

Summary Notes of Meeting

Coastlands and Council Workshop on PDP and Town Centres Project

Held 28 January 2015 at 9am to 3pm

at Council Chambers, Kapiti Coast District Council

Present:	Richard Mansell	CEO Coastlands
	Chris Hansen	RMA Planning
	Jamie Whittaker	Transport Planner, TDG
	Evan Harris	Colliers
	Anton Tritt	Architect, Buchan Group
	James Burgess	Architect, Buchan Group
	Phil Stroud	Kapiti Coast District Council
	Sherilyn Hinton	Kapiti Coast District Council
	Emily Thomson	Kapiti Coast District Council
	Neil Trotter	Kapiti Coast District Council
	Pat Dougherty	Kapiti Coast District Council
	Tamsin Evans	Kapiti Coast District Council
	Sean Mallon	Kapiti Coast District Council
	Stephen McArthur	Kapiti Coast District Council
	Nathan Baker	Beca Ltd
	Phil Gurnsey	Beca Ltd

Item	Action
<ul style="list-style-type: none"> ■ Introduction <ul style="list-style-type: none"> - Nathan introduced the workshop and provided an overview of the purpose of the meeting and general Agenda items for the day. - The purpose of the workshop is to work through each Agenda topic, discussing issues openly and looking for areas of agreement/ areas for further work. The aim is not to solve all issues today, rather to confirm areas of general agreement and areas that need further work. - Each attendee briefly introduced themselves, their role and interest in the Paraparaumu Town Centres & Connectors Project - All agreed Agenda topics listed were a good list for discussion. 	Noted
<ul style="list-style-type: none"> ■ Overview Comments <ul style="list-style-type: none"> - Fundamental principles in PDP are acceptable/agreed – a compacted, well-functioning, vibrant town centre - the key discussion to be had is how that plays out on the ground. - There is some uncertainty in the market - retailers need certainty and a plan, rather than rumours around zoning changes/ vague plans. - Agreed flooding information from PDP more up-to-date than operative 	Noted

plan information.	
<ul style="list-style-type: none"> ■ Topic 1 – Bigger Picture Precinct Areas <ul style="list-style-type: none"> - PDP looking to best manage land use in precincts, within Town Centre, along Ihakara and Rimu Roads. - Retailers/ Owners along Ihakara Street have indicated interest in more commercial retail along frontage rather than light industrial. Recent Briscoes development cited as example of retail new to Ihakara. - Briscoes inward facing towards Coastlands rather than onto Ihakara, however yes retail. Heavy traffic along Ihakara not desirable for retail – shouldn't become an area for cafes etc – that focus should be Coastlands Entrance/ Rimu initiative and Wharemauku Precinct. Opportunity to direct appropriate land use to these areas. - SH1 frontage changing to local road – PDP should also consider that frontage – fast food outlets/ autoyards? - Retail demand currently being assessed – available mid-Feb. Agreed to circulate to all when available. - PDP needs to consider relevant rules to encourage desired land use outcomes. 	<p style="text-align: center;">Sherilyn to circulate retail demand assessment to all when available mid-Feb. Further discussion to follow based on that report.</p> <p style="text-align: center;">Process is PDP</p>
<ul style="list-style-type: none"> ■ Topic 2 – Bigger Picture Residential Activity <ul style="list-style-type: none"> - Elevated on list to 'bigger picture' discussion. - Residential activity can provide some vibrancy/ life to the Town Centre and a near source of clientele. Area C is the identified place for residential activity. Can also be above office/ retail ground floor as a permitted activity. - How flexible/ directional should the PDP be in terms of residential activity? Does PDP still continue to require residential in Area C? or does it identify residential as appropriate throughout whole Town Centre area? - Coastlands doesn't view itself as a residential landlord. Residential activity has potential in the Wharemauku Precinct/ Coastlands Square area, however needs agreement with Ngahina Trust – including issue of leasehold land. - Agreed residential most desired in Area C, on the immediate fringe of Town Centre rather than mixed within it. Areas along Wharemauku Stream/ walkway may also be desirable. - Directing residential to Area C may be preferable to a blanket permissible rule across town centre – further work to be done on this point. 	<p style="text-align: center;">Agreed residential in Area C adjacent to Town Centre is desired. Future residential across the town centre (above ground-floor level) is also appropriate as the market needs. More work to be done on this issue as the PDP develops.</p> <p style="text-align: center;">Process is PDP/ Structure Plan</p>
Break for morning tea – 10.20am	
<ul style="list-style-type: none"> ■ Topic 3 – Coastlands Entrance/ Retail onto Rimu Road <ul style="list-style-type: none"> - Coastlands presented plans for retail building – an initial building fronting Rimu Road rather than pods. - Discussion around what type of retail may be best to activate the entrance – café/ subway type offering – need to create pedestrian foot traffic between Coastlands Entrance – new building – across to Civic Spine. - Existing pedestrian crossing point across Rimu Road needs consideration. A raised crossing at the Iver Trask intersection may lead 	<p style="text-align: center;">Noted.</p> <p style="text-align: center;">Process is resource consent application for new building.</p> <p style="text-align: center;">Wider PDP process for ongoing land</p>

<p>to a change in the location of existing crossing.</p> <ul style="list-style-type: none"> - Similarly, no legible/safe pedestrian route across Coastlands carpark – people tend to bleed across in many directions. The new Coastlands entrance link to retail building fronting Rimu can address that through design and clearer pedestrian pathways. - Important not to congest or impede the workability of Coastlands car park – needs to be considered in location of new retail buildings. - There is a desire for public space across Rimu Road along Iver Trask for people to walk across and sit down/ enjoy eating café food etc from new retail building. That area needs to be legible and easily accessed from the new retail area at Coastlands entrance. Currently a popular car park area – that can be off-set with parking behind library. - That space is also dependent on discussions with the School/ MoE – safety for children and amount of school ground taken. - Evan described gross floor area needs for prospective retailers – larger foot-plate needed than as retail pods shown conceptually. However, design options available to create pedestrian foot traffic area to help attract retailers. At this stage question around who is really walking around this area – almost creating a new pedestrian foot traffic spot from scratch (acknowledging some current traffic from Council and car park). - Anton described design plans, issues of access/parking – most retailers need access off car park area and need to address that in terms of Rimu Road frontage. - All agreed that this ‘stage 1’ trial of retail fronting Rimu Road as a first step to create a Coastlands entrance to Civic Spine is a good idea. Can add more retail buildings along Rimu Road opposite Council and/or in some type of pod formation if the first step proves popular. - Pop up/ temporary retail may also be helpful to activate the area. - Wider discussion around strategic linkage to Civic Spine, destination playground, link between library and Council building across to Wharemauku Precinct and how those sight lines and pedestrian paths can work well together. As parts of the puzzle it clips together well in terms of design thinking. 	<p>use of that area.</p>
<p>■ Topic 4 – Kapiti Lights</p> <ul style="list-style-type: none"> - Phil G talked through Kapiti Lights transformation plans – an improved and legible link from the Train Station through to Rimu Road and Coastlands/Civic Spine. Several options presented with varying degrees of parking/ vs. pedestrian friendly. Priority desire to improve pedestrian linkage through to Civic Spine/ Coastlands retail at Rimu, also opportunity to improve traffic flow. - Richard’s initial feedback was it looked like a loss of parking for not much gain – with traffic access through existing service areas to the back of Coastlands (Farmers) and through to Post Office area needing some more thought. - Also opportunity to improve legibility of pedestrian access to Coastlands entrance next to Countdown from train station. Currently not clear and safe, people bleed across car park. - As issued talked through further, all agreed an improved link through Kapiti Lights as shown in concept was a good idea in terms of overall town centre functioning – particularly thinking after hours when Coastlands internal access through to Rimu is closed. Further thought 	<p>Further thought to pedestrian only link through to Rimu Road between Coastlands/ Police Station area or traffic also and potential staging of that.</p> <p>Process is Partnership Planning with Coastlands/ Police/ Kapiti Lights body corp.</p>

<p>to whether the link is pedestrian only or also allowing traffic through.</p>	
<p>■ Topic 5 – Wharemauku Precinct</p> <ul style="list-style-type: none"> - Coastlands presented concept plans for development – based on an anchor development (supermarket) as stage 1 with mixed use for future stages 2 and 3. Important this area is planned for in stages. - Location of car park important for retail visibility. - Cannot sleeve the link road off Rimu – opportunity for pop-up/ kiosk type retail at main car park corners fronting link road to give perception of active retail link. - Link road from Rimu through site is potentially not ideal. Need to consider link from Ihakara to Kapiti Road and how it works through site. That will help determine the layout of stages 2 and 3 mixed use areas. - Link road bridges over streams will be expensive and important to find most sensible route. Link road as currently shown in structure plan is not Coastlands preference – more work to do to agree best link road routes and intersection location with Rimu Road. 	<p>More work to do to agree best link road routes.</p> <p>Nathan to check geotech information from M2PP for route options.</p> <p>Process is resource consent for stage 1 and future planning through structure plan/ PDP</p>
<p>Break for lunch – 12.25pm; restart 1pm</p>	
<p>■ Topic 6 – Flooding and Stormwater Management</p> <ul style="list-style-type: none"> - Phil/Emily summarised stormwater/ flooding issues at Ngahina block area, and St Heliers land (Wharemauku Stream flooding) - Potential to use stormwater areas as car parking during times when not ponded with water? - All agreed stormwater management a consideration in concept design/ development plans. 	<p>Noted</p>
<p>■ Topic 7 – Internal desired connections</p> <ul style="list-style-type: none"> - There are several desired connections shown on the plans for Coastlands internal area. - Some of these are outdated, drawn prior to the Expressway and no longer desired – for example the access shown through McDonalds area to SH1. - Desired connections should be updated. Bus connections and flows through Coastlands considered as part of this. - Issue through Ngahina land also in terms of desired link road – is this an issue for Ngahina Trust vesting the link as public road? Council should maintain as a public road? 	<p>Desired connections need to be updated. Structure Plan.</p> <p>Richard to discuss with Ngahina Trust about vesting link road as public road – suggest await agreement on best route for link road firstly.</p>
<p>■ Topic 8 – Sand Dune Protection</p> <ul style="list-style-type: none"> - Phil G talked through need to protect sand dunes to the west of Library/ Aquatic Centre open land area. Protection identified in Structure Plan and Operative Plan/ PDP. - Noted and no actions 	<p>Noted</p>
<p>■ Topic 9 – Kapiti Road/ traffic modelling work</p> <ul style="list-style-type: none"> - Phil G/ Neil/ Phil S talked through modelling work and plans for Kapiti Road 	<p>Neil/ Council to share modelling work with Coastlands/ TDG</p>

<ul style="list-style-type: none"> - Wider CWB work also feeding into transport discussions, links with town centre. - Further micro-simulation work being commissioned for the town centre. Neil can share that work with TDG as beneficial to Coastlands development discussions. 	<p>as appropriate.</p>
<ul style="list-style-type: none"> ■ Topic 10 – Car Parking ■ Phil S summarised recent work - review completed with GWRC (Paraparaumu and Waikanae) retail/park and ride. Report says no shortage of parks at Paraparaumu. GWRC are currently reviewing report. Better management and public information necessary. ■ Coastlands happy to work together on car parking management across town centre. ■ Jamie summarised two recent reports completed – overall parking strategy, how that might be achieved across Coastlands site. Managing the area holistically there may be opportunity for reduced car parking to encourage further retail development/ areas for pedestrian paths/ cycle parking etc as desired for town centre. ■ This is important for the likely resource consent application to be lodged for stage 1 of Wharemauku Precinct – car parking plan across site needs to be clear. Possible temporary parking across site may be possible as long as future stage 2-3 tenants are aware. 	<p>TDG/Coastlands to share car parking data/ work as appropriate with Neil/ Council and vice versa with recent work with GWRC.</p>
<ul style="list-style-type: none"> ■ Close - Nathan thanked all for a constructive and valuable workshop. Several key items to progress and possibly different processes to progress them – ie resource consent, structure plan, PDP, partnership planning for specific development. - A process column to be added to workshop summary notes to provide some indication of the likely process for various tasks. - In terms of PDP, Sherilyn noted Council is reviewing submissions and looking at changes aiming to have redrafted PDP by end March/early April. In terms of Structure Plan there is a need to have something by then to talk to submitters. 	

Summary notes by: Sylvia Moynihan and Nathan Baker