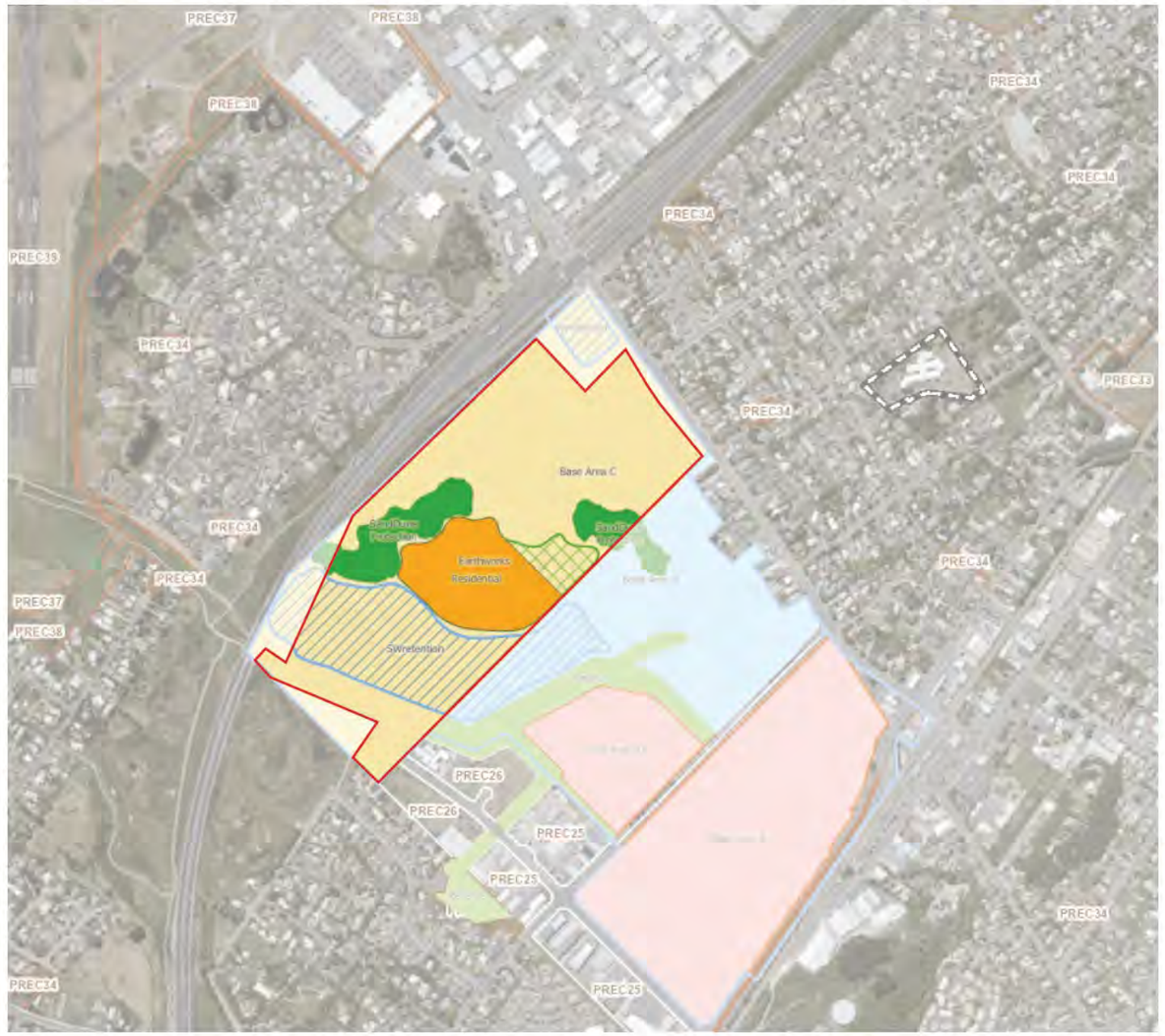


Figure 7. Structure Plan (Kapiti Coast District Plan)

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;*
- *higher density residential activities will be enabled in conjunction with commercial activities (excluding industrial and retail activities); and*
- *stormwater management will be provided to address stormwater concerns and, where practicable, will also support ecological and recreational values.*

In addition, other key policies for the Metropolitan Town Centre Zone include:

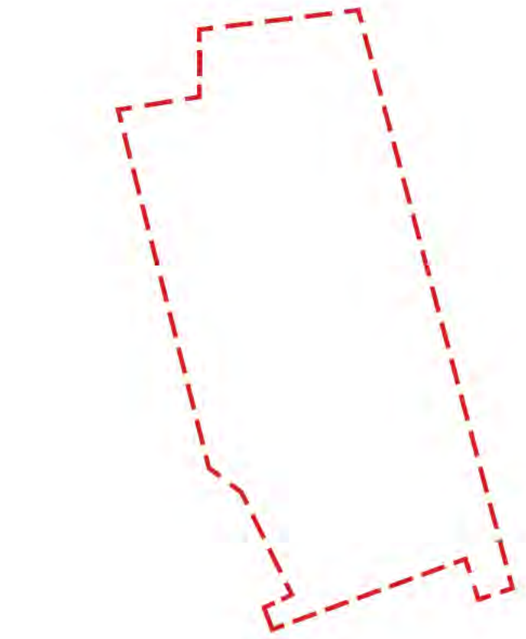
- *Medium and high-density residential development will be enabled in centres where this contributes towards accommodating anticipated growth in the District and offers a range of housing types, price, size and tenure that is accessible to people of all ages including the aging population and a range of 'lifestyles', cultures and abilities;*
- *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; and*
- *Subdivision, use and development will contribute to a vibrant, well-connected and safe sub-regional centre at Paraparaumu which includes a wide mix of activities and has a high level of amenity. Subdivision, use and development in the Paraparaumu Sub-Regional Centre will be managed under two zones, supported by specific precinct areas, to ensure that:*

  - the greatest intensity of building and activity occurs in the Metropolitan Centre Zone as part of Precincts A, B and C; and

  - the Mixed Use Zone at Kapiti Road and the Ihakara Street East and Ihakara Street West Precincts provides for peripheral centre activities and creates a buffer for more sensitive activities in adjoining zones
- *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*

Appendix 19

Metropolitan Centre Zone Structure Plan



primary development area



KCDC Town Centre Planning Project - Principles for the Paraparumu Town centre

Town Centre planning is a key component of Vision Kapiti, a long-term, community-led initiative aimed at shaping the future of the Kapiti Coast District through to 2060 and beyond.

KCDC has been working with its iwi partners, advisory groups, businesses, developers, government agencies, schools, and the community to develop principles and plans to help guide the role and purpose in our town centres.

These principles and plans are intended to build on the local visions developed through Vision Kapiti and is part of wider work in planning how the district will grow and change in the future.

The adjacent principles were endorsed by the KCDC Strategy Operations and Finance Committee on 14th August 2025.



Draft Principles

1. Shape: guide development around the natural environment; including a restored Wharemaukau Stream, integrating green infrastructure into the centre.
2. 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.
3. Improve: develop connections to create a high-amenity environment for walking and other active modes.
4. Integrate: connect Coastlands with planned mixed-use development to the west and link with civic provision in the middle.
5. Integrate: high-density and medium density housing to support a vibrant mixed-use Metropolitan Centre.
6. Expand: grow diverse employment opportunities in the centre to strengthen the local economy and support night-time activity.

1.5 CULTURAL CONTEXT

A cultural impact assessment has been provided by Te Ātiawa ki Whakarongotai. Key extracts:

"Te Ātiawa ki Whakarongotai (Ātiawa) are recognised as ahi kā and mana whenua from Kūkūtauāki to Whareroa, inland to Pukemore and to Maunganui northward to Kapakapanui and Pukeatua to Ngawhakangutu, then westward to Kūkūtauākī, with overlapping interests with Ngāti Toa Rangatira to Paripari. It is from this whakapapa that Te Ātiawa ki Whakarongotai have inherited responsibilities as kaitiaki and formed an enduring relationship with Kapiti.

The Interim Cultural Impact Assessment has considered the Application through the interconnected lenses of whakapapa, tino rangatiratanga, whenua and wai, guided by the Kaitiakitanga Plan Whakarongotai o te moana, Whakarongotai o te wā, the direction of the Board of Trustees, and the mātauranga and collective voice of the Trust. Although the Site has been substantially modified over time, it remains part of a living cultural landscape. Its dunes, repo, waterways, soils, indigenous species and unseen hydrological connections continue to carry whakapapa, sustain mauri and provide a foundation from which regeneration can begin.

The Trust recognises that the Application may provide housing, commercial activity and other benefits for the wider Paraparaumu community. We do not seek to prevent positive community outcomes. However, those outcomes cannot be secured by permanently removing the remaining features that give this whenua its cultural and ecological integrity. Cumulative loss does not diminish the significance of what remains; it magnifies it.

Accordingly, the Trust cannot support the Application in its current form because the proposed removal of the two sand dunes is fundamentally inconsistent with the cultural, spiritual and environmental outcomes sought by Ātiawa. The dunes are not isolated landforms or obstacles to development. They are part of the onepū–repo–wai system, they shape how water moves through the Site, they retain the memory of the natural coastal landscape, and they enable present and future generations to maintain a physical relationship with this whenua. An artificial mound cannot offset their loss. Any credible pathway towards the Trust's support must begin with redesigning the proposal so that the dunes are retained, protected and enabled to regenerate.

The Trust is also opposed to the loss of the Site's existing wetlands unless avoidance has been fully explored and any residual loss is addressed through restoration that is ecologically and culturally equivalent, located within the Wharemauku whaitua, and demonstrably successful before reliance is placed upon it. Wetland restoration must not be compromised by untreated stormwater, road runoff or incompatible secondary functions. The highly modified watercourse must be recognised as part of the wider Wharemauku system, and the opportunity to naturalise the Wharemauku towards a more resilient alignment must be investigated jointly by the Applicant, the relevant councils and mana whenua."

ĀTIAWA KI WHAKARONGOTAI

1.6 SITE DESCRIPTION

The primary development site consists of a combined area of approximately 28 hectares. Additionally, the proposal includes works on the adjacent KCDC land that is approximately 8ha.

While largely undeveloped, the site has been modified for various civil and infrastructure works (including the construction of Kapiti Expressway, the channelling of Wharemaukū Stream and the creation of drainage channels, and the construction of above ground network utility lines). It has also been used for farmland. There is a shed on the site, with vehicle accessway to the site from Kapiti Road (being at the Kapiti Road/Arawhata Road intersection, with the intersection design taking into account future roading access to the subject site).

"The topography of the Site has been modified from its original form with signs of disturbance and earthworks although several large dunes remain. The majority of the site is flat at an elevation of 5masl. The main western dune adjacent to the Kapiti Expressway rises up to a maximum height of approximately 19-20masl with a smaller eastern dune to the west of the Aquatic Centre being approximately 15masl. The expressway is at 8-14masl. On the western side of the expressway, north of the Wharemauku Stream overbridge, the existing dune rises up to 17m (outside of the project site and unaffected by the proposal). The scale of the two dunes is relatively small in a wider landscape context, only having an influence on the immediate surrounding area. Views to the dunes are possible from the surrounding road network and urban areas but are not of a scale where they have a significant influence on the character of the wider receiving environment. Their influence is limited to a relatively small catchment."

from Landscape and Visual Assessment by DCM Urban to support an Earthworks Consent

The southern part of the site is subject to ponding and flood hazard. Wharemauku Stream traverses the southern portion of the site, has been straightened and realigned at some point prior to 1951. With its current channel, it is considered to have relatively poor ecological value but does contribute to recreation amenity through its associated shared pathway. The central water course is artificial/man-made and have a hydrological rather than an ecological function.

The site contains the remnants of two large wetland systems totalling approximately 5ha in area and have low and moderate ecological value. There is no notable vegetation on the site.

Wharemaukū Stream and the surrounding area is recognised as holding a number of important values for Te Atiawa ki Whakarongotai as iwi, Puketapu Hapū ki Paraparaumu and Te Whanau a Te Ngārara.



Figure 8. Site Aerial

KCDC land included in application

Key site characteristics include:

- generally level site dissected with farm drains and/or shelter belts
- long distance views across site and to raised land form in south/south west
- character established by grazing with some mature trees



Looking south across site from Kapiti Road



Looking south west across site from south eastern boundary

1.7 SITE INTERFACES







A - Kāpiti Road is a busy arterial with high traffic volumes, access restrictions and a cycle path on the southern berm. On the northern side of Kāpiti Road is an existing low density residential environment.

B - The southern boundary varies; part of the boundary adjoins existing dwellings, another part adjoins a wetland area. Importantly, much of this boundary accommodates the Wharemauku Stream and path way on the other side of the stream.

C - The Kāpiti Expressway (and some associated land owned by Waka Kotahi) adjoins the north western boundary. There is a variety of levels along this boundary, with the existing dunes higher than the road.

D - This is the boundary between the primary development site and land owned by KCDC identified as Precinct B in the Structure Plan, notably a Stormwater Management Area.





1.8 SITE CONSTRAINTS/DESIGN DRIVERS

While the following matters are identified as site constraints, it is important to recognise that many of these characteristics also present inherent opportunities to shape a high-quality and responsive urban environment. Rather than being purely limiting, these elements provide a framework to inform the structure, identity, and functionality of the development. In particular, features such as the natural landform, drainage corridors, and wetland/ flood prone areas lend themselves to integrated open space, ecological enhancement, and stormwater management solutions. Similarly, infrastructure requirements and interface conditions can drive more efficient, connected, and legible urban form. As such, these 'constraints' together with the identified 'opportunities' should be viewed as key design drivers that, when appropriately addressed, can positively contribute to the overall outcomes of the proposal.

- mapped flood hazards
- mapped natural inland wetlands
- drainage corridor traverses site
- visual and aural effects of expressway on future activities
- Link Road capacity required and no individual vehicle access - rear lanes required
- no individual vehicle access to Kapiti Road allowed
- existing and future links/road connections
- natural land form - sand dunes
- poor peat soils - need to be replaced to enable land development
- Iver Trask Place - local road extension to be aligned so as to not restrict or limit potential future community facilities (details unknown).

existing stream

Kapiti Expressway - visual and aural effects

adjacent arterial roads

future Link Road - no private access

extention of Iver Trask Place - community precinct

connections to adjacent public roads

potential future KCDC facility

potential links to adjacent KCDC land

future intersections (signalised)

futureproof Airport link road

support connection to town centre

sand dunes

existing stormwater pond

drainage corridor

disparate land areas and difficult to access

flood hazard

natural inland wetland

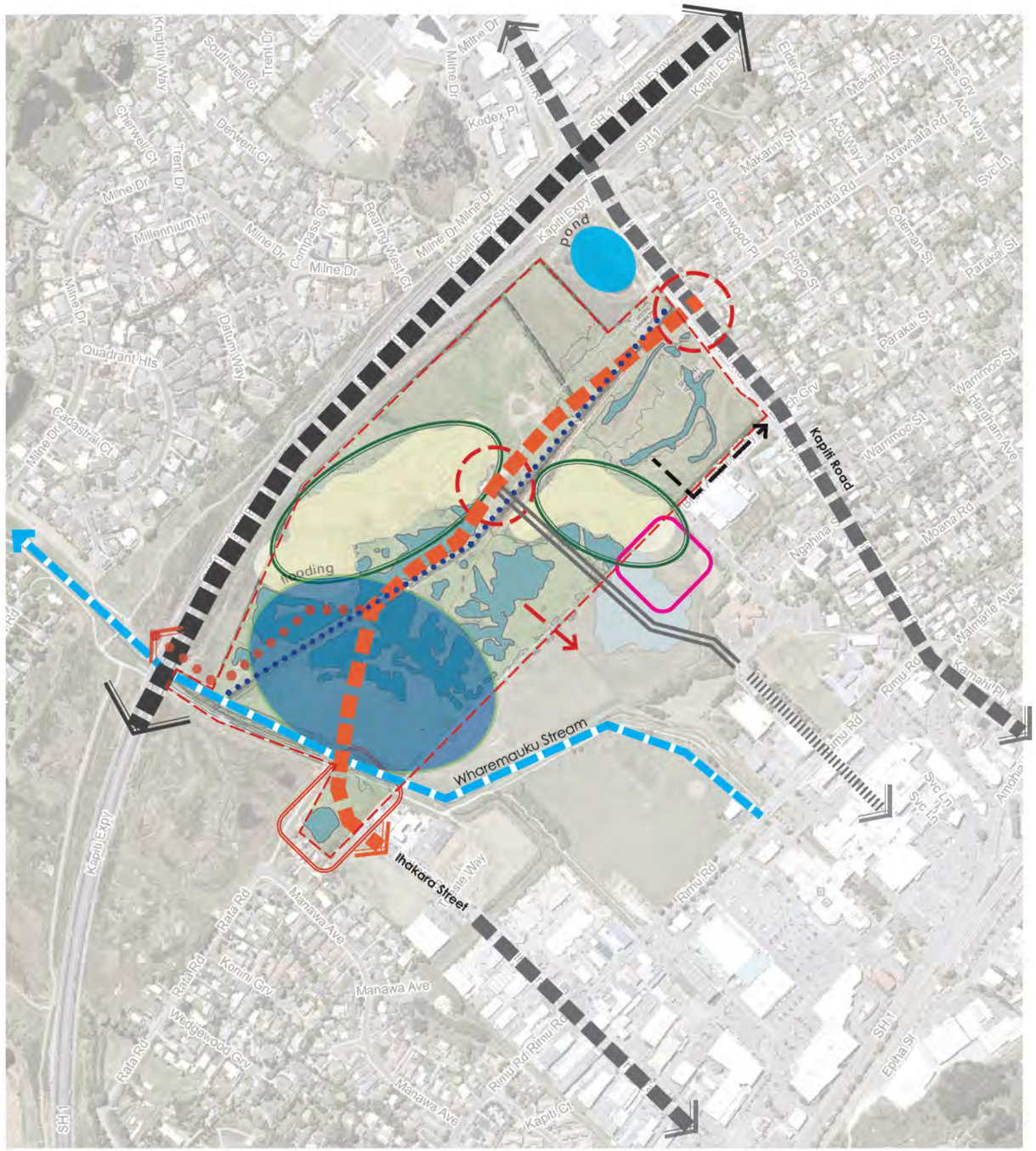


Figure 9. Site Constraints

1.9 OPPORTUNITIES/DESIGN DRIVERS

The site presents a range of opportunities that have informed the structure and design of the proposed development. These include opportunities to strengthen connections with the surrounding urban area, support the role and function of the Metropolitan Centre, integrate with existing and planned transport networks, and use the site's natural features and open spaces to contribute to a distinctive and well-functioning urban environment.

- create central node, open space and amenity as neighbourhood destination placemaking feature
- through proximity/connection, leverage larger commercial uses' ability to support smaller retail activities
- adopt nature-based stormwater solutions such as basins and swales
- orientate urban structure to maximise solar access on lots
- manage/appropriate external interfaces - external roads, stream + streets
- provide a mix of lot sizes
- re-model dunes to create some land form variation whilst also mitigating effects associated with adjacent expressway
- restore and enhance Wharemauku Stream to increase conveyance, reduce erosion and allow for planting
- improve overall ecological values across the site via wetland offset areas that provide secondary flood storage and amenity benefits
- achieve an appropriate/adequate density and good land utilisation
- future proof urban extension where possible (KCDC land)
- accommodate bus link through site
- promote active transport choices
- promote access to and along Wharemauku Stream

potential future local road connection

swale/overland flow adds internal amenity

promote legibility of link road through density and landscaping

establish a new heart/destination for the town centre

modify dunes to provide buffer to motorway, potential recreation but also maximise internal efficiency/yield

commercial focus - challenge for residential use given expressway + Kāpiti Road + compatible with form of aquatic centre

good location for residential use - close to open space, away from busy roads

transition uses - commercial to residential

improve ecological values and capitalise on amenity associated with stormwater management areas

consider mixed use

potential gateway - transition through landscape and/or signage

extension to community precinct - future KCDC facilities

Coast 35 trail

long distance view towards Kapiti Island

futureproof links to potential future urban development

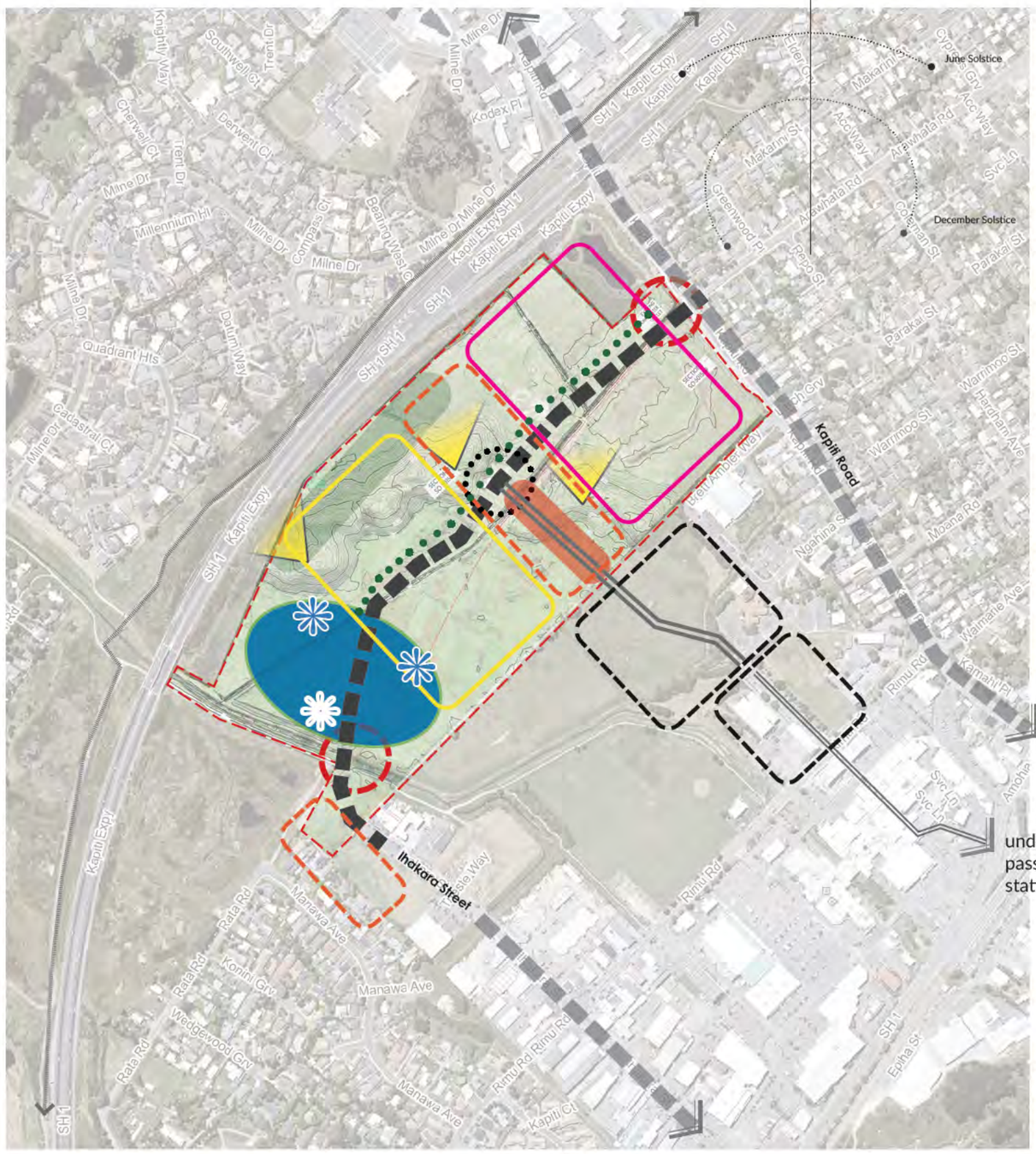


Figure 10. Opportunities

"The site is strategically located adjacent to the Coastlands shopping centre and wider Paraparaumu town centre . It represents one of the few remaining opportunities to expand the district's primary centre in a coordinated and efficient manner".

Economic Assessment, Urban Economics

2.0

proposal

The proposal includes a subdivision layout and associated buildings, open spaces and infrastructure which together provide a integrated mixed urban environment.

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 593 residential dwellings over 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 public 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 with the MCZ Structure Plan 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 and its role for traffic performance and resilience in the wider town centre;
- 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;
- balance the retention and integration of natural site features, including dunes and wetlands, with the site's role as part of the Metropolitan Centre and the density and intensity of development anticipated in this location, supporting good land use and transport integration and the efficient use and development of the site;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 healthy open spaces and maximise open space for residential use and placemaking; and
- establish clear ownership, safety and maintenance of all open spaces, including the new dune features and enable passive use of stormwater management areas.



Figure 11. Proposal in wider context

2.2 DESIGN EVOLUTION AND ENGAGEMENT

The proposal has been informed by a long history of planning and design for this site, including a previous referral application and resource consent applications based on previous master plans. The current proposal relies on, and seeks to build upon the significant amount of previous technical reporting and engagement already undertaken with Mana Whenua and key stakeholders.

The masterplan has continued to evolve in response to this engagement and the technical investigations undertaken for the site. Key matters raised through discussions and correspondence with KCDC, GWRC and Te Ātiawa have included:

- Future KCDC development within the "civic precinct/Precinct B" - activities and locations and how future integration can be achieved;
- Details of the Town Centre Planning Project including recently agreed Town Centre Principles and how the proposal can contribute to intended outcomes;
- Details/agreements associated with the future Link Road; and
- The opportunity to utilise KCDC land for flood management and wetland area to offset the construction of the future roads which link to site to the existing town centre.

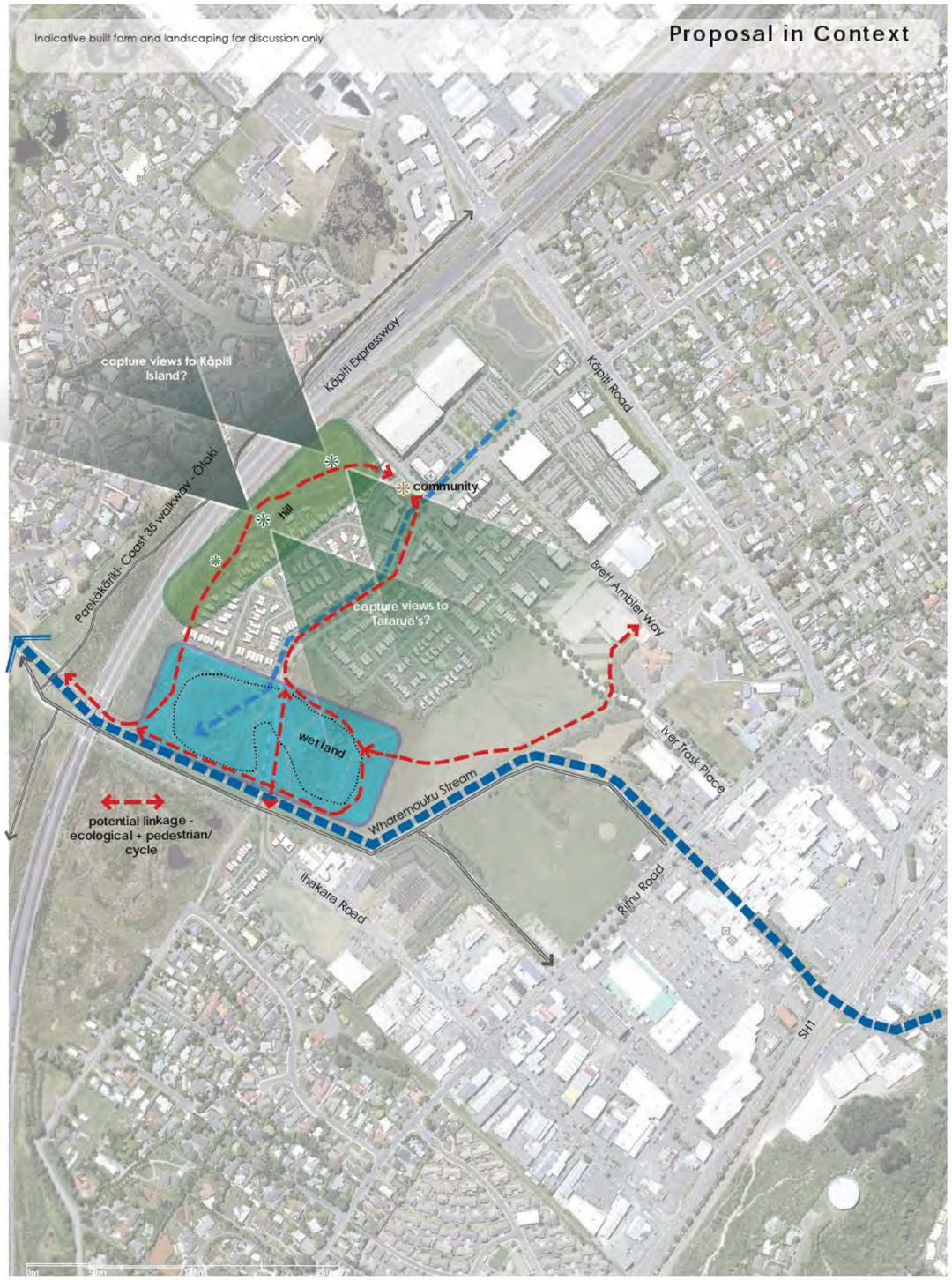


Figure 12. iwi consultation material

Preliminary Development Concept for Consultation

2.3 THE DEVELOPMENT PROPOSAL

The proposal is driven by high level urban design objectives and input from a wide technical expert team.

Key components of the proposal include:

- 593 dwellings;
- a mix of apartments, terraces, duplexes and detached houses of various designs;
- approximately 20,000m² GFA of large format retail;
- four convenience retail units of approximately 1,200m²;
- commercial and retail floor space at ground floor of residential buildings;
- a connected public open space network including play spaces, plaza and walking trails;
- approximately 5.4ha wetland area that provides stormwater management and flood resilience functions, supported by swales and rain gardens;
- a network of public and private streets and private circulation spaces which collectively provide a highly legible and connected urban area with the potential to integrate more fully with the existing town centre in the future; and
- provisions for future integration and/or connection to the existing town centre and Kapiti Coast Airport.



Figure 13. aerial view of development proposal in context (DCM Urban)

not to scale



Figure 14. development proposal in context

VEHICLES + PUBLIC TRANSPORT

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

Proposed Link Road

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

Proposed Road - Civic

- balance movement and place functions
- low speed
- "urban" profile with street parking, tree pits
- some opportunities for retail use in future etc.
- shared path on southern side

Proposed Road - town centre

- retail/commercial use at ground floor
- verandahs + active frontage

Proposed 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 some properties
- some instances of access to front of properties

SH1/Kapiti Expressway
primary connector - Kapiti Road
new Link Road
bus route
indicative location of bus stop
existing road - town centre
existing local road
existing residential road
future local road
future road - Airport Link/Ihakara Ext
private laneway
proposed local road - civic
proposed local road - town centre
signalised intersection
potential future signalised intersection (Airport Link Road)

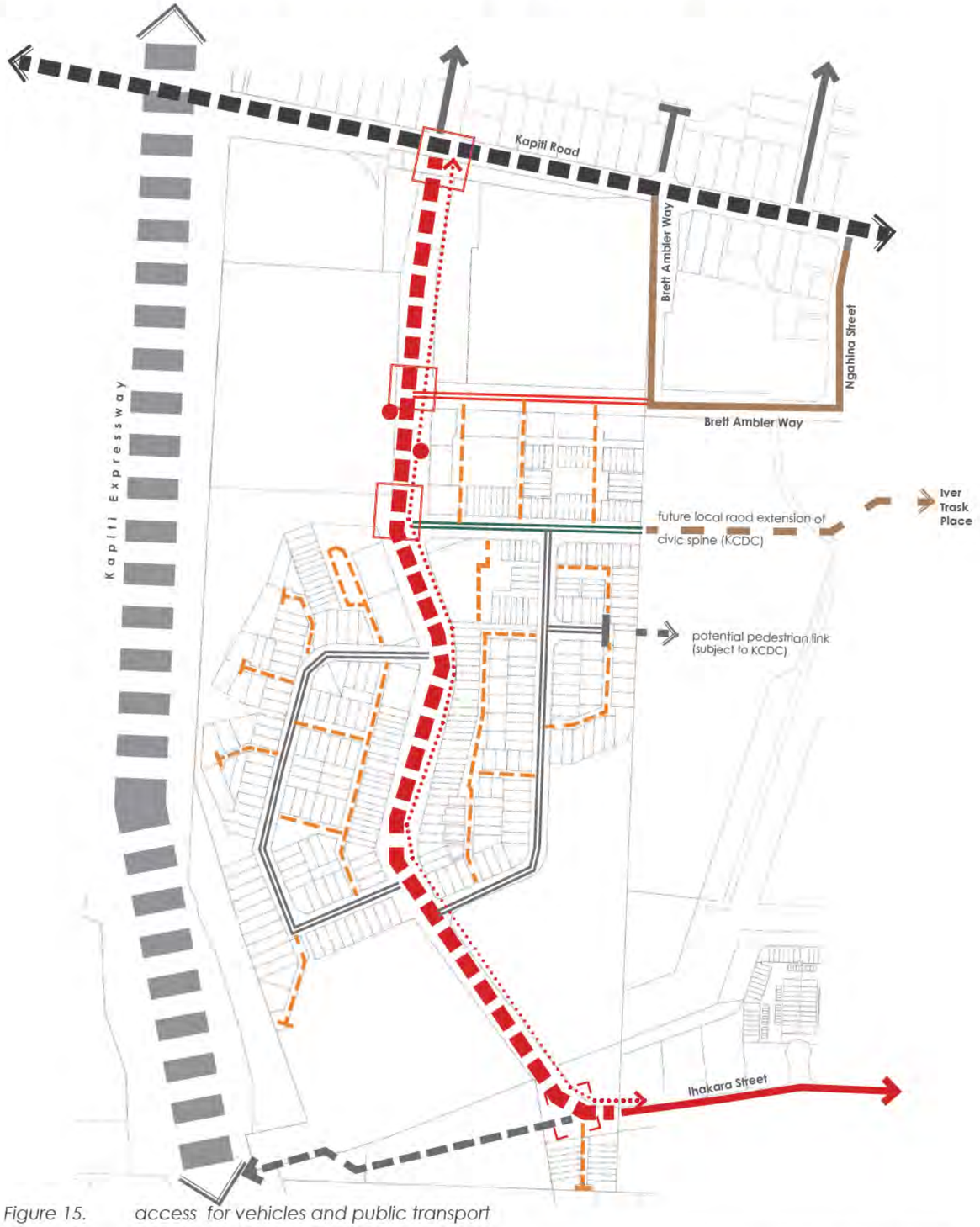


Figure 15. access for vehicles and public transport

PEDESTRIAN + CYCLE



existing shared path on Kapiti Road



existing path to Rimu Road



existing path along Wharemauku Stream

existing shared path

key existing footpath

proposed 3m shared path

- internal cycle friendly route
- along car-free linkage route
- through passive open space
- along berm with no vehicle cross-ings

existing informal footpath

recreational loop (wetland walk/hill walk) width varies

cycle lanes on carriageway

pedestrian only link (vested walkway)

pedestrian easement over private lane

potential future pedestrian path (KCDC)

min 3m footpath on retail frontage

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

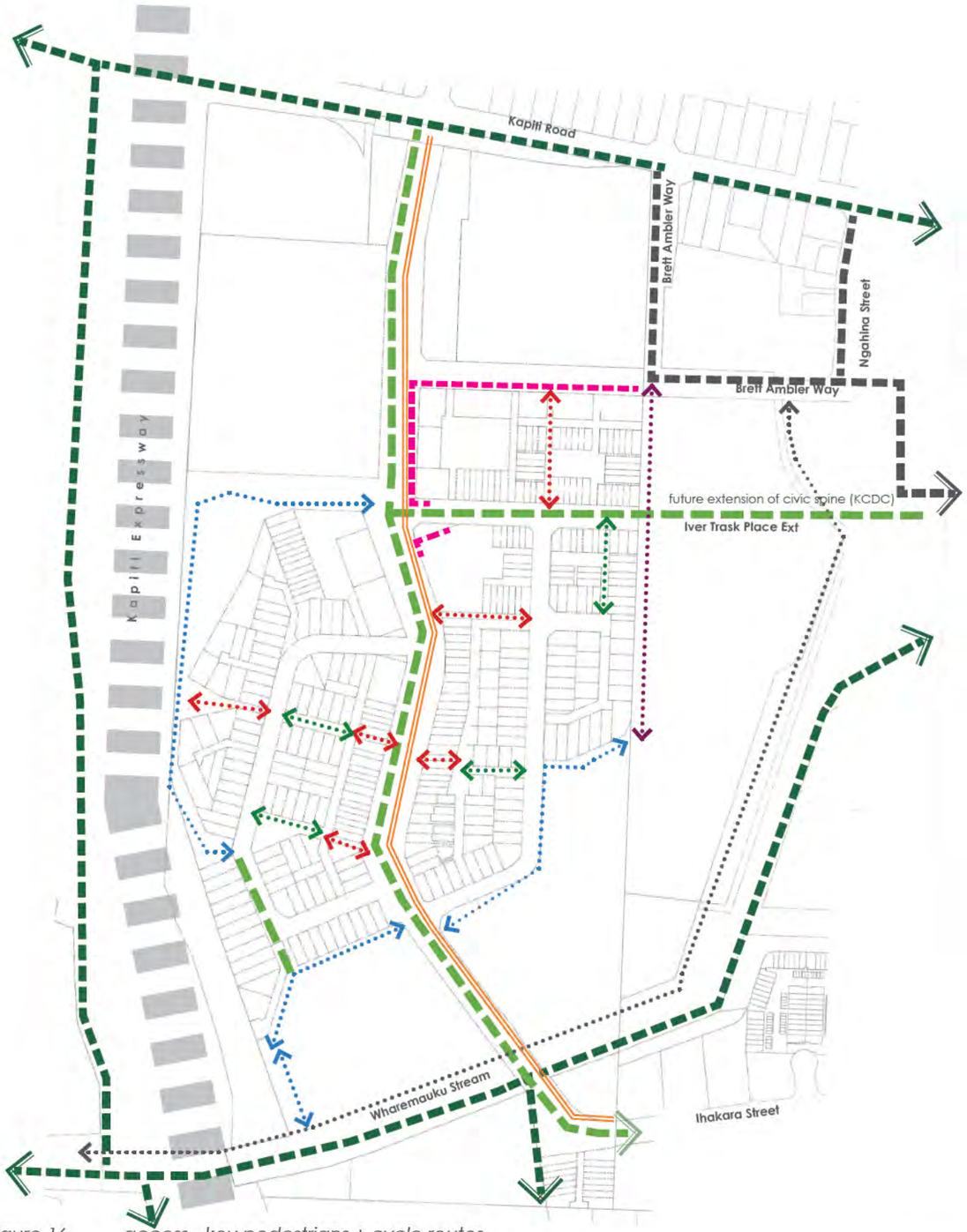


Figure 16. access - key pedestrians + cycle routes

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 of 20,000m² (approx GFA)
- 4 commercial sites including 3 "drive thru"services with total GFA of of 1,200m².
- commercial/retail floor space at ground level
- 593 residential units across the following typologies:

  219 apartments (in "A" and "M" buildings)

  186 terraces

  32 duplexes

  156 detached homes

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 as a buffer to the Kapiti Expressway;
- maximising amenity and outlook over wetland areas for wider public;
- promoting gateways/landmarks; and
- retaining and framing views of Kapiti Island

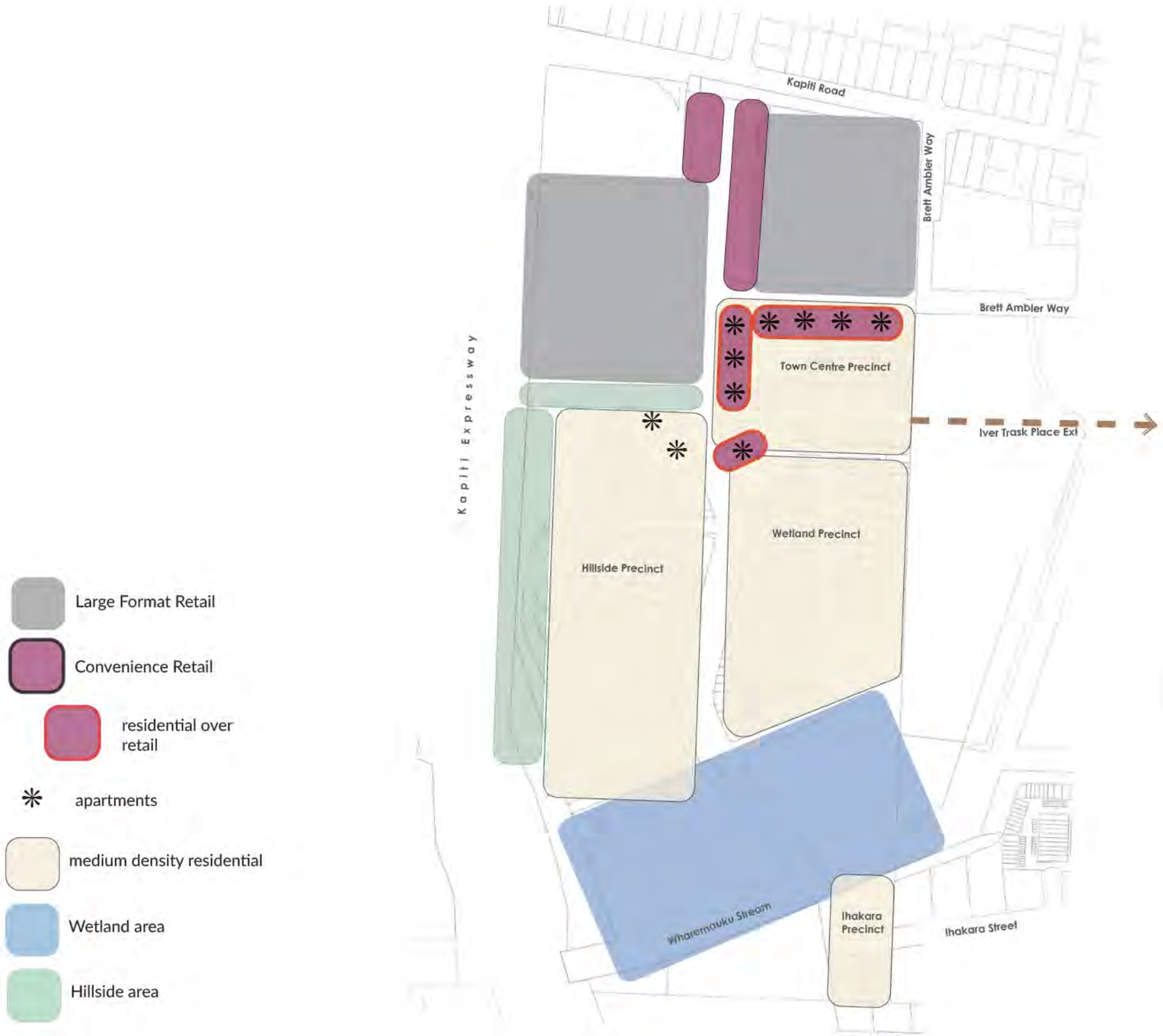


Figure 17. land use/activity

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 design drivers for open space are:

- Incorporate the existing dune character through a modified landform strategy to create a strong landscape backdrop to the development, while providing greater separation between the site and the State Highway.
- Create a connected network of reserves and green spaces throughout the development, providing accessible areas for recreation, amenity and everyday use close to residential areas.
- Integrate stormwater management into the wider landscape framework, using wetlands, basins and rain gardens to support drainage,
- ecological function and the overall open space network.
- Bring the pedestrian and green networks together to create continuous, accessible routes through the site and strengthen connections between neighbourhoods, reserves and other key spaces.

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 hill with potential lookout
- two play spaces/recreation reserves

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

existing stormwater pond

proposed wetland creation and native planting

re-formed and vegetated hillside

Kapiti Road interface treatment

proposed recreation reserves

- N1 - Playground / seating space ~550m²
- N2 - Playground / seating space ~13,446m²
- N3 - Seating space ~350m²
- N4 - Seating space ~818m²

proposed connections

- Waterway
- Swale
- Wetland Streams
- Existing Drain
- Existing Dunes
- Existing shared path (3m)
- Proposed shared path (3m wide)
- Proposed shared path (2.5m wide)
- 1:12 ramp/shared path up battered slope (2.5m wide)
- Future shared path link(3m wide)
- Pedestrian links/ paths (1.8m wide)
- Possible future link through NZTA land (2.5m wide)
- Road footpaths (1.8m wide)
- Road Cycle path
- Viewshaft
- Lookout
- Crossing facility



Figure 18. open space and connectivity network (based on drawing from DCM Urban)