



Report

Waikanae Preliminary Concept Design

Prepared for Kāpiti Coast District Council

Prepared by Beca Limited, Boffa Miskell Ltd, Brewer Davidson Architecture Ltd and Bogacki Property Ltd

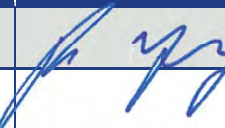


17 July 2014



Revision History

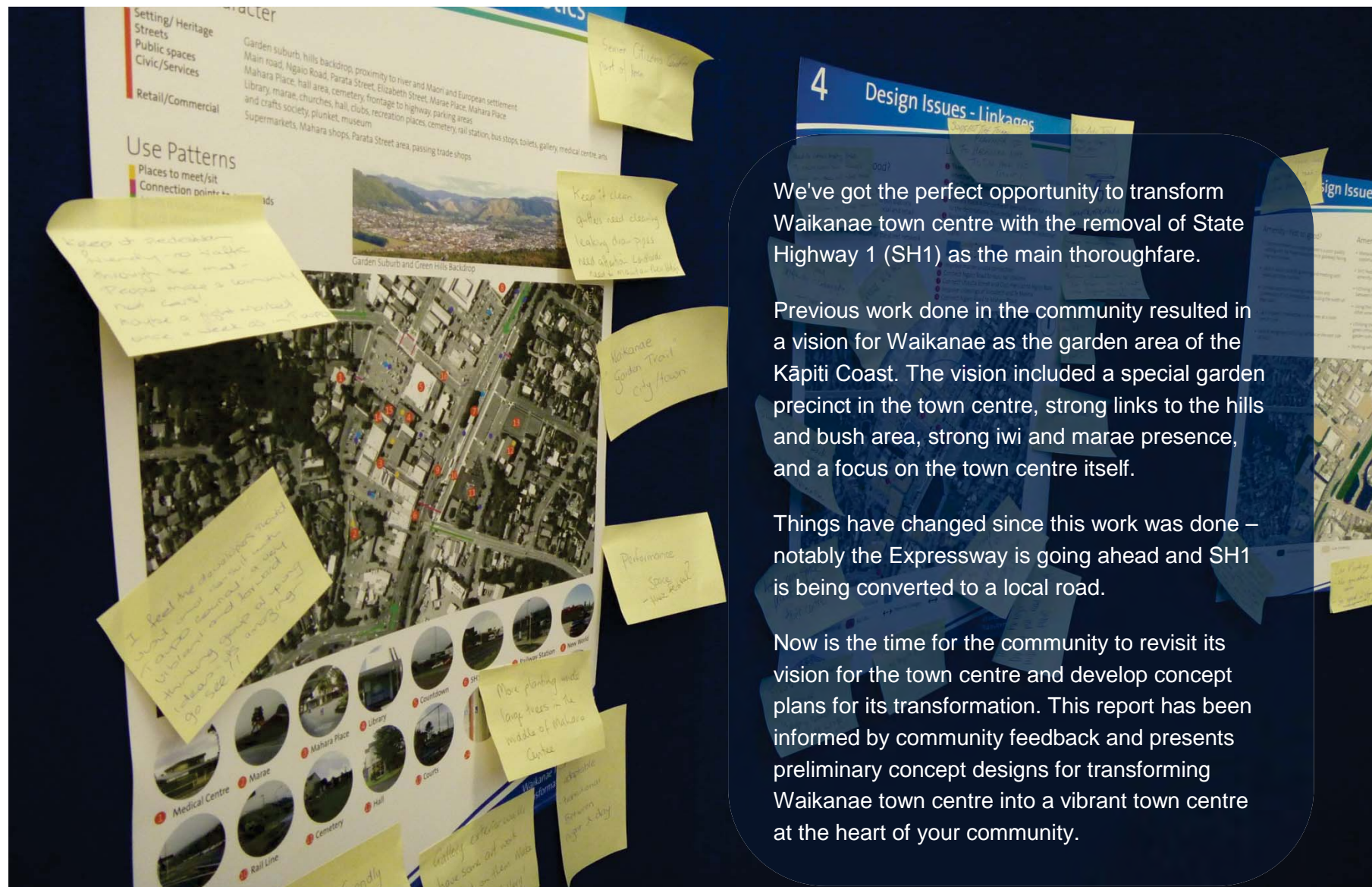
Revision N°	Prepared By	Description	Date
1	Phil Gurnsey	Preliminary Concept Design Report for Council staff consideration	4 July 2014
2	Phil Gurnsey	Amended to include feedback from Council staff (including Project Steering Group) – Draft for Waikanae Community Board comment	14 July 2014
3	Phil Gurnsey	Amended following Waikanae Community Board workshop	16 July 2014
4	Phil Gurnsey	Amended following Council Workshop on 17 July	17 July 2014

Document Acceptance

Action	Name	Signed	Date
Prepared by	Phil Gurnsey		4 July 2014
Reviewed by	Marc Tones, Marc Baily, Kevin Brewer, Angela Bensemann		July 2014
Approved by	Nathan Baker		17 July 2014
on behalf of	Beca Ltd		

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Executive Summary



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1 Context

Project vision

Developing a welcoming town centre that reflects our proud history and meets our needs over the next 30 years.

Project objective

To provide an integrated approach to major design projects of key district focal points – including Waikanae Town Centre.

Project area

Focus is on Waikanae town centre – from Te Moana Road to New World and Mahara Place to the Hall area along Elizabeth Street. We considered the wider area to include Parata Street and Omihi Streets , and adjoining connectors.

For Waikanae Town Centre there is a new opportunity

Once the Expressway is completed, SH1 from MacKays to Peka Peka becomes a local main road enabling new thinking about the centre's future.

Feedback sought

This report is a preliminary assessment of concept designs for Waikanae it builds on a number of background studies and further community engagement. Further community engagement is now recommended to test these ideas.

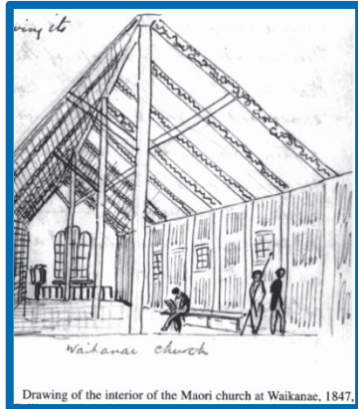
Following feedback we will further refine concepts, and will consider costs and how to stage investment.

Further opportunity for feedback will occur through the Council's long term plan 2015-2018 in March-June 2015.





2 Historical setting



1847 Maori Church Waikanae



1885 General Store



Waikanae rail bridge c1890s

1884-87

Wellington and Manawatu Railway Company gains support from Wi Parata, on behalf of Te Ātiawa Iwi, land to complete the rail line from Waikanae to Paraparaumu. Last spike of rail line in 1887 is next to Southwards Car Museum, 229 Otaihang Road.

1896

By this time, only a basic inland route between the railway settlements had been formed. A visit by Premier Richard Seddon that year led to funding and the construction of a formed road by 1902.

1870

Wi Parata of Waikanae elected as Member of the House of Representatives until 1879, the first Māori to hold a Cabinet rank and Native Minister during

1890s

Whakarongotai meeting house and St Lukes church moved to present sites.

1896

First Waikanae School opens on the corner of Elizabeth Street and Seddon Street.

c. 1300

Inhabited by the Waitaha moa-hunters as early as a thousand years ago

Pre 1822

Muaūpoko iwi lived well on rich marine, coastal, wetland and forest resources.

1822-24

Chief Te Rauparaha led Ngāti Toa from Kawhia to escape the Waikato/King Country musket wars. Muaūpoko try to assassinate him and he takes revenge. Kāpiti Island becomes his fortress.

1825-28

Te Rauparaha's allies migrated to the region: Ngāti Raukawa of Waikato moved to Manawatu / Horowhenua and Te Āti Awa of Taranaki to south of Ōtaki River.

Nov 1839

The Rev. Octavius Hadfield and Rev. Henry Williams walked from Wellington to Waikanae, arriving on 18 November. By the early 1840's all settler traffic followed this general route.

16 May 1840

The Treaty of Waitangi was signed at Waikanae by 20 signatories. Te Rangi Hīroa and Te Ohu also signed the Treaty of Waitangi on Motungarara Island on the 4th June 1840. Rev. Octavius Hadfield and Rev. Henry Williams witnesses to signing of Deed.

1847

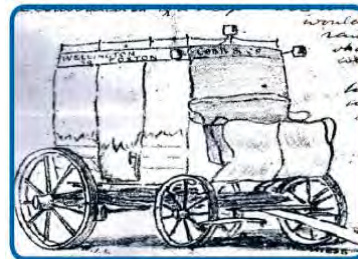
Police barracks established on south side of Waikanae by the river mouth by Major Durie. He also acted as Customs officer for ships calling at Kāpiti Island.

from 1866

Over time, towns were formed inland from beach settlements (eg Paraparaumu, Ōtaki and Waikanae) where the railway route took it away from the sea. Roads were formed between the railway and beach settlements.



c1300 Waikanae



Walter Leslie - Cobb & Co coach to Foxton



Whakarongotai Marae 1908

Historical context is being further developed with the Iwi working group to reflect Iwi history of Waikanae.

Town Centres and Connectors Transformation Project Waikanae Town Centre



Waikanae Bridge c1929

1901

A bridge was built over the Waikanae River; prior to this traffic still had to ford the river.

1902

Hira Parata accepts the tender from a Palmerston North builder to erect a first class accommodation house in Waikanae named 'Mahara House', at a cost of 2,000.00 pounds. The intention is to promote Waikanae as a seaside resort, and with that end in view, Wi Parata the Māori chief and father of Hira Parata purchase a steam launch to run between the mainland and Kāpiti Island.

1909

With the completion of the North Island Main Trunk Line, the government nationalised the Wellington-Manawatu Railway.

1940

The Centennial Highway and the Paraparaumu Airport were both opened.



Creek Paraparaumu – Waikanae 1913

1963

New bridge constructed across the Waikanae River.

1966

A new railway underpass was constructed just south of Waikanae.

1960-75

Rapid economic and population growth in the district. Building and related trades flourish.

1990s

Population growth in district amongst the highest in New Zealand. Several retirement villages were built.

2000s

Growth in new housing subdivisions.

2007

Community outcomes report

2010

MacKays to Peka Peka Expressway is proposed

2012

Proposed District Plan Review

2013

Census records population of 10,635



First shop in Waikanae Shopping Mall, 1969



Waikanae Sculpture Garden



Waikanae Bridge construction 1963



Analysis of active (red) vs inactive edges (blue)

Town Centre Study 2004

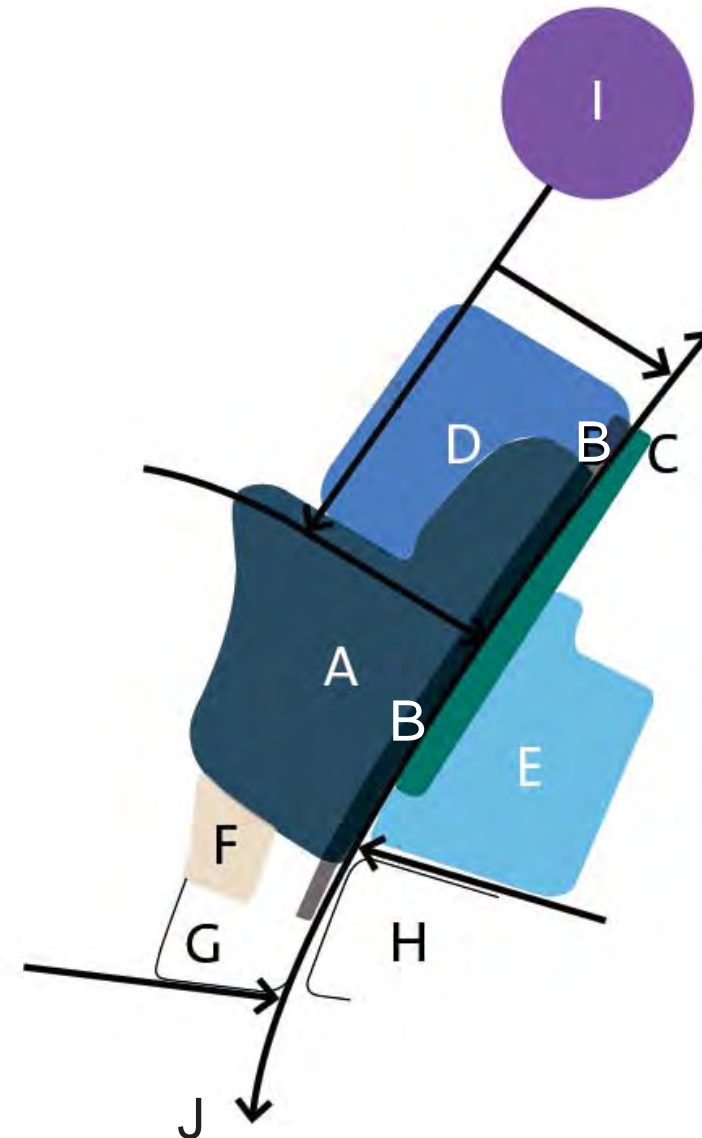
3 Looking around

The transformation of Waikanae sits within the context of other studies and the Proposed District Plan process.

Key features of Waikanae are:

- A** Town core: commercial / public space / slow traffic
- B** Quick stop commercial retail
- C** Public transport: parking / kiosks / cycle access and facilities
- D** Light industrial: local road traffic / no further growth north
- E** Civic gardens/ recreation / heritage
- F** Marae
- G** Gateway entrance at Te Moana Road
- H** Industrial site with the potential to offer an area for long term commuter parking
- I** Waikanae north
- J** Connection to Waikanae River

The core town centre area is bounded by the current SH 1 to the east, Te Moana Road to the south, Marae Place to the east and spreads across Ngaio Road to the New World supermarket to the North.





View of Waikanae as it currently is looking, west from the railway station along Ngaio Road



View of Waikanae as it currently is looking, south from the Ngaio Road / Marae Place intersection



View of Waikanae as it currently is looking, north over Mahara Place

Linkages



Opportunities

1. Three main 'destinations' in the town centre are the train/ bus interchange and two supermarkets
2. The 'centre' of these destinations is the Ngaio Road / SH1 intersection
3. Mahara Place is the centre of speciality retail but is separate to the destinations (blue circle)
4. Promote elements of successful town centres and shopping malls, locate speciality retail between destinations to maximise the pedestrian traffic
5. Improve marae / urupā connection
6. Connect Ngaio Road to bus / rail stations
7. Connect Utauta Street and civic precinct to Ngaio Road
8. Improve crossings at Elizabeth Street and Te Moana Road and connection to Waikanae River
9. Connect Ngaio Road to Mahara Place
10. Promote business improvement

Amenity



Opportunities

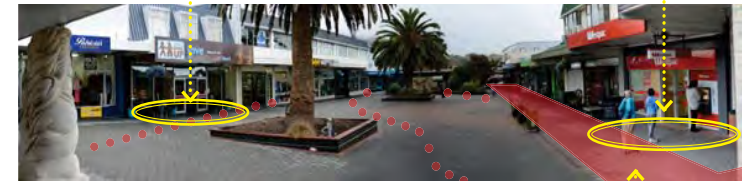
1. Mahara Place and the library / gallery area has the highest amenity opportunity given the north aspect and public space availability
2. SH1 footpath each side of Mahara Place has moderate quality amenity and can be improved by quick stop retail
3. Utilising the retail destinations as anchors to activate the area between for retail and social life
4. Using the library and gallery as catalysts to generate social and other amenity benefits
5. Utilising the public areas of car parking and streets to increase the green infrastructure and identity of the town centre as part of the garden suburb heritage
6. Working with iwi to develop ideas for the marae setting

Public space utilisation: movement and places



- Main Pedestrian movement
- Typical pedestrian movement
- Key public places to stop
- SH1 Pedestrian link
- Important cultural path

Outdoor dining in the sunny areas



Cash point attracts 24hr action

Main pedestrian movement route

Public seating in the sun and shade invites people to utilise public space

Pedestrian movement and activity through to SH1



Main pedestrian movement route

Places like the playground are areas where people tend to stop

People tend to stop and sit outside library

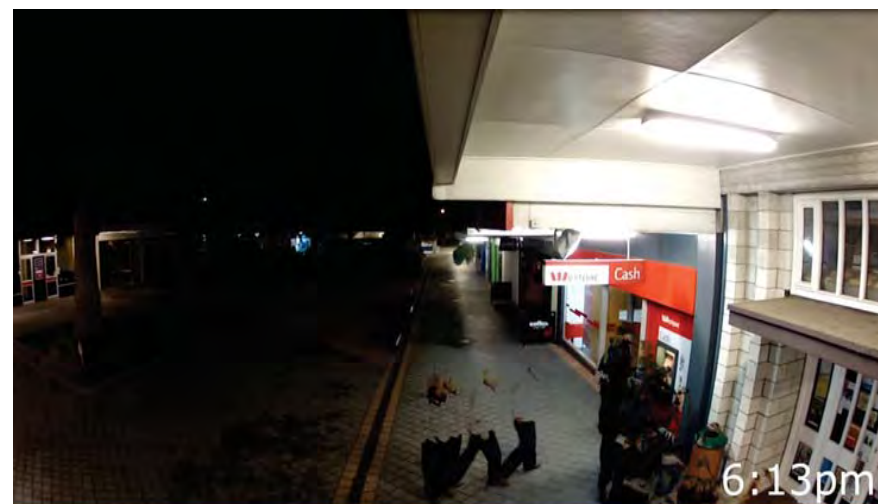
Cars stop to drop off and pick up



Main pedestrian movement route

Physical barriers in open space make it harder to move with ease of access

Public space utilisation: Mahara Place snapshots showing typical activities



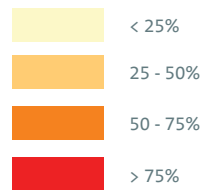
Public space utilisation: Mahara Place snapshots showing typical activities



Car parking utilisation

Waikanae Carpark Utilisation Survey Saturday
14/6/2014

Numbers 1- 9 refer to zones shown on the
Waikanae carpark utilisation zones aerial



9:00



12:00

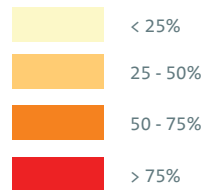


15:00

Car parking utilisation

Waikanae Carpark Utilisation Survey Tuesday
8/7/2014

Numbers 1- 9 refer to zones shown on the
Waikanae carpark utilisation zones aerial



9:00



12:00



15:00

Retail floor space

According to the 2011 Property Economics report ¹ the Waikanae town centre catchment generates around \$62.4m per annum in 2010 and, this is expected to grow to around \$102m per annum by 2031.

\$22m per annum in convenience expenditure

\$41m per annum in supermarket expenditure

By 2031, convenience expenditure is forecast to reach \$35m per annum with supermarket retailing expenditure in the catchment projected at an estimated \$67m per annum.

Translating this to gross retail floor area, the Waikanae town centre catchment can currently sustain around 3,400m² in convenience retailing and 3,300m² in supermarket retailing, forecast to grow to 5,600m² and 5,300m² respectively by 2031. If all land zoned for town centres was used there would be:

potentially 5,907m² oversupply in 2010

potentially 3,707m² oversupply in 2031

We are of the view no further land should be zoned in the proposed district plan for "Town Centres" zone.

¹ <http://www.kapiticoast.govt.nz/Documents/Downloads/District-Plan-Review/Reports/2011/Kapiti-Employment-Areas-Study.pdf>



Character



Setting / heritage

Garden suburb, hills backdrop, proximity to river and Māori and European settlement



Streets

Main road, Ngaio Road, Parata Street, Elizabeth Street, Marae Place, Mahara Place



Public spaces

Mahara Place, hall area, cemetery, frontage to highway, parking areas



Retail / commercial

Supermarkets, Mahara shops, Parata Street area, passing trade shops



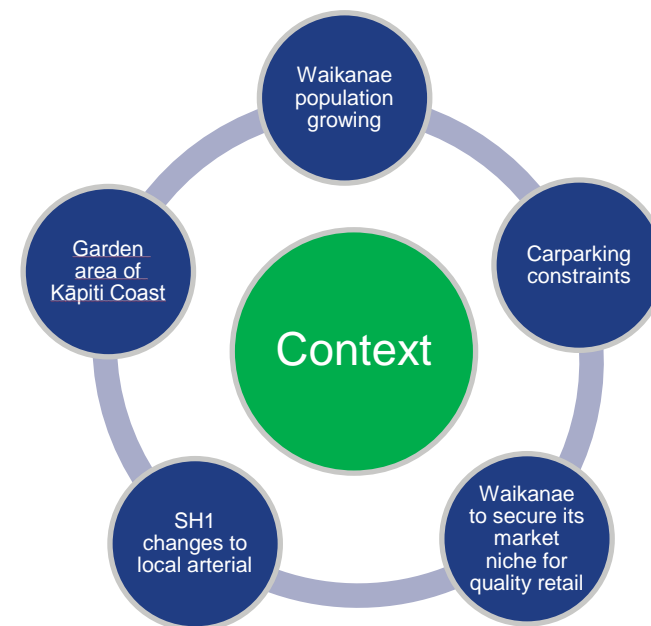
Civic / services

Library, marae, churches, hall, clubs, recreation places, cemetery, rail station, bus stops, toilets, gallery, medical centre, arts and crafts society, plunket, museum

Growth

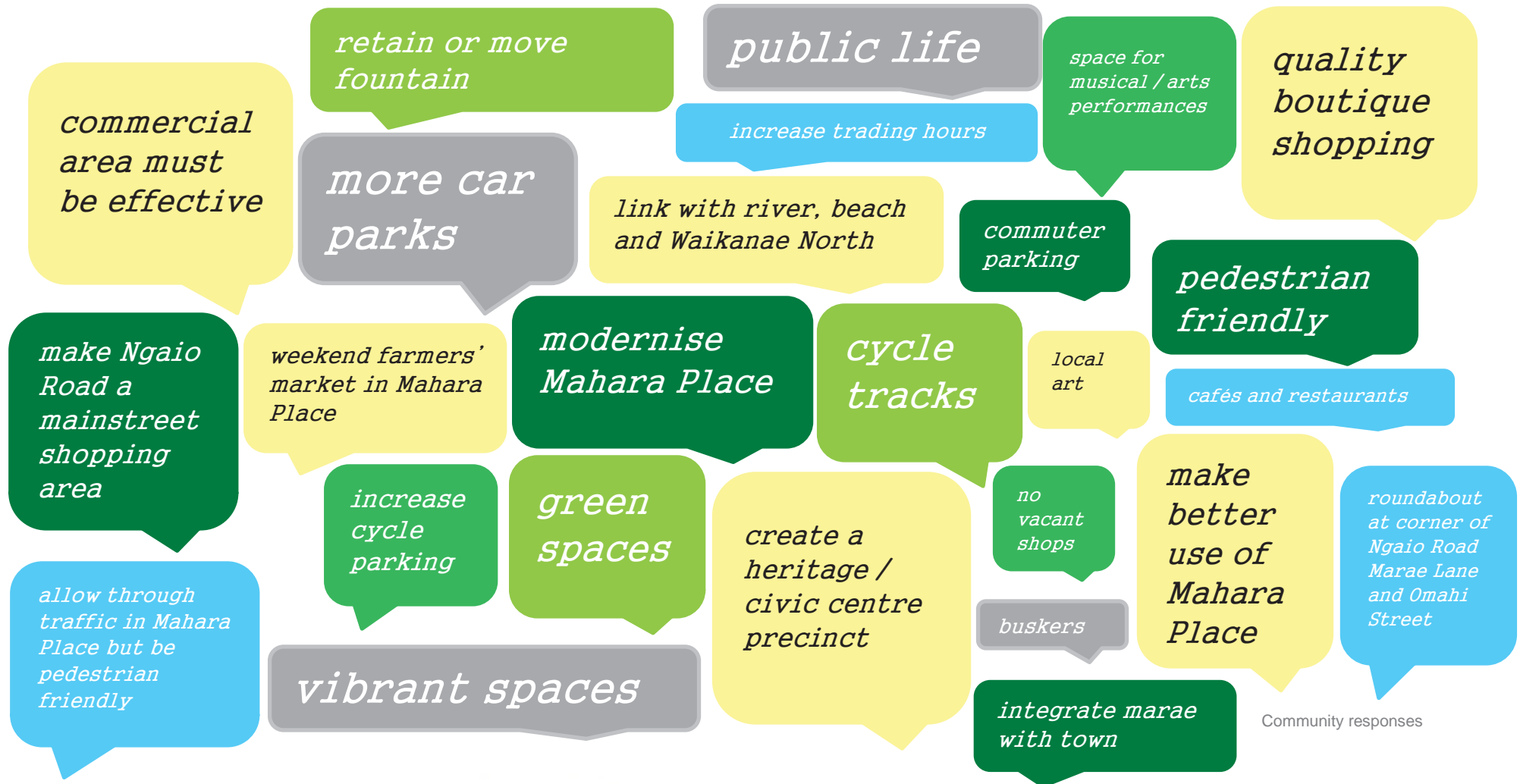
The following table shows a medium growth rate scenario (including expressway impact) on Waikanae.

Population	2013	2023	2033
Waikanae Beach	3,048	2,934	2,767
Waikanae East	2,175	2,859	3,569
Waikanae Park	1,953	3,102	4,254
Waikanae West	3,459	3,284	3,192
Total Waikanae	10,635	12,189	13,782
Total Kāpiti Coast District	49,101	53,027	56,301



4 Listening to the people

When we asked the Waikanae community to share their ideas on how to transform the town centre we received 335 suggestions. Advice has also come from interest groups, landowners, Council staff, and our professional team of planners, engineers, urban designers, landscape architects and transport planners at Beca, Boffa Miskell and Brewer Davidson Architects.



Community responses



An open day on Saturday 17 May 2014 to get the conversation started. Written feedback was open until 2 June 2014 (we also welcomed receipt of late feedback).

The open day was a great success with a steady stream of 150-200 visitors having a look around and telling us how they thought the town centre could be improved.

We have also had a number of meetings with business and interest groups, and landowners to following up on particular issues.

Community Open Day 17 May 2014, Waikanae Library

5 Your aspirations

Based on feedback we summarise your aspirations for transforming Waikanae as follows:

- Ngaio Road as Main Street
- Corner feature buildings on Ngaio Road / Main Road
- Integrating marae with town
- Mahara Place improved as open space
- Mahara Gallery and the Waikanae library upgrade as catalyst projects
- Easy car parking
- Accessibility
- Easy for people to get around
- Legible, intuitive spaces, movement between supermarkets / rail
- Quality boutique retail types, destination shopping, markets, cafés, restaurants
- More attractive areas and green spaces
- A choice of places to go for old and young alike

Are the changes you seek outlined above?

These changes are reflected in the design principles and the concept designs contained in the Blueprint plan.



6 Challenges

Waikanae needs a viable town centre with the facilities and services that would be expected in an equivalent town throughout New Zealand.

The people of Waikanae need and deserve a village setting that draws them to shop and meet, but also acts as a destination for others to visit.

Key challenges we face are:

Car parking is constrained

Existing car parking is already constrained for commuters and changes to car park patterns and locations will need to occur.

How long should people to be able to park for and where?

Attracting investment

Over time the private sector is expected to provide the greater proportion of investment. Quality boutique retail is needed and if Waikanae is to be a destination shopping area it needs to confirm the retail type that will catalyse investment.

How do we catalyse private sector investment?

Multiple owners

There are many landowners and the Council has limited land ownership. Getting the landowners and shop proprietors to work together is essential to success.

How can we coordinate to encourage change to occur?

Mahara Place lacks function

Mahara Place as a pedestrian mall and in its current format lacks clear function, fails to attract people to it and stay, and lacks connection with Ngaio Road.

How can we change the nature and function of Mahara Place?

Time to change

It will take time to transform Waikanae to a welcoming town centre. The project implementation has a life of 30 years. Changes to be done at a pace the community and businesses can afford, and expectations will need to be managed.

What are the priorities for transforming the town centre?

Waikanae has no main street

All prosperous town centres have a functioning main street. A main street is the economic engine of a town, the big stage, the core of the community.

Can we transform Ngaio Road to the main street?

Have we correctly summarised the challenges facing Waikanae?

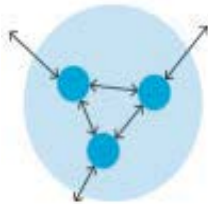
7 Design principles

We have developed the following design principles to address the challenges identified:



Integrated

- Integrate public transport into the street network
- Integrate the investment into the design of the public realm of lanes, streets and parks with the land-uses that will respond best and benefit from
- Integrate the planning for the centre with other Council strategies, e.g. cycle, walkway and bridleways network



Connected

- Connect active land uses and building types with streets where public life is concentrated
- Connect to public transport – rail and bus
- Connect to open space networks
- Connect through blocks
- Connect walking and cycle infrastructure



Catalysed

- Catalyse growth through positioning of civic, community and public infrastructure
- Catalyse diversity and add life to the town centre by encouraging a mix of uses that bring increased employment and residential activities
- Catalyse private investment by coordinating with business initiatives
- Catalyse change through being strategic about simple, easy, quick win initiatives and complex initiatives delivered over time

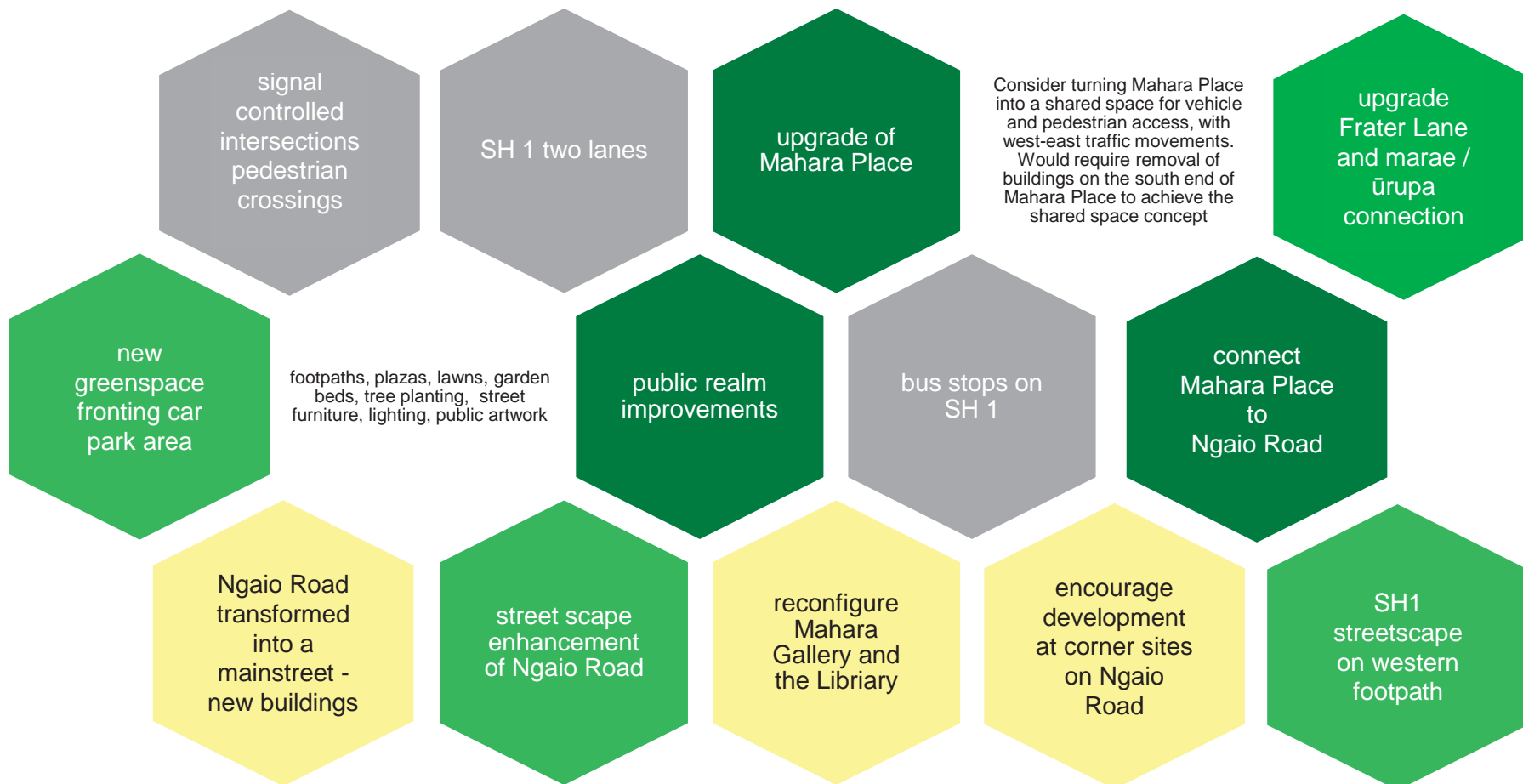


Defined

- Define areas where there are opportunities to create high quality public space where people can socialise and spend time, and treat these accordingly
- Define the qualities of the centres (natural features, cultural heritage, built heritage, shelter / sun access, etc.) that contribute to identity and emphasise these in the design initiatives
- Define the areas where non-vehicle dominated activities are realistic and manage the design to address attendant issues (e.g. visual effects, stormwater, traffic circulation, parking and provision for walking / cycling networks)
- Define the extent of centres and manage this to ensure that future growth is contained and compresses the available activity to that centre leading to increased vibrancy

8 The Blueprint plan

The Blueprint plan provides a spatial framework for the Waikanae town centre. It describes the form in which the village can transform to over time. The key elements of the Blueprint plan are:



Do you think these elements will create a distinctive, vibrant and prosperous town centre for Waikanae?



Option 1 – Mahara Lane upgrade and Ngaio Road mainstreet



Option 2 – Mahara Lane shared space and Ngaio Road mainstreet

Key

- existing buildings
- new buildings
- public realm improvements







Option 1 – Mahara Lane upgrade and Ngaio Road mainstreet



Option 2 – Mahara Lane shared space and Ngaio Road mainstreet

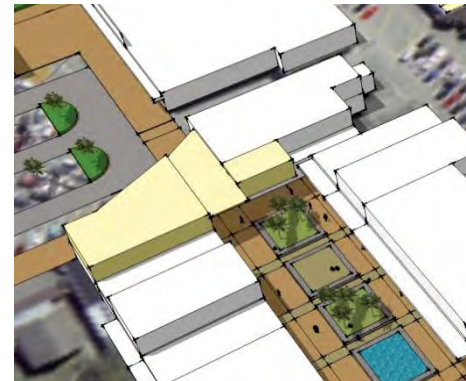
9 Blueprint elements

Ngaio Road as a main street



Creating a vibrant and functioning commercial heart to Waikanae needs to occur between the triangle of the railway station and the two supermarkets. Buildings up to street frontage will create improved urban design outcomes. Streetscape enhancements will be made as well as slowing of traffic movements.

Upgrade of Mahara Place



Linking and connecting Mahara Place with Ngaio Road and the marae is essential to improve Mahara Place's function as a vibrant public space.

An upgrade to Mahara Gallery and the library will act as a catalyst to reconfiguring Mahara Place as a place to stay, and enjoy longer.

New public open space



Making the most of its northwest facing location offers opportunity for new green space and public connection to an upgraded Mahara Gallery and Library complex. This would provide a new area for temporary market stalls or public performance.

Shared street in Mahara Place

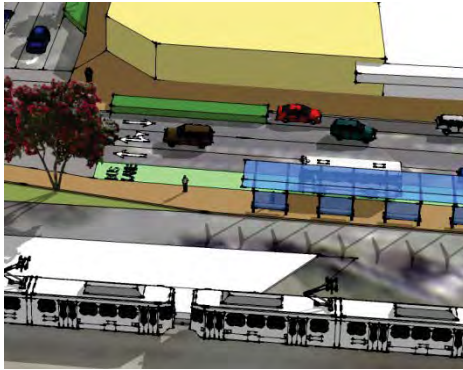


Turning Mahara Place into a shared space for vehicle and pedestrian access area will increase the number of people accessing the street and promote the commercial viability of the area.

This is one of two options for community and Council consideration.

There will be slow east-west traffic movements with the potential for quick stop parking. The introduction of such schemes has had positive effect on road safety, traffic volume, economic vitality, and community cohesion.

Upgrade to existing SH1 (Main Road)



Should forecasted traffic volumes permit, north of Elizabeth Street the current SH1 will be one lane in each direction.

Changes will allow for angle car parking along west side of the current SH1 and improved pedestrian connections with the railway station.

New signal controls will be introduced at Ngaio Road.

An upgrade to the south entrance of Waikanae from Te Moana Road is also being considered.

Realignment of Marae Lane



Omahi Street and Marae Lane will be aligned to address community concerns about traffic safety at this intersection. This will also make the most of opportunity to promote Ngaio Road as the main street of Waikanae.

Reconfiguration of the car parking will be provided.

The road realignment will be done solely on Council owned land.

Connecting with the marae and Waikanae River



In addition to connecting the marae with Ngaio Road, an improved connection will be made from the marae to the urupā.

Also walking and cycling connections will link the town with the beach and Waikanae River. These require pedestrian friendly and safe environments, increased

cycle parking and designs that encourage accessibility for all. Attracting people into Mahara Place and Frater Lane is challenged by the existing stone wall – the wall will be removed.

Car parking



Car parking is already constrained in Waikanae and any loss of car parks to provide for an upgrade of Ngaio Road will need addressing. Extra parking provided on Ngaio Road, and on SH1, north of Elizabeth Street, new angle car parks will be provided on the west side of the road.

Further consideration of car parking management is required including time limits, metering, real time parking availability, and provision for quick stop car parking.

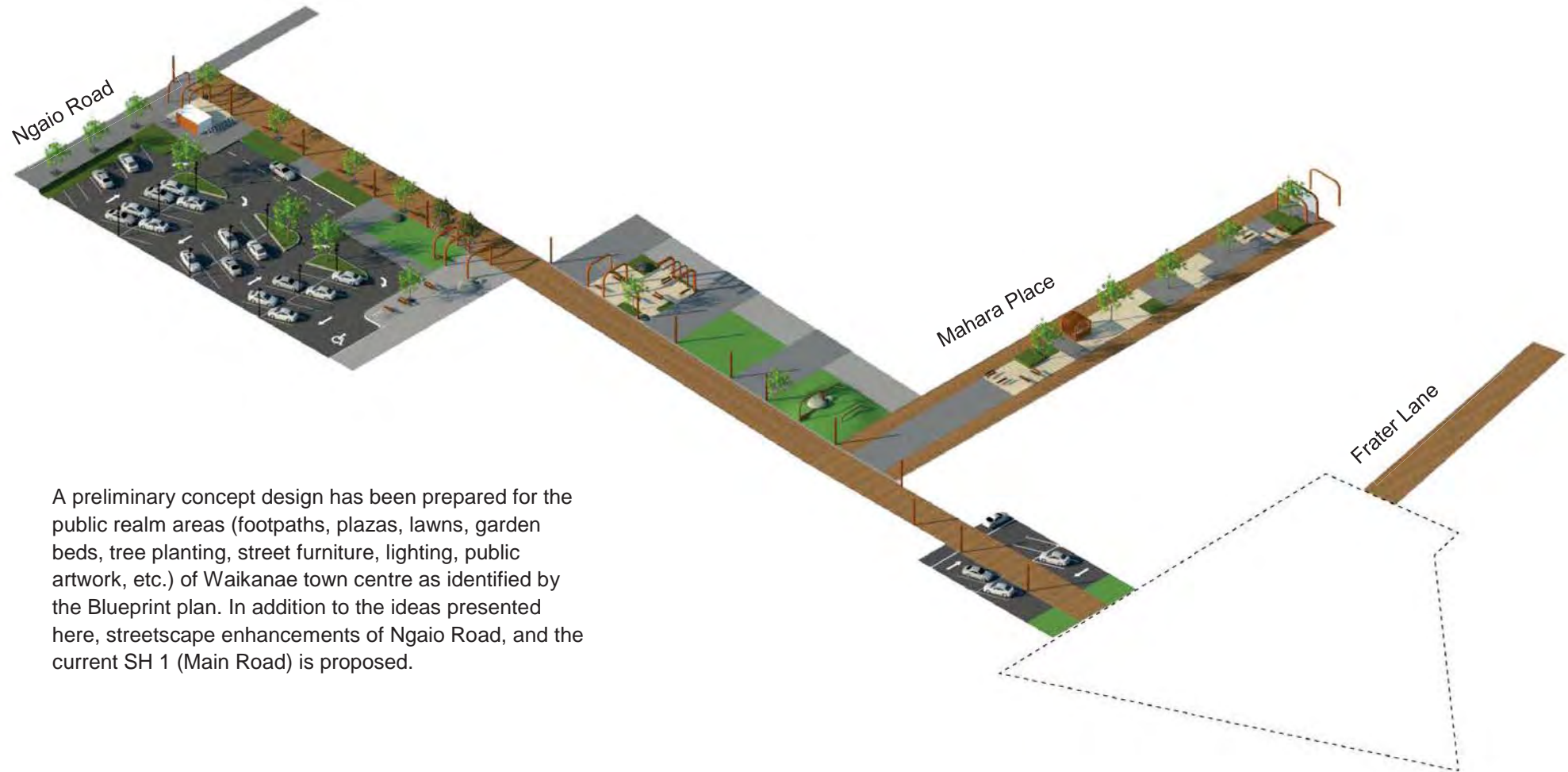
10 Assessment criteria

When looking at the preliminary concept designs in the previous pages we would like you to assess them against the following values:

Affordable	Affordable through Council's Long-Term Plan process and a wise use of money. Business and land owners can afford to deliver aspects of the concept plans on their private land over time to achieve the concept plan.
Achievable	Can be delivered through a mix of Council and private sector initiated developments. Both public and private sector have buy-in to the concept plans.
Transforms	Enables change and improvement, makes a positive difference and transforms the current situation over time.
Accessible	Assists the flow of movement and accessibility of public spaces for people of all abilities. Links road, rail, cycleways, walkways and public spaces.
Amenity	Improves look, feel and usability of the area, Makes our town centres and connections safer and more attractive.
Sense of identity	Creates a sense of identity and place, respects the history of the area and represents the qualities that are important to the community. For example, in Waikanae the identity of a garden village, the marae, a distinct place to shop and enjoy.
Meets our needs	Meets the diverse range of community needs, catering for different age groups and cultures. Provides attractive choices within the town centres for people to want to visit, shop and enjoy.
Resilient	Can be staged and adapted to meet our needs. Resilient to change over time and flexible enough to cope with changes in population, environment and social dynamics.

Do you think these values are appropriate? We want you to rank the values listed above from 1 - most important - to 8 - least important. Feel free to add other values and rank them accordingly.

11 Ideas to reality



A preliminary concept design has been prepared for the public realm areas (footpaths, plazas, lawns, garden beds, tree planting, street furniture, lighting, public artwork, etc.) of Waikanae town centre as identified by the Blueprint plan. In addition to the ideas presented here, streetscape enhancements of Ngaio Road, and the current SH 1 (Main Road) is proposed.



Establishing a cultural thread

The cultural thread will:

- enhance connections between the marae and the Library / Gallery
- provide a corridor to anchor and integrate elements of local public art
- respect and reinforce cultural paths and connections

This will be done by:

- using a consistent palette of distinctive materials for paving surface
- making sure paths will enable ease of movement for all ages and abilities
- allow for the thread to grow and connect to the wider context



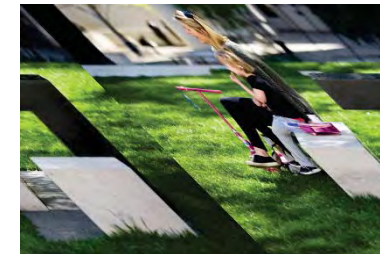
Creating gardens for people

The gardens will:

- provide a more human scale environment within the Town Centre
- provide spaces to rest, play, hold events and markets
- add a point of difference to Waikanae Town Centre that reflects local community

This will be done by:

- creating a series of defined gardens along the cultural thread
- making each garden soft, colourful and tactile
- making each garden different and distinctive
- ensuring gardens are also flexible in use and can enable daily, weekly and seasonal change



Anchoring to the revitalised SH1

The anchor to the revitalised SH1 will:

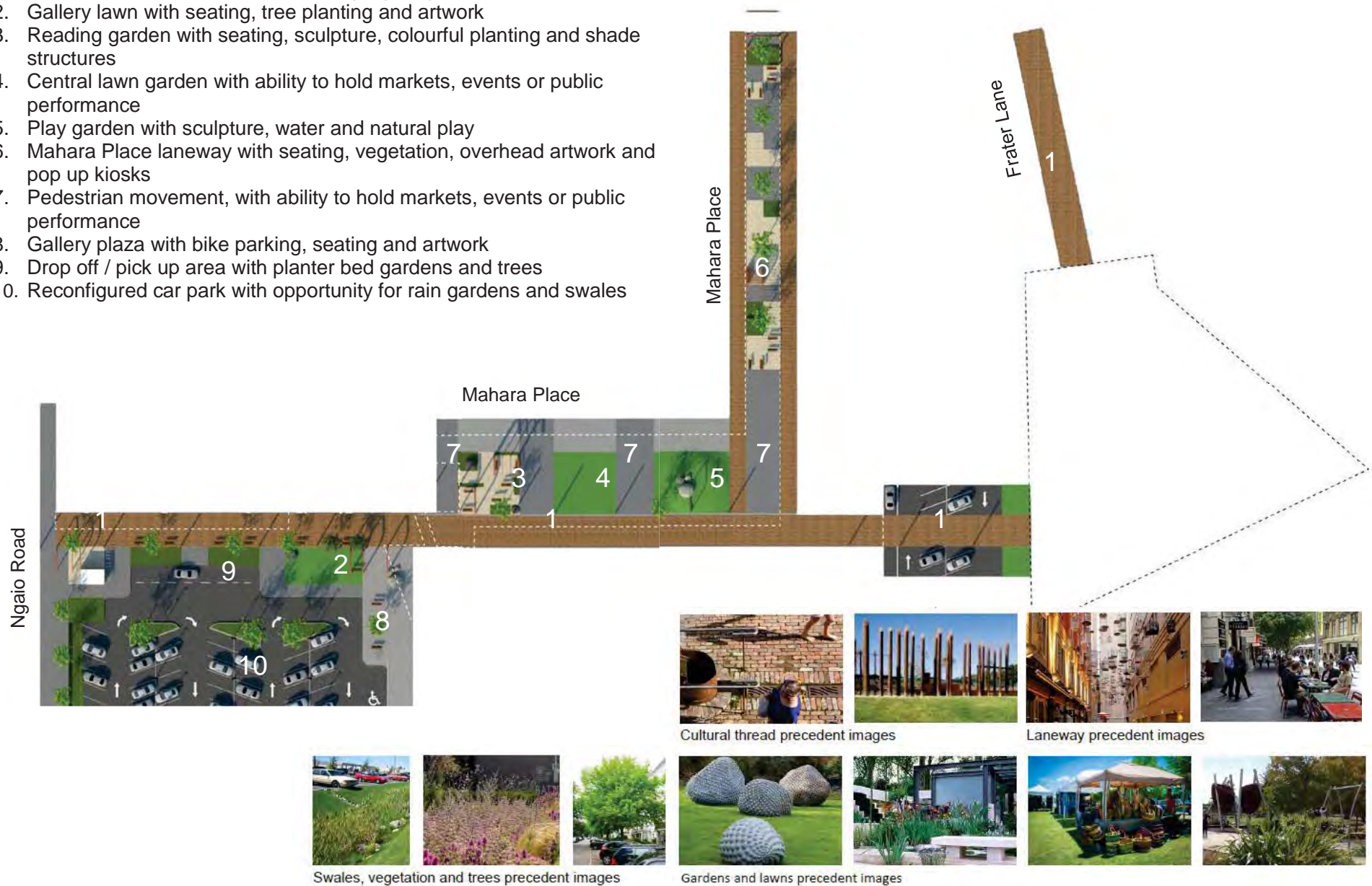
- lead people from SH1 to the cultural thread
- provide opportunities for outdoor retail / dining
- create an intimate 'laneway' character with soft colourful vegetation

This will be done by:

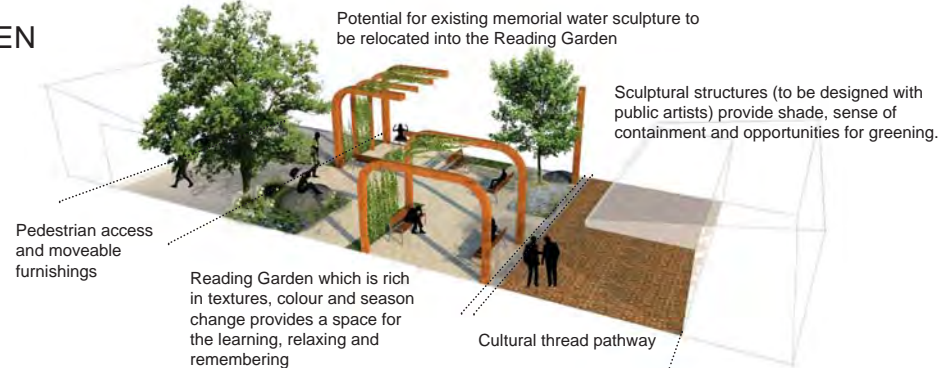
- clearing sight lines and simplifying the space between the buildings
- using a palette of materials that is more tactile and distinctive
- adding overhead public art / sculpture to create intimate spaces



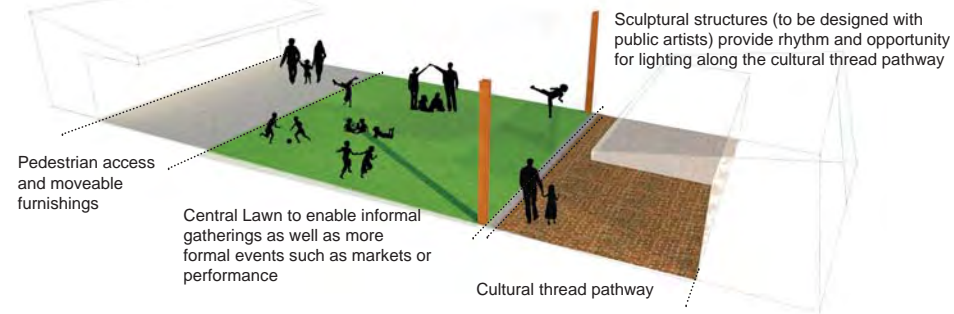
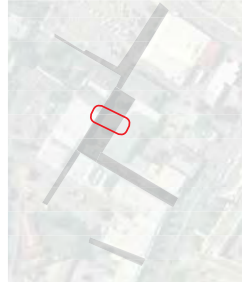
1. Cultural thread with distinctive paving, lighting and artwork
2. Gallery lawn with seating, tree planting and artwork
3. Reading garden with seating, sculpture, colourful planting and shade structures
4. Central lawn garden with ability to hold markets, events or public performance
5. Play garden with sculpture, water and natural play
6. Mahara Place laneway with seating, vegetation, overhead artwork and pop up kiosks
7. Pedestrian movement, with ability to hold markets, events or public performance
8. Gallery plaza with bike parking, seating and artwork
9. Drop off / pick up area with planter bed gardens and trees
10. Reconfigured car park with opportunity for rain gardens and swales



THE READING GARDEN



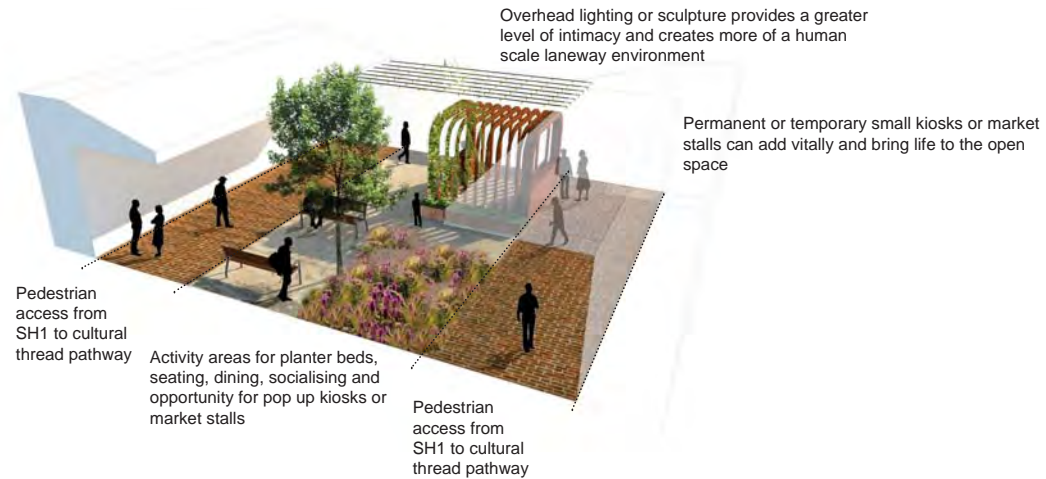
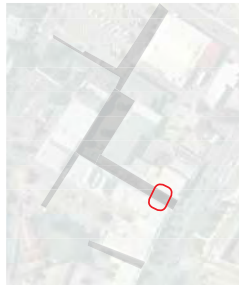
THE CENTRAL LAWN



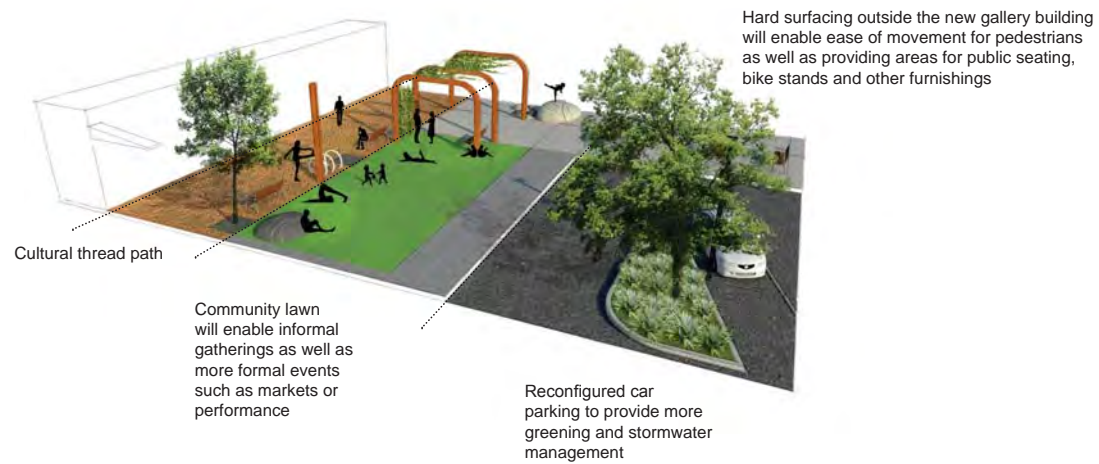
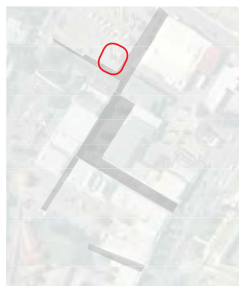
THE PLAY GARDEN



THE LANEWAY



THE GALLERY LAWN AND PLAZA



12 Making it happen

Bringing everyone together and making it happen is the role of Kāpiti Coast District Council. A staged programme of effective change is required to transform the town centre. The support of businesses, landowners and the Waikanae community is crucial to the success of the Town Centres and Connectors Transformation Project, as the most significant change will be driven by private sector investment.

Destination shopping – boutique retail offering

Existing retail areas will be enhanced by the proposed public realm amenity improvements. Waikanae businesses will need to work together in a compact and vibrant area with quality shopping. Making Ngaio Road a main street opens up opportunity for new developments to occur on Council owned land that will stimulate other retail offerings. Loss of car parks will need addressing.

Integrating Waikanae Marae

Whakarongatai Marae is part of the town centre and needs to be better integrated and designed for. Creating a cultural heart (with distinctive paving, lighting and artwork) will connect the marae with Mahara Place and Ngaio Road. The connection across existing SH1 to the urupā remains a significant link to the marae.

A vibrant village setting

More than just public work improvement is required. Council and local businesses need to get in behind promoting festivals, a farmers' market, street performances, and public art. At the heart of every successful town is a strong vibrant centre that promotes retail businesses, professional services, tourism and hospitality. Concepts supporting a prosperous town centre need further development, e.g. free wireless network, shopper buses or coordinated trading hours.

Accessibility

Designs are presented that provide great linkages to buses and trains, and encourage cycling and walking to and within the town centre (as opposed to using cars). Further consideration is required to ensure the designs provided for service vehicles access and promote access for people, and that public transport is utilised.

Changes in the way people use car parks will be required to support the development. Council owns the majority of land that car parking occurs on. All the businesses of Waikanae would benefit from a coordinated approach to parking. This may require changes car park management – restriction on the length of time people can park, where long/short term parking is located, metering and real time information about availability.

New development and redevelopment – incentives

A private sector investment plan is being prepared to bring these ideas to reality. An implementation plan will identify improvements to be staged over time.

Consideration should be given to the promotion of a Business Improvement District (BID) Policy within Council to catalyse the business community's interests. Similar approaches have been very successful in Auckland, Wellington, New York and the UK in coordinating and promoting private sector investment.

Provisions could also be made in the Long Term Plan for rewarding best practice urban design, such as:

- reduced or delayed payment of development contributions
- consents discounts
- consents facilitation service (urban design advice)
- rates holiday

Potential amendments to the Proposed District Plan

Waikanae has an unprecedented opportunity to create a distinctive, vibrant and prosperous town centre at the heart of its community. Some ideas follow for amending the Proposed District Plan that could encourage private sector investment, and realise the opportunity.

Access and parking

Car parking was the most talked about theme in public feedback. Part of establishing a vibrant town centre is ensuring it's easy to get to, and easy to find a car park within an easy walking distance. The addition of new buildings in Waikanae is constrained by the number of car parks the development would require. Car parks are space hungry. Furthermore, the sites available for building development tend to be currently used for car parking. Redeveloping sites will affect compliance with the rules for land uses which currently include the car parking in their allocation.

A preference should be made for no minimum car parking requirements per activity. Alternatively, setting a maximum number of car parks will encourage communal use of car parking provided on Council land. It is also acknowledged that greater on street car parking is proposed. If sites are not required to provide onsite car parking, the rule for vehicle access will require some amendment too.

Urban design

The Proposed District plan allows for buildings to be set back from the road boundary provided they have specimen street trees. This has the potential to "upset" the urban form proportions and disrupt street frontage flow. The Proposed District Plan requires provision of one specimen tree per 10 metres of frontage and we see this as being counter to promoting the urban design outcomes people are looking for.

We support provisions promoting small scale boutique retail spaces as permitted activities – such as the current provisions for a maximum

retail floor space of 500m² and a maximum block length of 150 metres ensures that street frontages do not become continuous stretches of building. Further encouragement may be required such as design guidelines. It is important to inspire good urban design outcomes. Overlay plans and requirements for front yard development may be necessary to ensure properties create active street frontages. Potential design considerations could be addressed via restricted discretionary activities.

Residential use

Residential development is a permitted activity above the ground floor unless separated from the street frontage by retail activity. This promotes mix-use living and adds to the vibrancy of the town centre. Further encouragement may be required because currently there is no residential activities occurring in the town centre. Town house / higher density residential type development should also be provided for in areas surrounding the town centre.

Industrial use

Industrial use is a permitted activity provided it is above the ground floor or separated from all street frontages by retail activity. This may create a conflict between those who wish to live in the city and potentially noisy, messy or smelly activities occurring in close proximity. The permitted activity standards for airborne contaminants and outdoor storage as well as the general noise standards should mitigate any effects.

Existing use rights

Land uses which are already in existence (and were legally established) have existing use rights under the Resource Management Act 1991. This means that changes to the use of the area will occur over a longer timeframe. So despite including changes in the Proposed District Plan to encourage active street frontage, existing building setbacks could continue. Further non regulatory incentives may be required.

13 Next steps



Once approved by the Waikanae Community Board and Council the concepts contained in the report are to be presented for community input.

The Town Centres and Connectors Project must be driven by community / private development. Kāpiti Coast District Council can facilitate and do some things, however it will need a public / private partnership to achieve the vision and bring ideas to reality. Local businesses and land owners need to buy-in and help deliver a shared long term transformation.

The Blueprint plan presents a long term (30 year) vision, with actions staged over time. Expectations of change and the passage of change will need careful management. We would value input on what actions you think should be taken first.



