STRUCTURE PLAN FOR

PARAPARAUMU TOWN CENTRE

PREPARED FOR KAPITI COAST DISTRICT COUNCIL

OCTOBER 2012

BY

Urbanismplus Ltd

WITH CONTRIBUTIONS BY

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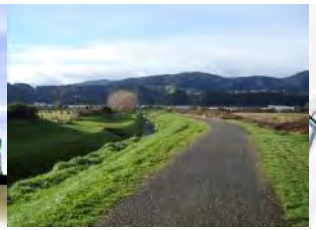

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This report presents and describes the proposed Structure Plan for the Paraparaumu Town Centre and surrounding area, as well as the rationale behind the plan. It is the result of comprehensive design investigations and informal stakeholder consultation.

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This section explains the background of the project, the previous studies it builds upon, and its scope and reasons. It also contains an overview of the structure of this report, the process that led to the Structure Plan, the outcomes of the stakeholder consultation, and the issues that the Structure Plan addresses.

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1. INTRODUCTION

1.1 About the project

PARAPARAUMU TOWN CENTRE

There is a long history of planning for and design of the Paraparaumu Town Centre and specifically for the land between Rimu Road and the projected corridor for the proposed MacKays to Peka Peka Expressway ('the Expressway'). The Kapiti Coast District Council ('the Council' or 'KCDC') currently owns a significant portion of this land.

RELEVANT PREVIOUS STUDIES

This project draws on all previous work to design and implement a Structure Plan for the Paraparaumu Town Centre through the District Plan and other relevant strategies.

Previous studies that this project builds upon include:

- → Property Economics Employment Areas & Retail Leakage Study (2011).
- → McDermott Miller Retail Study (2006).
- → Urbanismplus Wharemauku Precinct Concept Plan (2010).
- → Urbanismplus Town Centre Plan (2004).
- → Boffa Miskell et al. Town Centre Development Plan (2000).
- → Opus Kapiti Civic Centre Concept Plan (1998).
- → Numerous KCDC Western Link Road and Kapiti Road studies.
- → Numerous NZTA Expressway studies.
- → KCDC Stormwater modelling (2012).
- → KCDC Paraparaumu Town Centre Local Outcomes Statement.

A full list of background material that this Structure Plan builds upon is included in **Appendix 2**.

THE STRUCTURE PLAN

This Structure Plan provides a framework that directs the location and type of land use, connections and development while providing flexibility for design, timing and staging of implementation.

The Structure Plan is designed to primarily function as a strategy for KCDC. It has however been developed in consultation with the landowners and other stakeholders and is cognisant of property boundaries. The Structure Plan is high-level and designed to be developed in stages over an extended period.

THE STRUCTURE PLAN AND STUDY AREA

The Structure Plan area has been studied in the wider context of the 'Paraparaumu Spine'. This is the area including the current town centre and Coastlands, the Wharemauku Precinct, the land between Kapiti Road and Ihakara Street, the Kapiti Coast airport, and Paraparaumu Beach (**Figure 1-1**).

THE REASONS FOR THIS STRUCTURE PLAN

In addition to a desire to complete an extensive process of planning and design for the town centre, there are several reasons for now completing a Structure Plan to guide and direct growth in Paraparaumu Town Centre in accordance with a strategic vision. The most significant include:

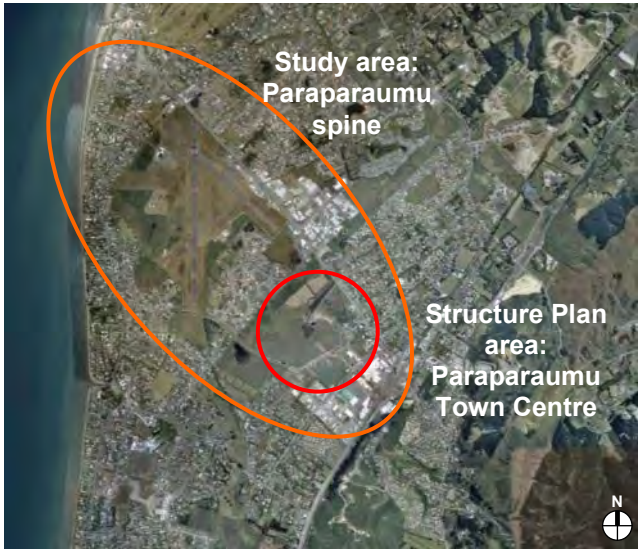
- → a statutory offer back process to dispose of land previously acquired by the Council;
- → the Expressway;
- → the District Plan Review; and
- → developments around the Kapiti Coast Airport.

The offer back process

In line with the High Court's decision on 31 May 2010, the Council is currently in offer back discussions with the Ngahina Trust for land located in the Wharemauku Precinct. This pertains to land purchased in 1981 and 1987 under the Public Works Act but no longer required for community purposes. The Structure Plan takes into account the land currently under consideration for offer back.

The Expressway

As part of the development of the Wellington Northern Corridor the MacKays to Peka Peka Expressway Alliance, including the New Zealand Transport Agency (NZTA) is currently planning and designing the Expressway. Its proposed corridor runs through the Structure Plan area (largely following the existing designation for the Western Link Road) and will have significant traffic-related consequences for the current SH1, Kapiti Road and Rimu Road. It will also form a visual intrusion and may generate noise issues.



ABOVE FIG. 1-1: Extent of the study area, incorporating the town centre, Kapiti Road, the airport and Paraparaumu Beach

The District Plan Review

KCDC is currently undertaking a review of its District Plan. As part of the Review an integrated approach to planning for the District's Centre is proposed. The development of a Structure Plan for Paraparaumu Town Centre forms part of this approach. The Structure Plan will guide the future development of the Paraparaumu Town Centre within the context of the wider Paraparaumu and Kapiti Coast. The District Plan will include provisions to implement the Structure Plan.

The District Plan Review is currently being undertaken by the Council. A series of discussion documents were released for public consultation in late 2010 and a series of elected-member workshops were held during 2011-2012. Draft District Plan provisions will be consulted on with key stakeholders prior to notification of the proposed District Plan in November 2012.

Developments around the Kapiti Coast Airport
The District Plan allows for significant retail and other commercial development on the Kapiti Coast Airport land. Much of this l;and is currently undeveloped, however some construction is underway.

CONSULTANT TEAM

Urbanismplus Ltd is the main consultant for this project and its role has been to assist the Council by providing design leadership, facilitating workshops, managing participants, and documenting findings.

In addition to Urbanismplus, this team consisted of:

- → Kevin Brewer, Urban Designer, Brewer Davidson Ltd;
- → Ben Fountain, Storm Water Engineer, Sinclair Knight Merz Pty Ltd.

Along with Urbanismplus and Kapiti Coast District Council officers, these key consultants were involved in developing the work contained in this document.

1.2 Report structure

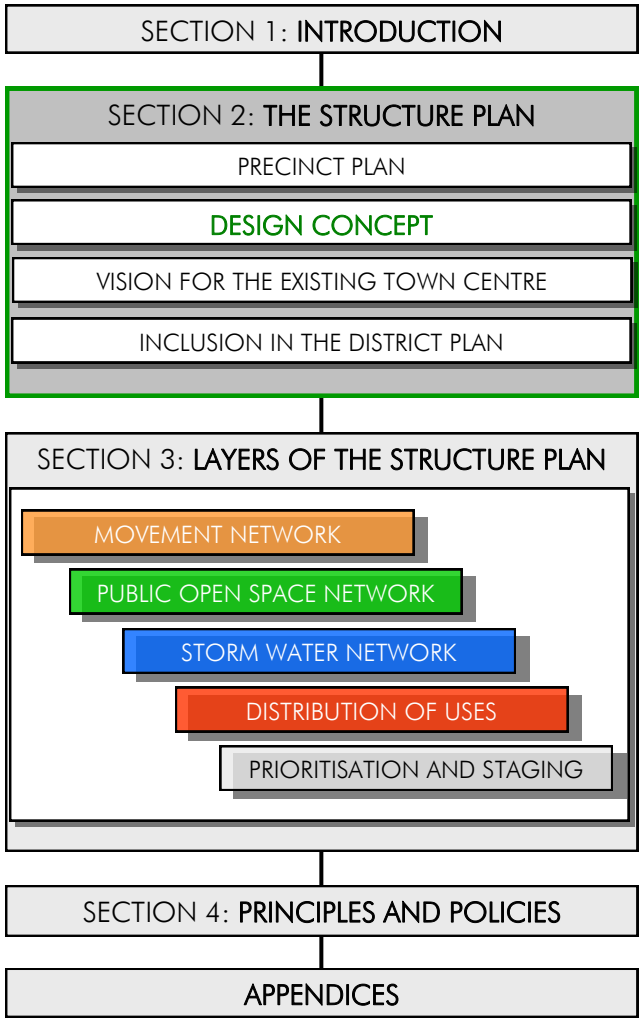
This report documents the Council's preferred strategy for the Paraparaumu Town Centre. This introductory **Section 1** explains the background of the project, the previous studies it builds upon, and its scope and reasons. It also contains an overview of the process that led to the Structure Plan, the outcomes of the stakeholder consultation, and the issues that the Structure Plan addresses.

Section 2 of the document describes the proposed role, function and form of the precincts that the area is divided into. This is followed by a presentation of the design concept behind the Structure Plan and a vision for the existing Paraparaumu Town Centre. Recommendations relating to the relationship between the Structure Plan and the District Plan follow at the conclusion of the Section. Considerations regarding Plan Changes 72A and 78 are also included.

Section 3 provides a detailed explanation of the Structure Plan and the rationale behind it. The plan is described per each of the 'layers' that the plan consists of include movement; public open space; storm water; the distribution of uses; and prioritisation and staging.

In **Section 4**, the urban design principles that guide this Structure Plan are explained. This section also explains the relationship between this Structure Plan and existing KCDC policies. This is followed by the synthesis of these into specific aims for each of the relevant technical themes such as storm water, open space, movement etc.

The **Appendices** contain an overview of the steps taken during the design process. Also documented is a list of background material used for the production of this Structure Plan.



ABOVE FIG. 1-2: Structure of the report

1.3 Project process

The Structure Plan process has consisted of both technical input by Council staff as well as consultation with the landowners (and stakeholders) to collaborate on a shared vision for the Paraparaumu Town Centre wherever possible. More specifically the following steps have been taken:

- → January 2012: Analysis of background material and commencement of design investigations.
- → Mid February 2012: Technical workshop with KCDC staff during which several Structure Plan options were presented and discussed.
- → Late February 2012: Regulatory approach workshop with KCDC staff.
- → February / March 2012: Consultation with landowners and other key stakeholders.
- → March 2012: Internal reconciliation of outcomes of the technical workshop, design explorations by the consultant team, and the feedback received from the key stakeholders.
- → Late March 2012: Technical workshop with KCDC staff, during which a revised Structure Plan was presented and KCDC technical staff feedback was generated.
- → Early May 2012: Issue of a Draft Structure Plan including indicative District Plan recommendations.
- → Late May 2012: Councillor briefing on the preferred Structure Plan.
- → June 2012: Round of revisions after feedback from Councillors and technical KCDC staff.
- → October 2012: Finalisation and issue of the Preferred Strategy and indicative District Plan recommendations.

1.4 Stakeholder consultation

The project benefited from the input of key stakeholders. Consultation took place in order to provide information on the project and exchange views on the future of the Structure Plan area and surrounding land. The interests represented by the consulted parties is illustrated in **Figure 1-3**.

The following meetings took place in February and March 2012:

109 KAPITI ROAD

On 21 February 2012 the team met with the owner of 109 Kapiti Road, the land immediately south of the planned Expressway. Specific attention was paid to the viability of development of the land given its geotechnical conditions and limitations. Possible future land uses were also discussed, including employment activities.

COMMUNITY SERVICE PROVIDERS

On 21 February 2012 the team met with representatives of community service providers currently based on Iver Trask Place and Ngahina Street, including the Kapiti Community Centre, Kapiti Women's Centre, Kapiti Disability Centre, Kapiti Family Centre and Kapiti Impact Trust. It was noted there are other community and social service providers which seek to operate in this area. Issues that were discussed included:

- → The desired mix of uses.
- → The amenity of the area, including accessibility for the disabled and the elderly, and provision of public open space.
- → The vibrancy of the area, including activities after business hours.
- → The future of the current facilities, including plans for expansion.
- → Car parking, street lighting, public transport and walking and cycling.

NZTA

On 22 February 2012 the team met with representatives of NZTA. Further information exchange took place via telephone and email. In addition to a general exchange of information on both the Structure Planning and the Expressway projects, issues discussed included:

- → Designation and land acquisition.
- → Extent of the storm water areas associated with the construction of the Expressway.
- → Opportunities for and constraints on Kapiti Road, given the projected Expressway construction.
- → Opportunities and constraints for a possible connection between Ihakara Street and the airport.
- → The visual and other impacts that the Expressway may have on the town centre.

COASTLANDS

On 22 February 2012 the team met with representatives from Sheffield Properties Ltd, Ngahina Developments Ltd and Ngahina Trust (Sheffield Properties Ltd and Ngahina Developments Ltd own the Coastlands land).

The main focus during the meeting was on Council-owned land located within the Wharemauku Precinct (immediately northwest of Rimu Road) which is currently subject to offer back discussions between Ngahina Trust and the Council. Both the possible land uses and a possible structure were discussed. Commercial and retail activities are favoured for this area by the stakeholders. The possibility of residential activities bordering onto the Wharemauku Stream was also discussed favourably.

77 KAPITI ROAD

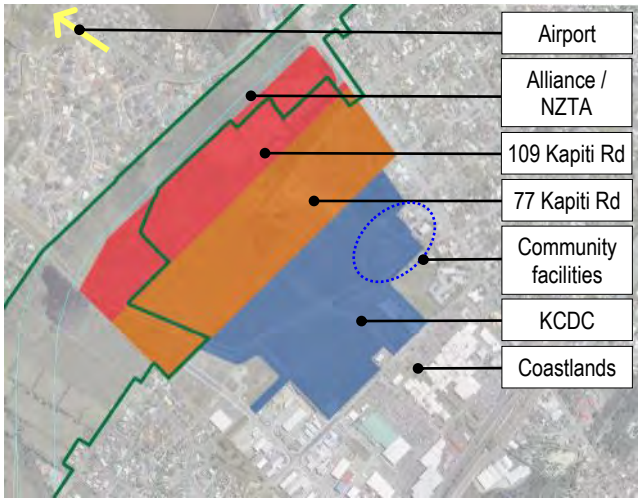
On 24 February 2012 the team met with the owner of 77 Kapiti Road, the land adjacent and northwest of the land that KCDC currently owns. A general discussion around retail projections, the airport development, the MacKays to Peka Peka Expressway, and Plan Changes 72a and 78 took place. A provisional diagrammatic structure and a possible distribution of uses across the Structure Plan area were also discussed. A strong focus was placed on understanding the technical and commercial constraints and opportunities for development of the land from the landowner's perspective.

A second meeting took place on 24 May 2012. Suggestions made by the landowner included:

- → An alternative road structure in the event that the Ihakara Street extension cannot be connected with the airport, due to storm water limitations.
- → Retail and trade retail uses rather than residential.
- → Removal of the dune on the 77 Kapiti Road land.

KAPITI COAST AIRPORT

On 8 March 2012 the team met with representatives from the Kapiti Coast Airport. Topics discussed included the general direction for the Paraparaumu Town Centre, the Airport Master Plan, the possible second airport connection via Ihakara Street, the Wharemauku Stream realignment on airport property, and the Airport's response to the Expressway.

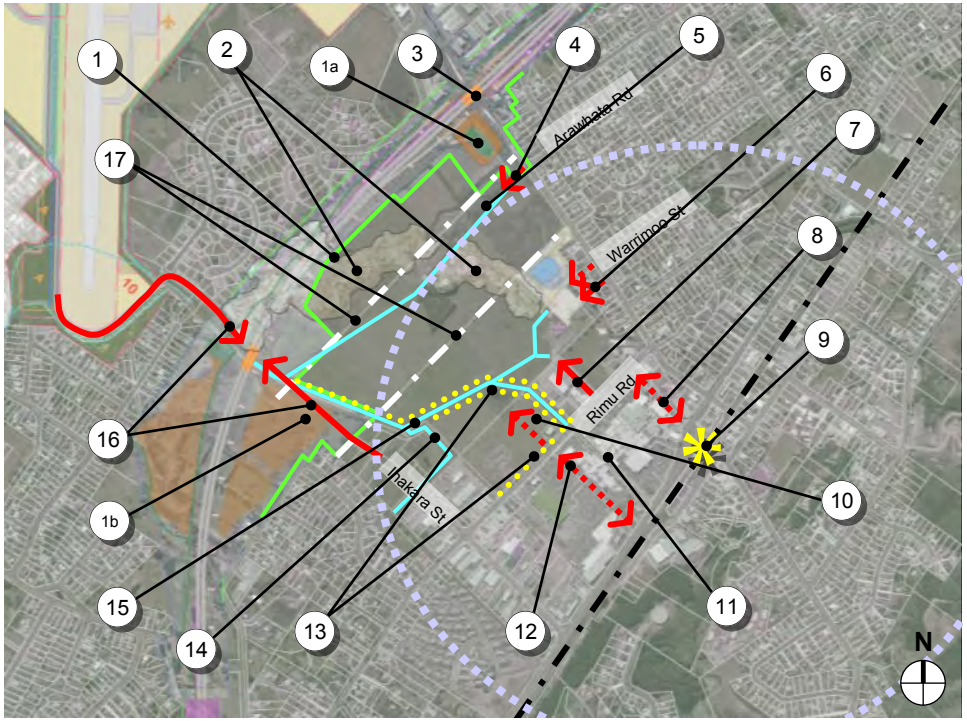


ABOVE FIG. 1-3: Property interests by the consulted stakeholders (the green line indicates the Expressway designation)

1.5 Issues the plan must respond to

The Structure Plan must respond to a large number of constraints and opportunities indicated by the corresponding numbers in **Figure 1-4**. These include the following (in clockwise order):

1. The Expressway designation, including associated storm water areas (1a and 1b) encroaches on the north-western part of the site. The Expressway will be raised by several metres, which will impact on the view shafts onto Kapiti Island to the northwest of the Structure Plan area.
2. There is strong community support for the preservation of the dune landform on the 109 and 77 Kapiti Road properties and Council-owned land.
3. The Expressway will include a fully directional interchange with Kapiti Road.
4. Due to the planned construction of the Expressway, the northernmost opportunity for a connection off Kapiti Road into the Structure Plan area is opposite Arawhata Road.
5. Drain 5 runs through the north-western portion of the site, connecting between Kapiti Road and the Wharemauku Stream.
6. Opportunity to improve existing traffic conditions at the Ngahina Street - Kapiti Road intersection and improve connectivity with the Health Centre by realigning Ngahina Street opposite Warrimoo Street. The consequences for properties in Ngahina Street of a possible shift should be considered and addressed.
7. Iver Trask Place currently provides access to the KCDC office, the library, the community centre and is connected via car parks with Ngahina Street. It could be extended to the north-west in order to connect the Council land and possibly other properties with Rimu Road.
8. The access way connecting Kapiti Lights to Rimu Road could be formalised between the Police Station's car park and Palmers.
9. A large proportion of the Paraparaumu Town Centre is located within walking distance of the Paraparaumu Railway Station.
10. Part of Wharemauku Precinct is set aside for future community uses (including storm water area) and part is currently subject to offer-back discussions between the Council and Ngahina Trust.
11. There is capacity to improve the economic performance and local amenity of the existing centre.
12. The private street / access way running east-west in front of Coastlands mall and Pak 'n Save could be extended across Rimu Road, with or without being formalised as a public street. In the long term, a further connection through to current SH1 could be achieved.
13. Both Plan Change 72A (Wharemauku Precinct) and 78 (Large Format Retail) prescribe active building edges along the Wharemauku Stream and Rimu Road.
14. Drain 6 runs through the Ihakara Street properties and connects with the Wharemauku Stream.
15. The Wharemauku Stream runs through the site, connecting from Rimu Road and beyond to the western corner of the site. The ecological enhancement and upgrade of the stream corridor in its existing location (both planned for the long term) will have an impact on how much storage has to be provided (mostly a staging issue).
16. Opportunity for a logical extension of current dead-end Ihakara Street to connect it with a possible new road at the back of the airport.
17. There are three large lots which are primarily undeveloped. The eastern lot is owned by the Council and the other two lots are privately held.
18. (Not shown) A substantial portion of the community's retail expenditure takes place outside the District ('retail leakage').



ABOVE FIG. 1-4: Constraints and opportunities in and around the Structure Plan area

This section describes the proposed role, function and form of the precincts that the area is divided into. This is followed by a presentation of the design concept behind the Structure Plan and a vision for the existing Paraparaumu Town Centre. Recommendations relating to the relationship between the Structure Plan and the District Plan follow at the conclusion of the Section. Considerations regarding Plan Changes 72A and 78 are also included.

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2. THE STRUCTURE PLAN

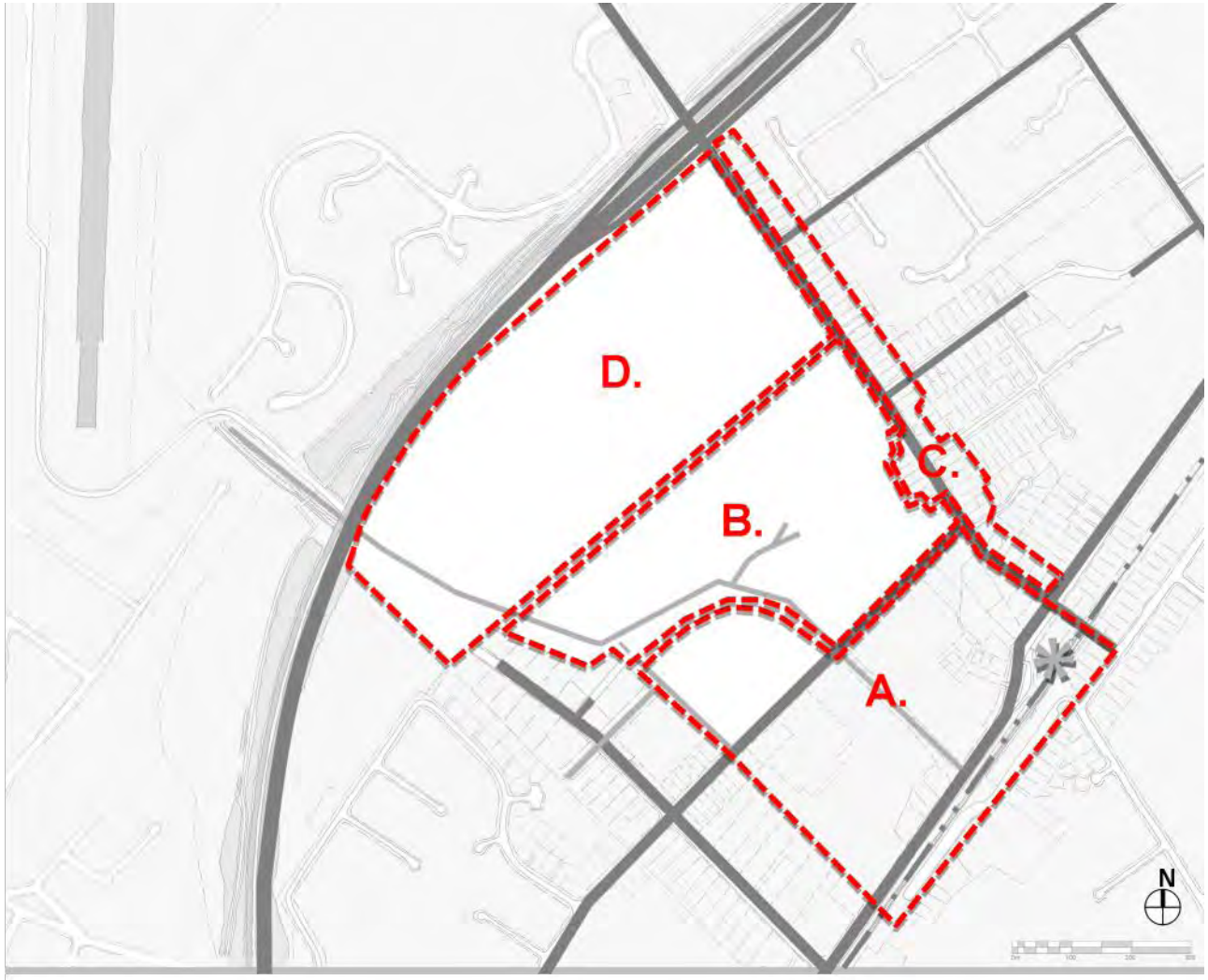
2.1 Precinct Plan

The Structure Plan has a number of specific issues and constraints to be addressed, these include issues associated with providing for land use and development in an integrated manner, but also matters related to infrastructure servicing, the natural environment, and recognising the existing built form of the Paraparaumu Township.

Accordingly, the Structure Plan delineates development 'Precincts' within the Structure Plan. The purpose of the Precincts is to recognise the role and function of this area as an integrated whole in terms of being the key (or Sub Regional) centre for the wider Kapiti Coast District, but to also provide for long term strategic planning of the component parts that will over time reinforce and strengthen the centre and the range of uses provided in the commercial core and fringe areas.

The Structure Plan as a whole provides strategic planning to achieve the following:

- → Retail / commercial areas being located where these activate the following streets:
  - existing State Highway One;
  - Rimu Road; and
  - the link road between Rimu and Kapiti Roads.
- → Encouragement to strengthen the role and function of the existing Coastlands development to better provide for the community's retail, social and commercial needs than has been undertaken to date.
- → A residential area between Wharemauku Stream and the Kapiti-Rimu link road.
- → Clustered community facilities.
- → The enablement of offices and service commercial areas.
- → A large consolidated storm water area and wetland to provide for flood storage, ecological values and amenity for residents and other users of the area, with some development being deferred until this can be achieved.



ABOVE FIG. 2-1: Precincts A, B, C and D within the Structure Plan area

- → Recreational opportunities along the Wharemauku Stream, Drain 3 and other storm water management facilities.
- → Increased connectivity (the road, cycle and walkway network) throughout the area.

One of the key issues facing the Structure Plan was the resolution of how to address the existing retail centre (including Coastlands) in Precinct A. The Structure Plan seeks to ensure that commercial activity should be consolidated so as to best provide for the retail, commercial and social needs of the District's community, whilst recognising that for a number of years the existing town centre has not been fulfilling its role and function in terms of providing for these needs. This is largely a factor of the limited scale and range activities that are provided within the town centre, and also the diminished amenity and environmental qualities provided by this centre.

Accordingly, limited commercial and retail provision is identified north of Rimu Road to both extend the existing retail / commercial centre, but also provide some competition to lift amenity and the commercial offer within the township. There is also the prospect that should the existing retail centre continue to not redevelop in such a manner as proposed (or otherwise achieve a similar outcome), that the extent of commercial provision within the other precincts will need to be revisited.

The objectives for Precincts A, B, C and D (refer to **Figure 2-1**) are described below.

Precinct A

The purpose of this precinct is to recognise and provide for the existing retail centre (including Coastlands) and adjoining Large Format Retail activities as being the primary commercial node for the provision of the widest range of retail, social and community services and activities within the District. The Structure Plan sets out to manage and provide for the significant revitalisation of both the amenity and functional diversity of this centre.

Precinct A relates to the existing commercial mall and large format retail area between State Highway 1 and Rimu Road. It also incorporates the Wharemauku Precinct located on Rimu Road. Matters to be considered in the strategic planning of this precinct include:

- → Improved integration with the rail interchange.
- → A direct connection between State Highway 1 and Rimu Road to enable the integration between Precincts A, B and D.
- → Greater diversity and choice in terms of the shopping and social experience for the wider Kapiti Coast community.
- → Establishment of differently sized commercial enterprises and entertainment activities.
- → Development of retail and commercial activities, remaining compatible with the objective of reinforcing the existing town centre as the primary retail and commercial core of the District.
- → Expansion of the existing retail and commercial core to include retail and commercial activities within the Wharemauku Precinct.
- → Retention and increase of the extent and diversity of employment activities.
- → Substantial improvement of the amenity values for pedestrians that utilise the public realm.
- → Building development adjoining Rimu Road as one of the key commercial streets within the town centre, with a focus on providing active frontages and improving pedestrian amenity.
- → Mixed use activities, including residential activities to occur alongside the southern side of the Wharemauku Stream in a manner that enhances the recreational values of stream corridor.

Precinct B

The purpose of this precinct is to provide for consolidated civic and community activities and act as the community focal point for the Paraparaumu Town Centre, with civic and commercial uses being consolidated to the north east adjoining Rimu Road and Kapiti Road. This precinct will also serve to expand the existing town centre, and accordingly some retail activities are enabled where these would not otherwise significantly detract from Precinct A.

Precinct B relates to the precinct between Rimu Road and the 77 Kapiti Road property, to the north and north-east of the Wharemauku Stream. Matters to be considered in the strategic planning of this Precinct include:

- → A direct connection between with State Highway 1 through Precinct A, and a direct connection with Kapiti Road through Precinct D to enable the integration between Precincts A, B and D.
- → Development and extension of the existing cluster of community facilities adjoining Iver Trask Place and Ngahina Street, including the construction of the Coastlands Aquatic Centre (already underway).
- → Protection and integration of the dune adjacent to the Coastlands Aquatic Centre site into the urban structure as a prominent feature in the townscape.
- → Public open space around Drain 3 and the Wharemauku Stream as part of the cluster of community facilities.
- → Development of Rimu Road as one of the key commercial streets within the centre, with a focus on providing active frontages and improving pedestrian amenity.
- → Substantial storm water management facilities, at the same time providing for ecological and recreational functions.

Precinct C

The purpose of this precinct is to provide for a range of commercial and mixed use activities recognising the transport corridor role of this area given the function of Kapiti Road and proximity to Precinct A. These factors determine the amenity of this area, but there is also recognition that this corridor has an amenity gateway role into Paraparaumu which will need to be considered in future development. Retail activities are not provided for as these would diminish both the traffic function of Kapiti Road and detract from activities undertaken at Precinct A. The Precinct also provides for increased residential

densities in those areas located closer to the rail interchange.

Precinct C relates to the properties located on the north-eastern side of and immediately on Kapiti Road between the proposed Expressway and Hinemoa Street. Matters to be considered in the strategic planning of this Precinct include:

- → Establishment of intensive commercial, non-retail activities, where such activities remain compatible with the role and function of Precinct A as the primary commercial core of the centre.
- → Enhancement of the amenity values of Kapiti Road, while maintaining the efficiency and effectiveness of Kapiti Road as a transport corridor, including public transport.
- → More intensive residential and associated uses (such as retirement complexes and motels) forming part of the mix of uses, south-east of Moana Road in order to consolidate residential densities within close proximity to Precinct A and the rail interchange.

Precinct D

The purpose of Precinct D is somewhat long-term, in that further development of this area is reliant on the resolution of stormwater issues, and the integration of land use with the natural dune system. A range of commercial and residential uses are then able to be promoted for this block, although the extent of retail is limited as this area is somewhat disparate from the existing commercial centre. Matters to be considered in the strategic planning of this precinct include:

- → Development of a commercial area along a Kapiti-Rimu link road.
- → Development of medium density residential activities, possibly extending into an area initially reserved for storm water storage, but possibly decreased if upgrades to the Wharemauku Stream will be carried out.
- → Protection and integration of the dune system as a key visual feature within the precinct.
- → Substantial storm water management facilities, at the same time providing for ecological and recreational functions.
- → Enhancement of the amenity values of Kapiti Road, while maintaining the efficiency and effectiveness of Kapiti Road as a transport corridor, including public transport.
- → A direct connection between Kapiti Road and State Highway 1 through Precincts A and B to enable the integration between Precincts A, B and D.

The following further development opportunities in Precinct D have been identified and explored in this Structure Plan and are further discussed in Section 3:

- → An extension to the proposed residential area, dependent on the Wharemauku Downstream Storm Water Upgrade
- → Allowance of a modest extent of retail area within the proposed commercial area, only if a future review of the economic and social well-being of the Paraparaumu District Centres identifies that retail activities in this location will both:
  - correspondingly accommodate household growth and demand; and
  - enable a reduction in retail leakage out of the District should there be a continued gradual decline of commercial and community activities provided by District Centre Precinct A.

  This review shall only be considered when there is certainty about the form and nature of the movement network and connectivity of the Paraparaumu Town Centre, including the proposed Expressway. The review would need to identify that the enablement of modest extent of retail area in District Centre Precinct D would better provide for community prosperity, self-sufficiency, and the District's social and economic well-being, without adverse effects on the wider Paraparaumu Town Centre, for the retail area to be enabled. Regardless, a range of other uses are promoted for this precinct such that some form of development would be viable.

2.2 Design concept

Figure 2-2 illustrates the design concept behind the Structure Plan. Key features include the following:

- → Protection and integration of the dunes into the urban structure as prominent features in the townscape and made publicly accessible where possible.
- → A crucial link between Kapiti Road and Rimu Road (between the Kapiti-Arawhata intersection and the Rimu Road-Coastlands driveway intersection).
- → Reinforcement and enhancement of the existing town centre as the primary retail area of Paraparaumu, with the development of the Rimu Road edge with active, street-focused uses. *A more detailed vision for the existing town centre is included on* ***Page 15***.
- → Several driveways through Coastlands and Kapiti Lights formalised to become (public) streets connecting SH1 and Rimu Road.
- → Extension of the existing town centre with retail (and possibly upstairs apartments) in the Wharemauku Precinct (Rimu Road) with possibly residential on the edge of the central storm water storage area.
- → Areas identified for commercial and residential development on 77 Kapiti Road.
- → Non-residential uses such as offices and service commercial on the 109 Kapiti Road property abutting the Expressway, in response to possible adverse effects arising from it.
- → Expansion of the cluster of community facilities around the KCDC civic building, the library, the community centre and the Coastlands Aquatic Centre.
- → Residential development in western parts of the site, between the dunes and the wetland, capitalising on the amenity values of the proposed wetland and providing for residential opportunities within walking distance from shops, community facilities and the railway station.
- → A storm water / wetland area around the Wharemauku Stream, fronted onto and overlooked by land uses.
- → Ecological and recreational enhancement of the Wharemauku Stream and Drain 3.

ABOVE FIG. 2-2: The design concept behind the Structure Plan

- → Extension of Iver Trask Place to the northwest to provide a direct connection between the community facilities, the proposed residential area and the proposed Ihakara Street Extension.
- → A new entrance to the town centre and the community facilities cluster at Warrimoo Street and provision of a more formalised crossing opportunity across Kapiti Road and a direct connection with the Kapiti Health Centre.
- → Extension of Ihakara Street to connect with the airport.

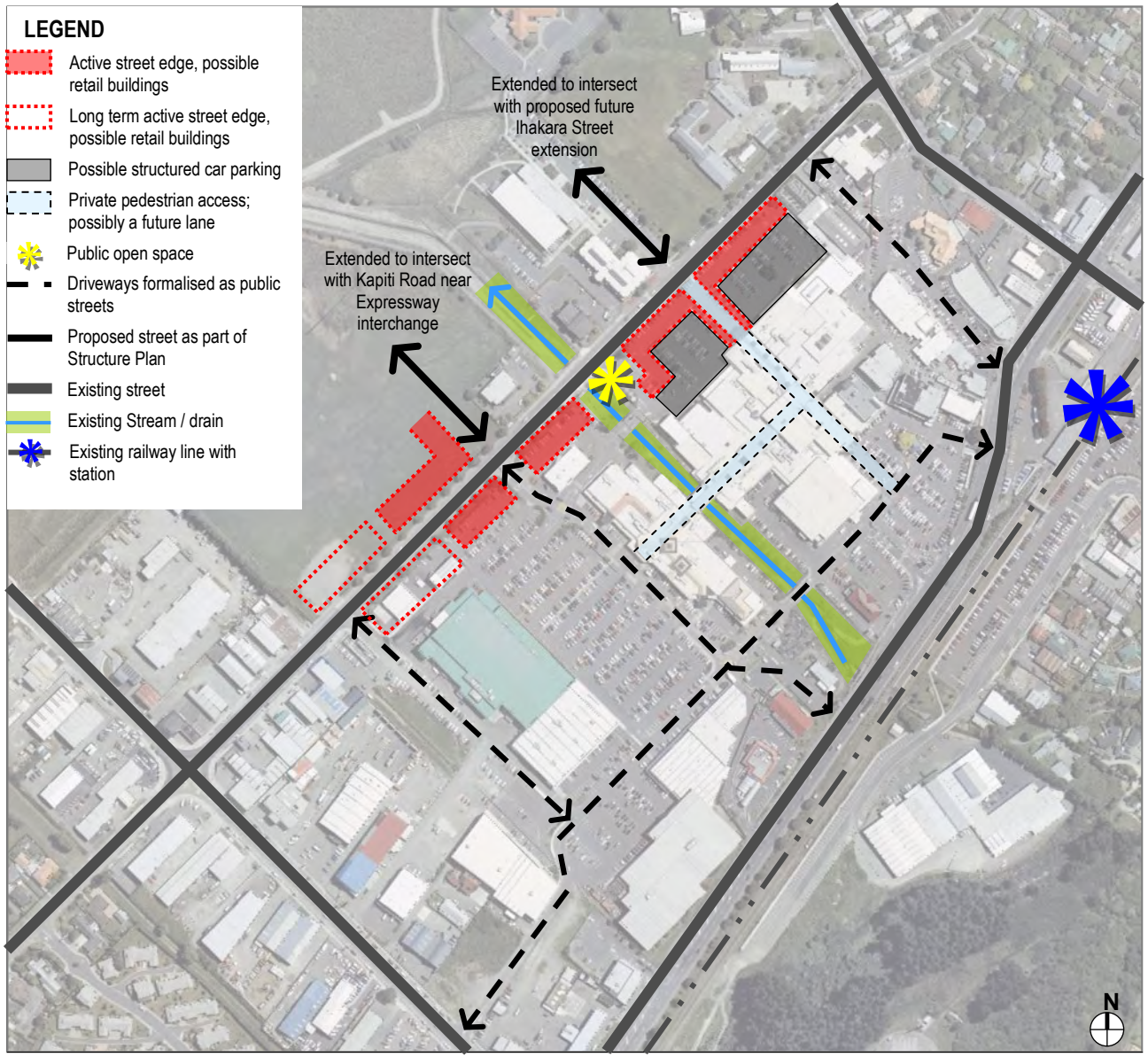
2.3 Vision for the existing town centre

One of the objectives of the Structure Plan is the retention and enhancement of the existing town centre, assuming that it continues to remain the primary retail area of the Paraparaumu Town Centre. According to the Property Economics 2011 reports, there is capacity to improve the current centre's retail-economic performance, indicated by a relatively low spend per square metre floor area. For this reason the following more detailed objectives are identified for the existing town centre:

- → Greater diversity and choice in terms of the shopping and social experience for the wider Kapiti Coast community.
- → Establishment of differently sized commercial enterprises and entertainment activities.
- → Retention and increase of the extent and diversity of employment activities.
- → Substantial improvement of the amenity values for pedestrians that utilise the public realm.
- → Building development adjoining Rimu Road as one of the key commercial streets within the town centre, with a focus on providing active frontages and improving pedestrian amenity.
- → Improved integration with the rail interchange.

The vision is illustrated in **Figure 2-3** and includes the following features:

- → Retail buildings in the Rimu Road street edges, partly occupying the large car parking areas. This will create a more attractive pedestrian environment along Rimu Road, further supported by similar development in the Wharemauku Precinct.
- → In the long term replacement of the fuel station by one or more retail buildings built to the Rimu Road street edge.
- → The displaced car parks could be compensated by structured car parking between the north-eastern mall building and the future retail buildings on Rimu Road.



ABOVE FIG. 2-3: The long term vision for the existing town centre

- → A public space opportunity on Rimu Road, adjacent to the Wharemauku Stream and contained by an active retail edge.
- → Formalisation of the key driveways through the Coastlands and Kapiti Lights areas to become public streets with attractive footpaths, street trees. This also includes a clear demarcation of spaces for car parking, pedestrian movement and vehicle movement.
- → Greater focus on the key entrances of the mall and the internal connections between these. In the long term these could be transformed into public pedestrian lanes.

2.4 Inclusion in the District Plan

The Structure Plan should be included in the District Plan, which has a statutory status under the Resource Management Act. As a non-statutory document the Structure Plan will be more easily challenged by development outcomes.

The Council is currently in the process of reviewing its District Plan and inclusion of the Structure Plan forms part of that process. This and the following subsections contain planning recommendations that should be considered with the inclusion in the District Plan:

- → Appropriate policies, rules and maps should be included in the District Plan to implement the Structure Plan.
- → Key movement routes should be included, distinguishing between fixed and flexible elements.
- → Rules should state that it is a non-complying activity to contravene the Structure Plan, and applications will be publicly notified.
- → The objectives and policies should emphasise how important it is that the Structure Plan be followed, given the complexities and tensions that exist and the need to ensure the town centre is as successful as possible.
- → Development not in accordance with the Structure Plan should provide -by way of information- comprehensive infrastructure, economic and social assessments, and other relevant studies across the whole town centre, with consideration of the wider scope of the entire Kapiti Coast District. This would give the Council confidence that it would make the right decision in the context of changing circumstances, given the strategic role that the Paraparaumu Town Centre plays within the District.
- → In any event, there should be a rule relating to development always needing adequate infrastructure services before it can be approved, as well as staging rules whereby unless the preceding stage has been implemented a discretionary activity consent is required. That would allow the Council to refuse or grant 'out of order' development as appropriate.

POLICY FRAMEWORK

This project has not identified a District Plan policy framework for the Structure Plan. It is however suggested that the framework would:

- → Confirm the essential role of the Paraparaumu Town Centre in enabling the social, economic and cultural well-being for the Kapiti Coast District;
- → Recognise the development and environmental pressures facing the town centre and the need to manage use and development of resources so as to maximise opportunities for wellbeing and amenity.
- → Outline the Structure Plan and require development to be in accordance with it.
- → Explain the Structure Plan including the rationale behind it and its elements, based on **Section 3** of this report.
- → Outline the amenities / outcomes expected framed around positive benefits and outcomes rather than avoid, remedy, or mitigate adverse effects.
- → Require any development not in accordance with the structure plan would need to provide sufficient comprehensive information on the whole structure plan that an informed decision could be made.

LAND USE AREAS

It is proposed that the Structure Plan will contain the following land uses:

- → Retail (with commercial or residential upstairs)
- → Commercial (with some provision for residential)
- → Community Facilities
- → Medium Density Residential
- → Storm Water

For the Medium Density Residential, requirements could be derived from the existing KCDC Medium Density Housing area.

ADDITIONAL REQUIREMENTS

Additional requirements included in the Structure Plan include:

- → Requirements for the provision of infrastructure (more information in **Section 3.1**)
- → Dune protection (more information in **Section 3.3**)

These land use areas and requirements are described in this report. It should be noted that the project has not considered the detail of the Structure Plan rules. However it has identified the matters for which rules would be desirable, i.e. what rules may be needed. Suggestions relating to key issues have been identified.

RELATIONSHIP WITH EXISTING PLAN CHANGES

Plan Changes 72A and 78 were developed to reflect the town centre vision on the basis of the work that had been done up to the commencement of the Structure Planning process. Those Plan Changes require, among other things, active edges along Rimu Road and the Wharemauku Stream in order to create an attractive and engaging pedestrian environment. This includes a zero-setback at Rimu Road, generally small-scale shops, a minimum amount of glazing, a high frequency of entrances, and verandas over the footpath.

Much of this work has been built upon during this Structure Planning process. The Plan Changes were drafted prior to the Expressway was proposed and as such do not consider the impact of the Expressway on traffic flow and circulation and hence business location decisions.

The Structure Plan has been designed to implement as much as possible of those plan changes. In the light of the holistic outcomes identified in this plan the following tensions would need to be resolved:

Rimu Road

Consistent with Plan Change 72A, the Structure Plan proposes an active edge with retail towards Rimu Road. Assuming LFR is developed first in the Wharemauku Precinct, it is proposed that in the earliest development stages the visibility of LFR within the Wharemauku Precinct (expected to be located further back, with a car park on the Rimu Road side) should be largely

unobstructed and an active edge would follow later, once the retail in this area is fully established. The Structure Plan prescribes the full active edge on Rimu Road, but it is suggested that in the short term a landscaped area be allowed as a space reservation for later development.

Wharemauku Stream
The choice to locate the main link road through the site in line with the Coastlands Driveway and with intense mixed -use development on both sides has resulted in the Wharemauku Stream (and associated walkway / cycleway) to become a midblock feature. For this reason the Wharemauku Stream edge cannot be made as active as when it would be combined with a street. However, design tests have illustrated that a reasonably active interface with the Wharemauku Stream is still possible.

The proposed main street in the Structure Plan
The Plan Changes proposed Rimu Road to become the new main street and did not contemplate a main street off Rimu Road. With the proposed construction of the Expressway confirmed, the movement dynamics around the site have significantly changed. Historically main streets in towns have formed along the busiest routes and around the busiest nodes. The Structure Plan suggests that the proposed link street (between Kapiti Road and Rimu Road) fulfils this role, in addition to Rimu Road.

This section provides a detailed explanation of the Structure Plan. The following 'layers' are presented in more detail:

- The movement network - the streets network, cycle and pedestrian routes, street design, the Expressway, car parking, servicing and loading areas.
- The storm water network - storm water, streams, wetlands.
- The public open space network - parks, squares, street trees, recreational routes along streams and on the edges of the wetland.
- The distribution of land uses - residential, retail, commercial, service, community.
- Staging and prioritisation - the dynamics associated with the development of the area over an extended period of time, and indication of strategically crucial Structure Plan elements.

the layers of the structure plan 3

3. THE LAYERS OF THE STRUCTURE PLAN

3.1 Movement network

The movement network encompasses the system of streets, cycleways, pathways and linkages throughout the Paraparaumu Town Centre.

AIMS FOR THE MOVEMENT NETWORK

The key to the successful development of the site will be in the establishment of an effective transport network with the following aims:

- → To provide for vehicular, cycle and pedestrian access to all areas within the site. This is best achieved through a connected network, primarily of streets that combine all of these modes of movement. Generally pedestrians and cyclists are given priority.
- → To provide effective strategies to reduce motor vehicle traffic and maximise the attractiveness of as many other transport modes as possible.
- → To encourage walking by keeping urban blocks relatively small and providing attractive and safe-feeling footpaths.
- → To provide an efficient network that offers a choice of routes and reduced travel distances.
- → To provide for safety through reduced traffic speeds.
- → To provide for personal safety through surveillance from motorists by dispersion of local traffic (at the right speeds) throughout the area.
- → To provide for integration with the adjoining street network.
- → To ensure the layout is easily understood by users, through the provision of relatively direct routes.
- → To manage traffic flows in order to leverage maximum retail benefits.

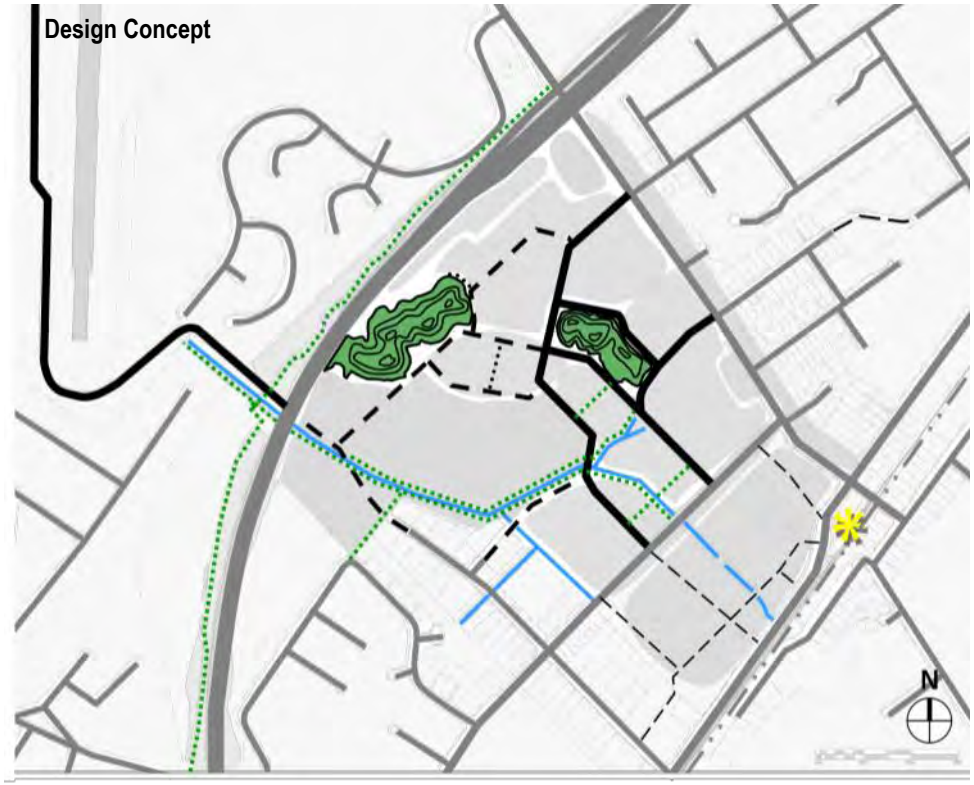
THE MOVEMENT NETWORK

Figure 3-1 indicates the movement network. It is based on the considerations listed below.

Access and connections

Two main desire lines through the Structure Plan area are accommodated:

1. A direct connection between Rimu Road and Kapiti Road. This route intersects with Kapiti Road at the Arawhata Road T-junction, which would be signalised as part of the Expressway project. The route is envisaged to carry an amount of traffic that makes specialty retail viable, without being too traffic dominated to impact on its amenity for pedestrians. For this reason it is projected through the retail area in the Wharemauku Precinct. It also passes through the commercial area closer to Kapiti Road and a corner of the residential cluster, and follows the edge of the storm water area / wetland. Its southern junction is aligned with the access way to one of the Coastlands car parks. There is the potential to connect this access way to SH1 at its south-eastern end. This will provide an additional and direct route to the current SH1. The additional connection between SH1 and Rimu Road will also disperse traffic over multiple routes, which will lead to improved pedestrian amenity along those routes. It will also assist



ABOVE FIG. 3-1: The movement network

with the formation of a legible street system with clear and safe routes.

2. A direct connection between Rimu Road and the future second access to the airport / extension of Ihakara Street. This street is an extension of Iver Trask Place, which after passing the library, carries on straight and follows the edge of the eastern dune and bends in front of the western dune. If the residential area is extended through downstream upgrades to the Wharemauku Stream (refer to **Section 3.2**) an extension of this route and the connection to the Ihakara Street extension both viable and necessary.

The street network through the Paraparaumu Town Centre is complemented by lower order streets providing access to the land uses. Two important considerations are that the eastern dune is surrounded by streets on four sides and that streets are located on the edges of the storm water area. This will make both the dune and the storm water area publicly accessible and also provides a public interface and land uses fronting onto it.

Street design

All streets within the Structure Plan area will have to be designed to have sufficiently sized, high quality footpaths. Walking will also be encouraged through the provision of street trees, furniture and lighting.

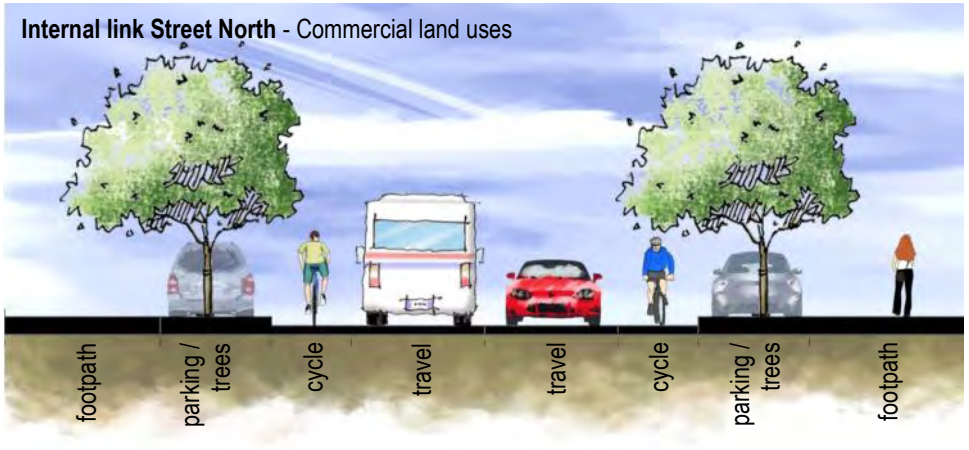
Streets will also be designed to support safe and convenient cycling opportunities. The traffic flows on these streets are expected to be such that on-street cycling would be possible and safe. The plan contains several non-vehicular routes through open spaces and to connect key destinations, in addition to routes combined with streets. These are further explained below.

Streets will be designed with ample on-street parking which may limit the need for off-street parking. The benefits of on-street parking include:

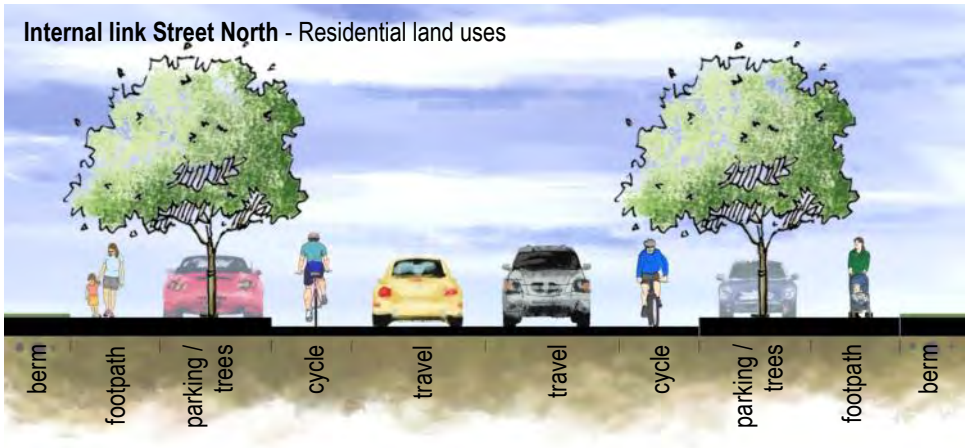
- → Makes efficient use of space.
- → Encourages activation (doors, windows, attractive presentation of building facades) of the buildings facing the street.
- → Serves as a buffer between pedestrians and moving traffic.

In order to achieve consistency in street design between different landowners cross sections are provided for the internal link street. The following points should be noted:

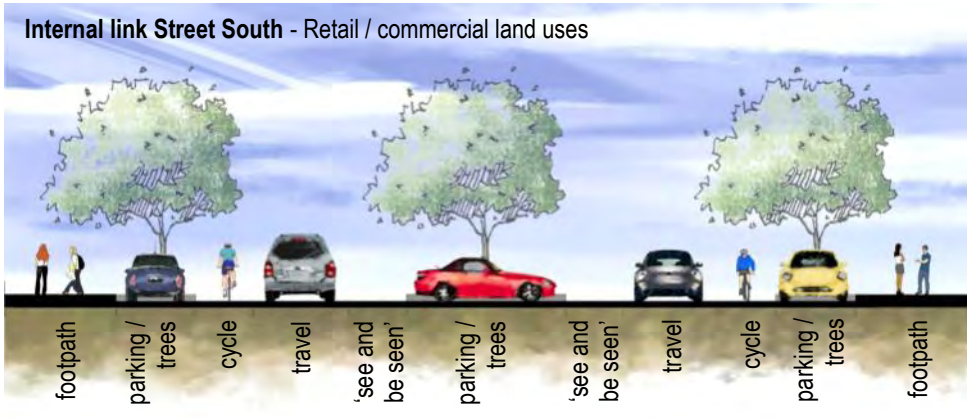
- → **Figure 3-2A** illustrates the portion of this street that runs through the 77 Kapiti Road property and where it is fronted by commercial activities. A generous footpath provides pedestrian access to the adjacent commercial land uses.
- → **Figure 3-2B** illustrates the portion of this street that runs through the 77 Kapiti Road property and where it is fronted by residential activities. The footpath is reduced to a 'normal' residential width with a grassed berm forming a buffer between the public footpath and private properties. The berm could also accommodate underground services.



ABOVE FIG. 3-2A: Proposed cross section for the northern portion of the internal link street for the situation where it is fronted by commercial land uses



ABOVE FIG. 3-2B: Proposed cross section for the northern portion of the internal link street for the situation where it is fronted by residential land uses



ABOVE FIG. 3-3: Proposed cross section for the southern portion of the internal link street (Wharemauku Precinct) where it is fronted by retail and / or commercial land uses

ABOVE FIG. 3-4: example of central parking in between planters, with see-and-be-seen zones on either side (Example from Melbourne)

- **Figure 3-3** illustrates the portion of this street that runs through the Wharemauku Precinct (currently Council property) immediately northwest of Rimu Road. This cross section features a central parking area that also facilitates U-turning in the situation that this street is constructed as a dead-end street, not yet connected to the northern portion. The cross section includes see-and-be-seen zones on either side of this parking area, which are critical for the safe functioning of central street parking. These are illustrated in **Figure 3-4**.
- In each of the cross sections street trees are proposed to be planted between parking bays at frequent intervals.
- Generously sized on-street cycle lanes are provided between the general travel lanes and the parking bays.

There is a need for a planning mechanism to achieve consistency for lower order streets too. This would include requirements for the width and location of footpaths and the carriageway, on-street parking, facilitation of cycling, tree planting, and space for underground services.

The proposed street on the north-eastern edge of the eastern dune (between the dune and the residential area) is intended to carry low traffic volumes. It could be designed according to the shared-space concept in order to minimise the possible severance effect of a 'normal' street and extend the pedestrian-oriented function up to the boundaries of the private properties. Although the design of the car park / street to the southwest of the proposed aquatic centre is completed, it is worthwhile considering extending the shared space treatment to include this street.

Pedestrian and cycling routes
All streets in the Structure Plan area should be designed to be suitable for on-street cycling. The plan contains an additional network of off-street cycle ways, combined with walkways. These include the following:

- Along the Wharemauku Stream on both side of it, providing a connection between the new internal link road (from the point where it crosses the Wharemauku Stream) and the proposed recreational route along the Expressway, as well as possibly areas beyond.
- On the northern side of Drain 3, providing a connection between the school and the route along the Wharemauku Stream and beyond.
- Between Iver Trask Place, north of the KCDC civic building, and the proposed Rimu-Kapiti link street (extension from the Coastlands driveway), providing a direct connection between the proposed retail area and the community facilities area.
- Depending on the design of the community facilities north-west of Drain 3 a connection between the eastern dune and the storm water area.
- Connecting Rata Road with the Ihakara Street Extension and the routes along the Wharemauku Stream.

Expressway and interchange
If the proposed construction of the Expressway goes ahead it is due for

completion by 2016. This will have a profound impact on the way the town centre is accessed and therefore perceived. The main point of arrival in Paraparaumu will be via the Kapiti Road interchange and entry points to the town centre will be located on the Kapiti Road side rather than on SH1. This should have consequences for the design of both the built environment and the public realm on the streets connecting to Kapiti Road.

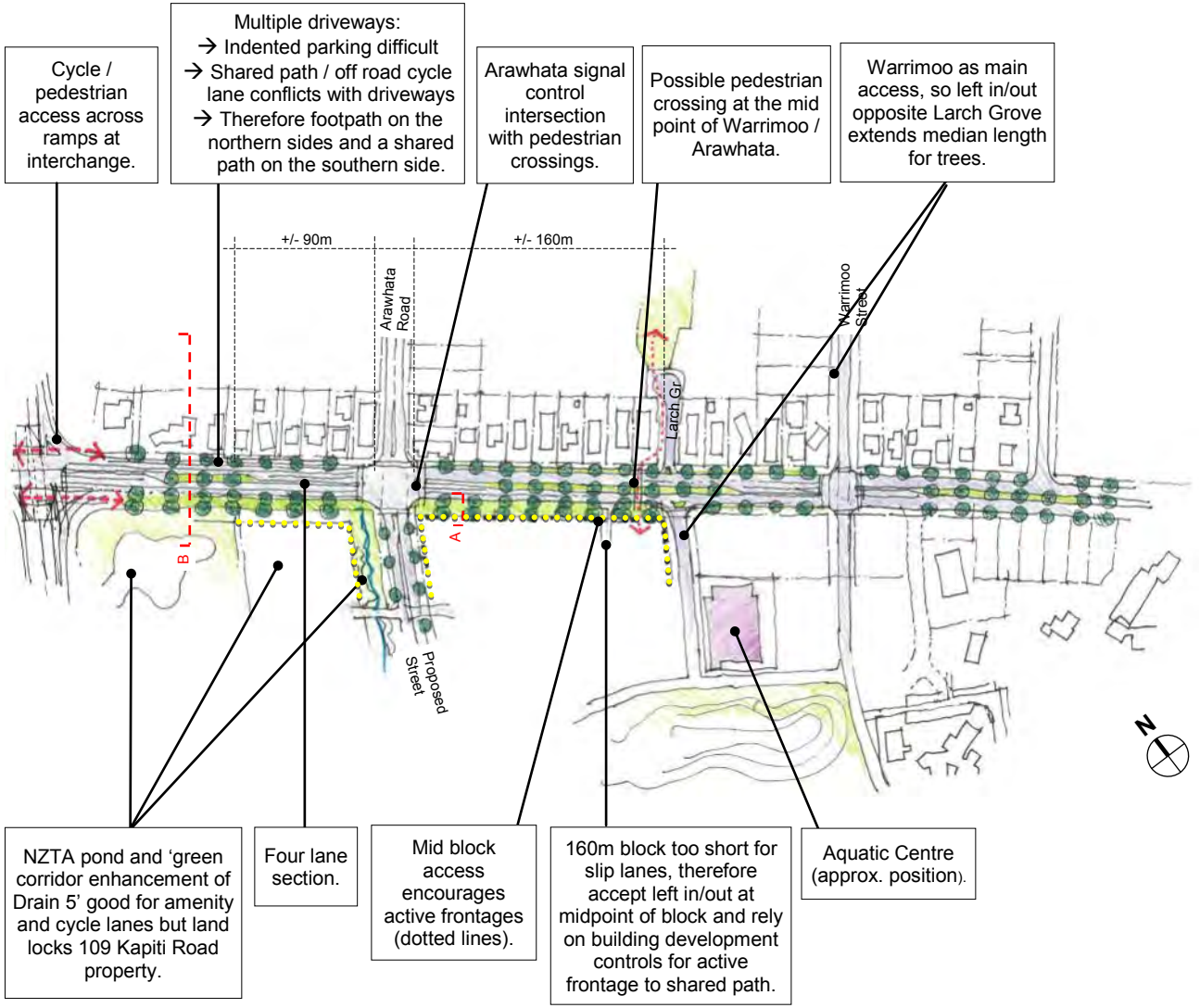
Other relevant consequences of the proposed Expressway will include:

- → Development on the north-western portion of the site could leverage off its increased visibility from the Expressway, which may help with the viability of commercial land uses.
- → The visual and acoustic impacts of the Expressway should be reduced and mitigated through development in the north-western part of the Structure Plan area. The westernmost sand dune also plays a role in this.
- → Views of Kapiti Island will be partially obscured.

Kapiti Road
There are two urban design goals for Kapiti Road that will support the Structure Plan objectives:

1. To design an attractive urban boulevard that provides an appropriate gateway to Paraparaumu Town Centre.
2. To encourage or require buildings along Kapiti Road that contribute to a boulevard streetscape and provide passive surveillance to encourage cycling and walking.

Refer to **Figures 3-5** and **3-6** for a proposed approach for Kapiti Road. A four-legged intersection is proposed at Arawhata Road to provide access to the Structure Plan area. Another full intersection is proposed at Warrimoo Street as this is the only additional street that connects to Paraparaumu's northern neighbourhoods. This intersection is further explained below in its relationship with Ngahina Street.



ABOVE FIG. 3-5: Issues and design approach for Kapiti Road

The intersection at Larch Grove is drawn as left in / left out on both sides of a raised central median because of its proximity to Warrimoo Street. This enables an uninterrupted median which accommodates more trees to reduce the 'visual width' of Kapiti Road. A mid-block pedestrian crossing is proposed to maintain pedestrian accessibility.

The north-eastern side of the road is dominated by detached housing which will remain in place for some time as the Structure Plan area and Airport are developed and the Expressway constructed. Therefore the numerous driveways will remain, which has negative effects on the safety of a cycle lane. In light of this, options could include reducing the shared path to a footpath on the north-eastern side and allowing more space for a high quality shared path on the south-western side. The separation of the footpath and cycle path would create a wider path, which is likely to have an over-engineered appearance. A shared path combined with the on-road cycle lanes leaves more room for landscaping and a double row of trees to increase the boulevard style streetscape.

A left in / left out access is proposed into the Structure Plan block southeast of Arawhata Road to encourage smaller scale development and more frontages facing Kapiti Road. Development standards should be coordinated with the street network to achieve this outcome.

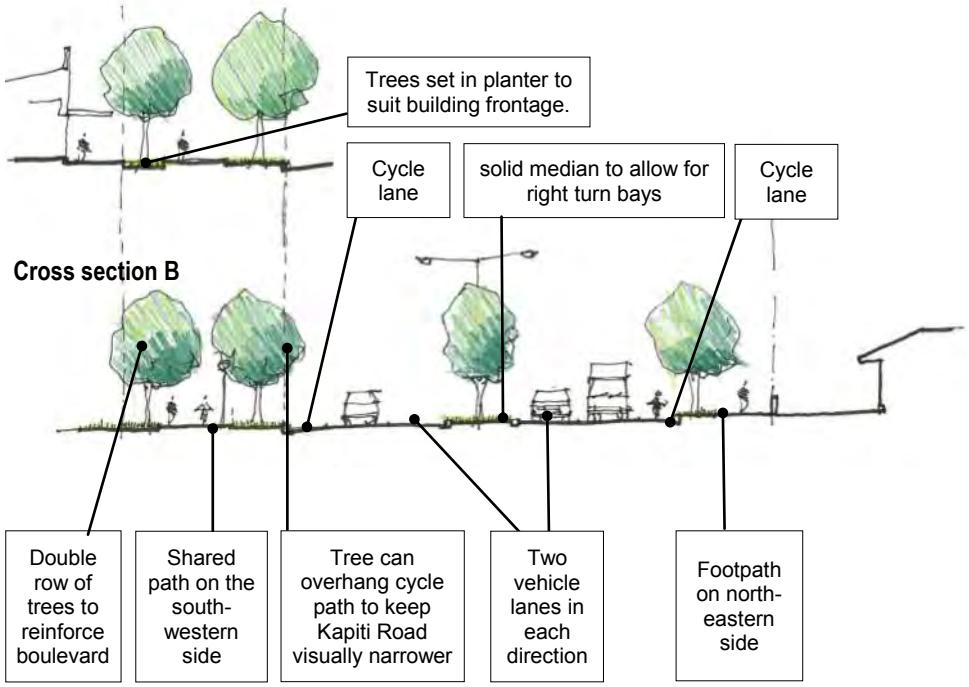
Figure 3-6 (cross section A) illustrates the situation with a commercial building and **(cross section B)** without a building or a building with a large setback, currently found along some parts.

The proposed cross section consists of the following elements:

- → General travel lanes: two lanes in the south-eastern part and four lanes (two in each direction) in the north-western part.
- → A wide planted median, which makes room for turning bays when required at intersections.
- → On-street cycle lanes on both sides.
- → A shared pedestrian cycle path on the south-western side.
- → A footpath on the north-eastern side.
- → Planted berms between the on-street cycle lanes and the paths.
- → A planted strip separating the path on the south-western side from private properties (either a commercial building slightly set back to allow for a footpath, or planting / storm water areas).

Cross section A

Cross section B



ABOVE FIG. 3-6: Proposed cross sections 'A' and 'B' for Kapiti Road

Ngahina Street
The Structure Plan includes the replacement of Ngahina Street with a new street aligned with Warrimoo Street, effectively consolidating two intersections at Kapiti Road into one intersection. The new street layout will:

- → Provide a direct and legible connection between Rimu Road and Iver Trask Place that an extension of Ngahina Street cannot achieve due to the location of the community centre.
- → Improve traffic flows on Kapiti Road and improved access to Warrimoo Street by replacing two T-intersections on Kapiti Road with one possibly signalised full intersection.
- → Provide a direct connection between the community facilities and Kapiti Health Centre, with possibly a signalised pedestrian crossing on Kapiti Road.

Redevelopment associated with this new street should be designed as such to provide an attractive entrance to the town centre and specifically the community facilities area when entering from Kapiti Road.

The detailed design of the Warrimoo Street Extension should take into account the storm water management requirements relative to the aquatic centre.

Ihakara Street Extension
An extension to Ihakara Street is planned to provide a second access to the airport thus providing a direct connection to the current SH1. The type of traffic it is envisaged to carry (a large proportion of service vehicles and heavy traffic) is more compatible with the land uses currently located on Ihakara Street than those planned for the Structure Plan area. For

this reason the direct route will lead via Ihakara Street, with traffic heading for the town centre having to turn left off this route.

The airport is required to contribute to the construction of this extension, when developments on the airport land reach and exceed a certain threshold.

An option to extend Rata Road to connect with the Ihakara Street Extension has advantages for the connectivity between the Town Centre and the residential neighbourhood immediately to the southwest of it. A walkway / cycleway connection is indicated on the plan.

Trieste Way connection
The Structure Plan indicates an aspiration for a connection between Trieste Way and the Wharemauku Precinct. With the land in the latter subject to offer back negotiations, there may be an opportunity for this connection, as the site at the end of Trieste Way is property of the Ngahina Trust too.

Passenger transport
A large proportion of the site is within walking distance from the railway and bus station. Initiatives to improve pedestrian access and safety across the existing retail / commercial area (including Coastlands and Kapiti Lights) should be supported.

The key streets within the Structure Plan area are designed to accommodate bus traffic (cross sections illustrated and explained above).

Parking and service areas
Large public car parking areas serving retail and commercial land uses are unavoidable**.** These should be designed to be visually as unobtrusive as possible, preferably with buildings between the parking area and key streets.

This also applies to service areas associated with supermarkets and Large Format Retail. Bearing in mind that these need to be fully accessible by delivery vehicles, these are intended to be surrounded by the backs of buildings or properties.

Rimu Road
This plan allows for a streetscape upgrade in Rimu Road, in line with the Community Outcomes Statement. This could include improved pedestrian amenity, traffic calming, and possibly a central median.

STATUTORY ELEMENTS

It is proposed that the strategy for the movement network will be translated into the following statutory binding elements:

- → A distinction should be made between streets for which the location is fixed and streets which location is flexible, i.e. the road centreline could shift up to 20m either side if certain conditions are met and a connection between the indicated origin and destination is made.
- → The relationship between all streets and the adjoining land use is fixed. In some instances boundaries are defined by fixed streets and are therefore fixed, in other instances flexible streets define boundaries which are therefore flexible with the location of the street.
- → The cross sections of the main link roads through the area are specified as part of this Structure Plan in order to achieve consistency between different landowners. There is a need for a planning mechanism to achieve this consistency also for lower order streets.
- → The walkways / cycleways have a fixed location, since in many cases they are to be located along landscape features.
- → Street trees should be required as part of the design of all streets.
- → The retail and commercial areas should include requirements pertaining to vehicle access, parking (amount, location and amenity) and servicing.
- → The community area should include requirements pertaining to parking (amount, location and amenity).
- → Medium density residential should include requirements pertaining to street network connectivity, parking (amount, location and amenity), vehicle access (including residential rear lanes) and garages (location and appearance).

3.2 Storm water network

The storm water network relates to flood management and issues pertaining to the water quality of the Wharemauku Stream and its tributaries.

AIMS FOR THE STORM WATER NETWORK

A successful storm water network provides visual amenity value, ecological servicing and additional safety to buildings through reduced flood risk. More specifically, the key aims for the storm water network for the site include:

- → To manage water in and around the Structure Plan area in a manner that integrates flood protection with improved water quality objectives and does not increase the surrounding flood risk.
- → To create and manage storm water infrastructure that:
  - ensures safe operation and public health;
  - is efficient and affordable for users and operators; and
  - is environmentally friendly.
- → To integrate the storm water network into the open space and movement networks to maximise amenity opportunities.
- → To achieve a high amenity interface between land uses and any water courses.

THE STORM WATER NETWORK

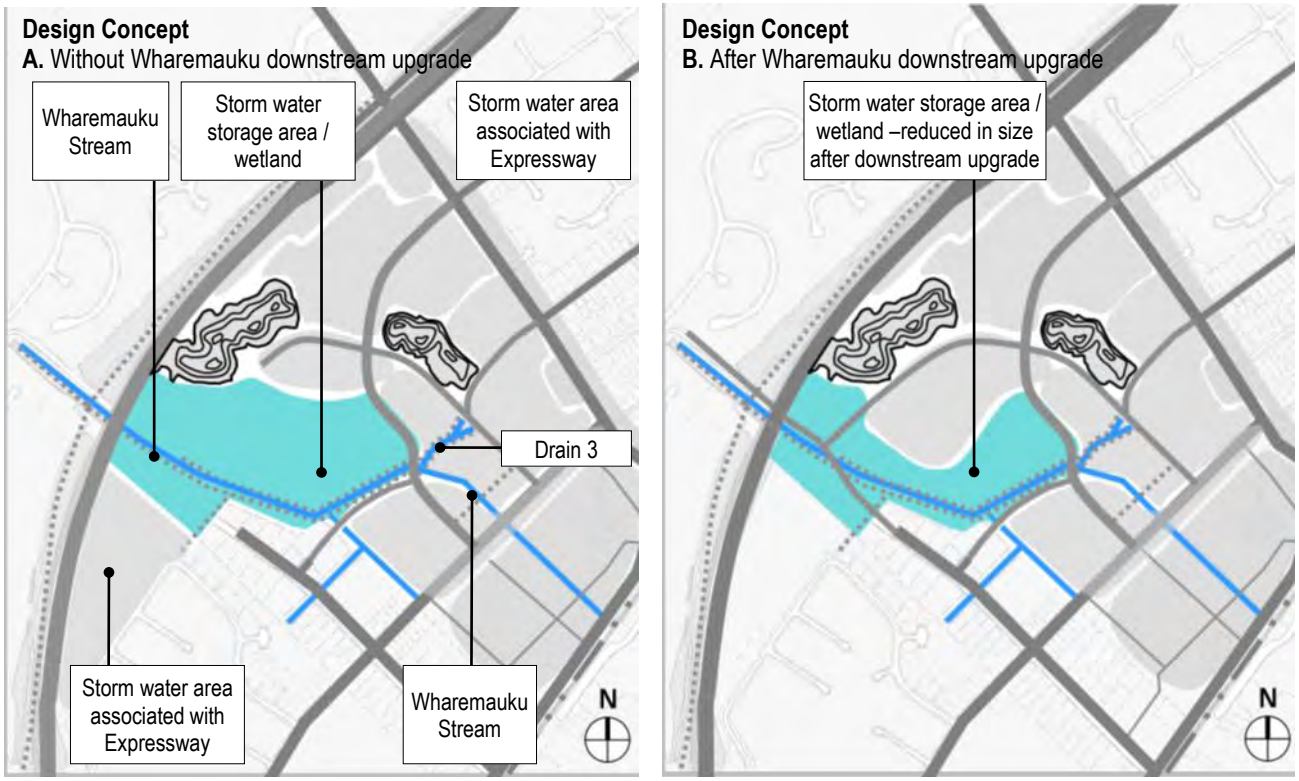
The Paraparaumu Town Centre is located within a floodplain, crossed by several drains and streams.

Figure 3-7 indicates the storm water network without the Wharemauku downstream upgrade **(A)**; and after the Wharemauku downstream upgrade **(B)**.

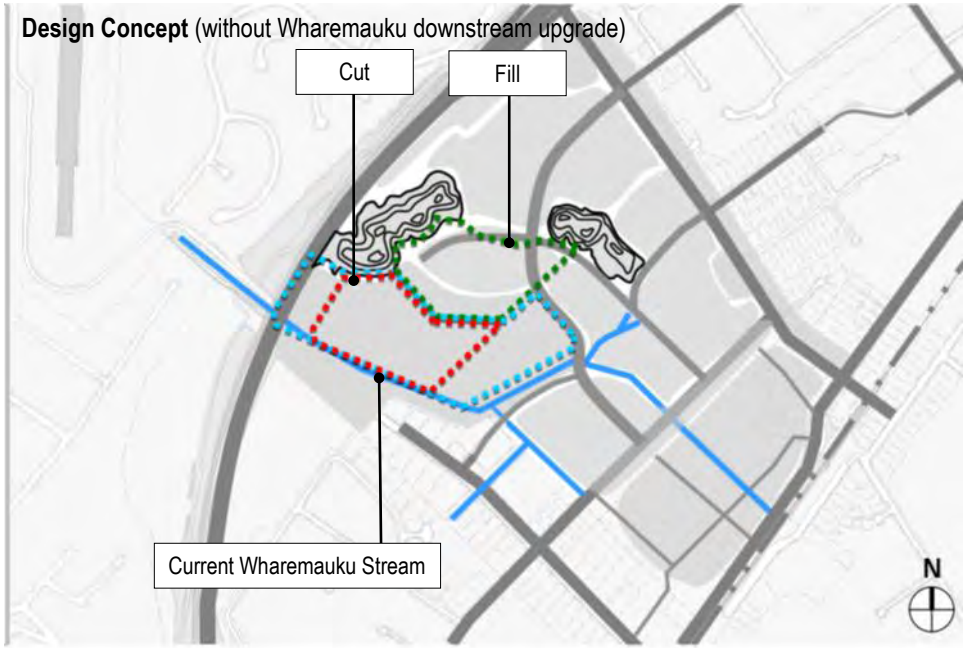
The main features of the storm water system include:

- → **Wharemauku Stream** - is proposed to remain in its current alignment. It is proposed that the stream is environmentally enhanced through riparian planting and widening (refer to further explanation below). Tracks on both sides will cater for recreational walking and cycling. Land uses will be required to front onto the stream corridor where possible, rather than that the stream becomes hidden behind the backs of properties.
- → **Storm water storage area / wetland** will function as storm water overflow area during storm events (refer to further information below). It could take the form of a wetland with both ecological and recreational functions. Surrounding land uses are required to front onto this area for a high amenity interface.
- → **Figure 3-7B** shows a decreased storm water storage area required if upgrade works to the Wharemauku Stream were undertaken (refer over page).
- → **Drain 5** - will be piped between Kapiti Road and the storm water storage area / wetland.
- → **Drain 3** - will remain in its current alignment. The track on its northern bank will provide an important pedestrian and cycling connection. Ecological enhancement and beautification of this drain is therefore required.
- → **Storm water areas associated with the Expressway** - are indicative in size and location, and form part of the Expressway designation. The Alliance is yet to undertake the detailed design of these areas.

A large portion of the Structure Plan area currently functions as a floodplain. In order to make development possible and create building platforms within the floodplain two sets of interventions are possible:



ABOVE FIG. 3-7A: The storm water network before Wharemauku Stream upgrade; 3-7B: after Wharemauku Stream upgrade



ABOVE FIG. 3-8: The indicative locations of cut and fill (without Wharemauku downstream upgrade)

- → On-site works, to enable development to the extent shown in **Figure 3-7A**; and
- → Wharemauku Stream upgrade, to enable development to the extent shown in **Figure 3-7B**.

ON-SITE WORKS

The on-site works include the likely maximum earthworks that could be undertaken. Excavating some of the land down to groundwater level will create storm water storage that will free up other land currently part of the floodplain. The maximum storage that is likely to be able to be created within the area marked as 'Cut' in **Figure 3-8** is sufficient to offset the loss of floodplain resulting from the filling of the area marked as 'Fill'. The area of floodplain reclaimed is approximately 3.7ha of land.

Development will also need to mitigate the impacts of the change in land use. Buildings and paved areas cause more run-off than undeveloped land. This difference will need to be stored on site and released in the Wharemauku stream after the peak of a flood event. This volume could be stored in a variety of locations such as rain tanks on individual dwellings, constructed storage under car parks or reduced development on the floodplain. If the latter was chosen the developed area of the floodplain would need to be reduced by approximately 5,000m².

WHAREMAUKU STREAM UPGRADE

Additional development within the town centre flood storage area would only be possible if the Wharemauku Stream between the town centre and the coast could transport larger volumes of water faster. Modelling indicates that up to 9ha of additional land could be reclaimed after upgrades to the Wharemauku Stream downstream from the town centre, as shown in **Figure 3-7B**.

The required upgrades include widening and improvements to structures, such as bridges and culverts. Environmental enhancement, in accordance with the Wharemauku Stream Management Plan, will be part of any upgrade to the Wharemauku Stream conveyance. This enhancement is likely to be in the form of riparian planting. An approximately 25-35m wide flood corridor would be required to allow for the riparian planting of the stream banks, with the further shaping and widening of the stream flood corridor to 35-45m. Modelling indicates that much of the flood storage land in the town centre could be made flood-free. Corridor would however encroach onto private property and in many cases property purchase would be required.

Benefits

The benefits of the Wharemauku Stream upgrade works include that it:

- → Creates an additional 9ha of developable town centre land.
- → Enables the extension of Ihakara Street to the northwest, which construction is partially dependent on the Wharemauku downstream upgrade.
- → Enables naturalisation of the Wharemauku Stream banks, with the inclusion of a cycleway / walkway connecting the town centre with the coast.
- → Addresses many of the existing flooding issues in the lower catchment.
- → Addresses many of the flooding issues that the anticipated effects of climate change (higher rainfall and sea level rise) will intensify.
- → Provides opportunity for altering the stream location to allow for expansion of the airport runway or realignment of the stream corridor within the town centre.

Costs

The high-level cost estimate for the Wharemauku downstream upgrade amounts to approximately $16 million (excluding planting costs or ground stabilising and raising of town centre land). The project cost includes day lighting the twin cell culvert on Matatua Road, structural upgrades to the three bridges that cross the Wharemauku, floodway and property purchase.

Further investigation will need to be undertaken to confirm the trigger levels on the maximum development within the town centre prior to the downstream upgrades.

The Wharemauku downstream upgrade is not part of the Council's Long Term Plan and would need to be funded by private development.

DETAILED CONSIDERATIONS

Other storm water issues relevant to the development of the town centre include:

- → Drain 5 currently connects the storm water pipe network under Arawhata Road with the Wharemauku Stream. This drain could be redirected or piped as part of the town centre development. The costs for either option are likely to be high and require the agreement of the land owners.
- → Overland flow paths utilised in high intensity rainfalls should be integrated with the road carriageway design.
- → The change in land use and drainage patterns associated with the town centre development could result in impacts on water quality. These impacts need to be addressed at the whole of site level rather than at a lot by lot approach.
- → The upgrades to the Wharemauku Stream provide potential for high value land to be made available for development. Taking into account the required integrated approach for flood and water quality impacts, linking contributions to the upgrades to all development within the town centre should be considered. Opportunities for contributions should also be explored with the Airport and other relevant landowners.

STATUTORY ELEMENTS

It is proposed that the strategy for the storm water network will be translated into the following statutory binding elements:

- → A storm water area should apply to the area that will remain a reserve which provides storm water overflow capacity when required, as explained above. It also serves an ecological function in both the short and long terms.
- → It should be clearly signalled that only after the Wharemauku downstream upgrade part of the storm area could become available for residential development. The rules of the Medium Density Residential (refer to **Section 3.4**) will apply.

3.3 Public open space network

The public open space network refers to the system of parks, pedestrian walkways, recreational spaces, and facilities that interact with the movement network and land use mix. A successful open space network provides choice and amenity to users, and correspond to logical movement patterns.

AIMS FOR THE PUBLIC OPEN SPACE NETWORK

Establishing a successful public open space network will require the prioritisation of space towards enhancing experiences and pedestrian choice. The future public open space network should consist of spaces that:

- → Provide a sense of place and enhance the identity and character of the town centre.
- → Provide a high degree of appeal, amenity, and usability.
- → Provide a public open space within walking distance from all dwellings.
- → Are safe to use due to passive surveillance provided by overlooking from surrounding land use activities and by passing traffic.

THE PUBLIC OPEN SPACE NETWORK

Figure 3-9 indicates the public open space network, which consists of the following elements:

- → The dunes;
- → Public open space in the community facilities area;
- → The stream edges / storm water areas;
- → Urban micro spaces (not shown);
- → Neighbourhood reserves (not shown); and
- → Tree-lined streets (not shown).

The dunes

The two dunes are strong visual features in the area. Their value is mostly of a historic and local character nature. These dunes used to form one system of dunes, but were separated by the construction of Drain 5 some decades ago. The District Plan requires the protection of the District's outstanding landscapes, including the sand dunes, from the adverse environmental effects of subdivision, use and development. The Council has recently made a further commitment to this through the location of the Aquatic Centre.

During the design process for this Structure Plan a strong focus has been placed on coherent and connected urban form. Design tests have identified that in order to achieve a viable town structure the opening between the dunes should be able to be widened to the extent indicated in **Figure 3-9** to accommodate land uses and a movement network. More specifically this is based on the following combined requirements:

- → Sufficient space for the crucial main movement route through the area, linking Kapiti Road with Rimu Road.
- → Sufficient space for development alongside this route, in order to make this connection as well as the costly relocation / piping of Drain 5 (as part of this route) financially viable.

ABOVE FIG. 3-9: The open space network

Design tests have also identified that through development of appropriately sized buildings and associated street network the dunes can be made prominent features on the site. A strong view shaft aimed at the high points of both dunes (Refer to **Figure 3-9**) is set up by the street network.

Public access to the dunes in the form of walking and cycling tracks should be considered. The Council-owned part of the easternmost dune will function as public open space. It is integrated into the plan through public streets on all its sides, with adjacent development fronting it, rather than hiding the dune behind buildings and properties. The street on its north-eastern edge (between the dune and the residential area) is intended to carry low traffic volumes and developed in accordance with a shared-space concept to minimise the possible severance effect of a 'normal' street and extend the pedestrian-oriented function up to the boundaries of the private properties.

The westernmost dune could be made publicly accessible, but would have a less public function due to its location in the periphery of the Structure Plan area and adjacent to the proposed Expressway. The dune is expected to have an important role as visual and acoustic buffer between the town centre and the Expressway.

Public open space in the community facilities area
The community facilities area between the library and proposed community facilities to the north-west of it is reserved to accommodate a public open space that could fulfil a community function and passive recreation function. This space has street frontage on two sides; the proposed extended Iver Trask Place to the north-east and the proposed new internal link street to the west.

The area is to be bisected by Drain 3 and a walkway / cycleway along the northern bank of the drain.

Urban micro spaces
Several small urban spaces associated with retail development should be included. These spaces could provide the following many opportunities characteristic to a town centre:

- → Outdoor seating, rest and shelter.
- → Street performances.
- → Children's play, possibly on suitable public art features.
- → Small markets or temporary displays.
- → Amenities such as public planting and art.
- → Transition between the public realm of the street and large areas of car parking where necessary.

These spaces could take various forms, but should be intimate in scale and nature and should be directly associated with the public footpath. High quality edges should be formed by orientating neighbouring retail buildings toward these spaces.

The stream edges / storm water areas
These areas are described in detail in **Section 3.2**.
As they also partly fulfil a public open space function, the following considerations are important in this respect:

- → The Structure Plan is based on the Community's vision for the Wharemauku Stream, that its corridor is widened and its edges planted for ecological purposes. The corridor's existing use as a recreational walking and cycling route will continue and be enhanced.
- → The extensive areas intended to accommodate storm water overflow could fulfil a passive recreational function as a wetland that is accessible through walkways.
- → This area should be designed in such a way that a high amenity interface is created with the neighbouring land uses overlooking the wetland / storm water area. Examples are shown in **Figure 3-10.**

Neighbourhood reserves
The aim of public open spaces associated with the residential area is to provide an opportunity for small-scale passive recreation within the residential area. They could contain play and / or exercise equipment. The exact

ABOVE FIG. 3-10: Examples of the interface between residential and public open space, such as the neighbourhood reserves and the storm water area

location and size of these neighbourhood reserves is dependent on the finer grain layout of the area. These reserves should be designed as public spaces fronted on by dwellings and bounded by one or more public streets. Residential frontages and public streets rather than private lots with high fences backing onto these spaces will assist with the perception of safety.

Tree-lined streets
All streets should contain street trees. There are several benefits of having street trees:

- → Appropriate street trees soften the look and feel of the place.
- → Street trees could assist with the legibility in a place, through the establishment of different characters per street.
- → Street trees with a canopy provide shelter from the elements.
- → Street trees in planters between kerbside parking bays would optically narrow down the street, resulting in traffic calming.
- → Street trees could help with biodiversity connection for some bird and insect species.

Detailed design should capitalise on these benefits while ensuring the street trees do not interfere with canopies and footpath spaces, constrain underground infrastructure, or negatively impact on the visibility of pedestrians on the footpath and thus result in crime issues.

STATUTORY ELEMENTS
It is proposed that the strategy for the public open space network will be translated into the following statutory elements:

- → Street trees should be required as part of the design of all streets.
- → The medium density residential area should contain requirements pertaining to the minimum number and size of neighbourhood parks.
- → Requirements pertaining to the protection of the dunes.

Dune protection
Protection of the dunes is an essential part of the Structure Plan and the Council's wider policy position on environmental protection. Exceptions have been anticipated only where absolutely necessary to ensure a viable linkage and integrated land use outcome can be achieved to connect Rimu Road to Kapiti Road in an efficient manner. This has included having regard to the spatial requirements of those elements and necessary storm water facilities (refer to **Section 3.2).**

The Structure Plan is very detailed on this matter so as to give certainty over what extent of dune modification is considered necessary.

The Structure Plan allows for flexibility for the land ownership of the dunes. Some parts could be public open space, while other parts could be in private ownership.

The following issues should be considered for translation into rules:

- → The Council will not grant consent to any additional dune modification other than what is absolutely necessary given the significance of the dunes as an iconic landscape remnant that contributes to social and cultural wellbeing in the District as well as forming a critical contribution to amenity values in the town centre. In so doing the Council shall take a precautionary and protective approach.
- → The dunes will be suitable for a range of low impact recreational activities such as walking, cycling, bird watching etc, some of which could be commercial ventures. However they are to be kept clear of modification, development, and buildings.
- → Dune areas that are not allowed to be modified should be outlined on a map with a statutory binding status. Rules should restrict development of dune areas, with a non complying activity resource consent required to contravene these.
- → The dunes should be identified as open space areas with no-build areas identified.

3.4 Distribution of uses

The distribution of uses refers to the way that the activities envisaged to take place within the area are organised and relate to each other and other elements of the plan.

AIMS FOR THE DISTRIBUTION OF USES

By focusing effort on enhancing the efficiency and success of the town centre, the whole community can benefit. The correct mixture of land uses is critical to a successful development. A fundamental balance between employment, commercial, community and recreational activities and supported by residential opportunities is required.

In the Structure Plan area many activities cluster together in a way that creates an overall attraction to many more users than any single activity could by itself. Benefits are greatest when customers or visitors are able to visit as many different activities as easily as possible. When working well, this stimulates much higher rates of social and economic activity because people undertake spontaneous exchange in addition to just planned exchange.

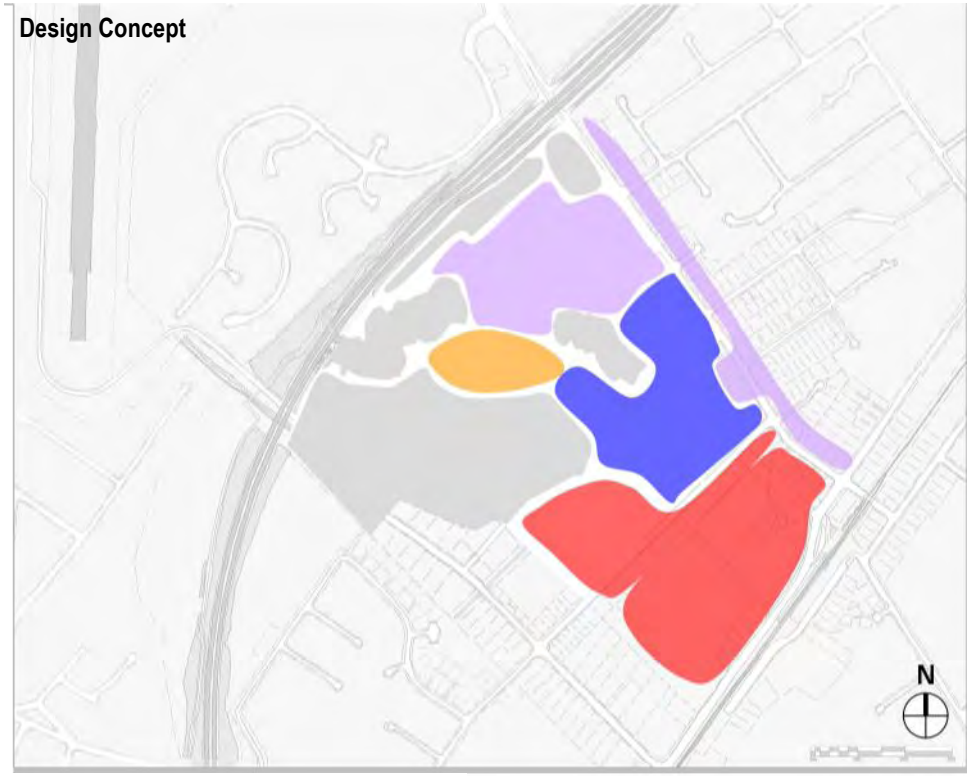
Key land use aims for the Structure Plan area include:

- → To maximise choice and opportunity, in relation to the range of land uses provided, but also the internal diversity within each use.
- → Additional community facilities in close proximity of existing facilities.
- → Retail provided at a scale appropriate to demand and growth.
- → Coordination between the transport network and land use activities.
- → Retail in visible locations, harnessing the movement economy.
- → Building onto the visibility from the Expressway for Commercial development, while buffering its acoustic and visual effects.
- → Provision for local employment opportunities, also in the form of live-work units.
- → A mix of uses that will be compatible with adjacent residential land uses.
- → Provision of higher density residential development, particularly in higher amenity settings such as on the edges of the storm water areas.
- → A built environment which responds to the needs of an ageing population and changing demographics.

Figure 3-11 indicates the preferred distribution of the following land uses:

- → Community facilities and services.
- → Retail (with offices or apartments above).
- → Commercial.
- → Medium density residential.

The preferred distribution of land uses is explained in more detail over the following pages.



ABOVE FIG. 3-11: The distribution of uses

COMMUNITY FACILITIES AND SERVICES

It is envisaged that a cluster of new and existing community facilities will form the 'point of gravity' of the town centre. **Figure 3-12** shows the proposed location for these facilities in the Structure Plan area.

The Council owns a significant parcel of land in the town centre. The Council has set aside this land for public works, including an Aquatic Centre (construction in progress), a recreation centre and youth facility, and an arts / performance centre.

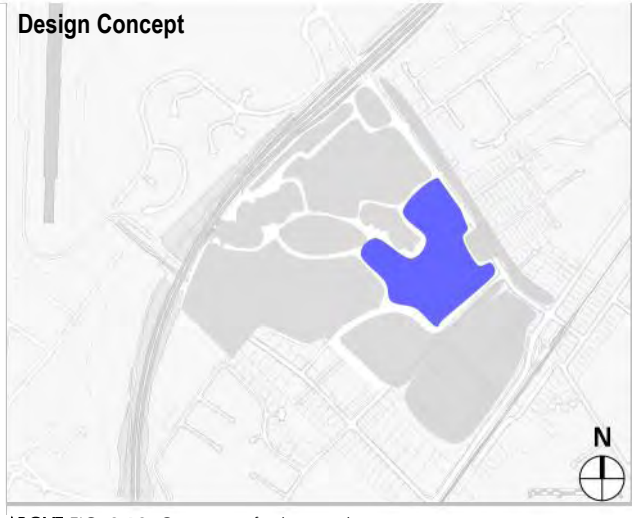
Community facilities, organisations and space will be co-located in a 'community hub' to capitalise on opportunities to share facilities and services and also provide outreach services to other areas and other groups. Clustering these activities offers efficiencies relative to access and in the provision of car parking and other infrastructure.

The community hub builds on the community facilities already present in the area:

- → The KCDC civic building, which is currently being refurbished and extended;
- → The Paraparaumu Library;
- → The Community Centre and the Kapiti Disability Information and Equipment Centre (an extension of the community centre is proposed);
- → Kapiti Primary School;
- → The Kapiti Family Centre on numbers. 4, 6 and 8 Ngahina Street. From these buildings the Impact Family Trust runs services directed at families and sub lease office and meeting space to a number of other family related services such as Barnados.
- → The Kapiti Women's Centre, which is located in a building on Council land that is leased to Housing New Zealand who own the building. An extension to the centre was recently completed.

The Structure Plan identifies an area for the future development of community facilities, however it is beyond the scope of this project to design the detailed layout or plan the timing of individual projects and developments.

The planning and design of the public realm and open space to integrate the individual facilities within the community hub is critical. Particular consideration needs to be given to a design which accommodates the elderly and disabled at the site level and in the specific design of footpath surfaces, furniture and lighting.



ABOVE FIG. 3-12: Community facilities and services

STATUTORY ELEMENTS

It is proposed that these activities fall within the community facilities area. The aim of this is to provide for the clustering of existing and future community facilities (including an aquatic centre, a performing arts centre, youth centre and recreation centre) in close proximity of the retail and commercial facilities of the town centre. The reasons to provide for a separate area include:

- → A special focus could be placed on the amenity of the public realm for pedestrian movement and cycling, for outdoor community activities and on issues pertaining to accessibility for user groups such as the elderly and the disabled. This should also apply to on-site open spaces and thoroughfares.
- → By ruling out commercial land uses land values and rates may be kept relatively low for community organisations.

This area should contain rules on:

- → The type of activities: community facilities and ancillary commercial activities such as offices, a café and small scale retailing (including ancillary storage).
- → The scale of commercial activities should be limited by its footprint (e.g. 200m² GFA).
- → Building height: a maximum height that can sufficiently cater for the requirements of a recreation centre.
- → Active edges: setbacks, percentage of building frontage, location of car parking relative to the public street, location of entrances.
- → Car parking: facilitating or providing for the shared use of car parks.

Specific public space guidelines should ensure a high level of accessibility for the disabled, and pedestrian and cycling amenity.

RETAIL

The Structure Plan identifies areas for retail land uses on the ground floor with apartments or offices upstairs in areas indicated in **Figure 3-13**. A mixture of specialty retail and Large Format Retail ('LFR') is envisaged.

It is the strategic intention of this Structure Plan to provide for reinforcement of the existing retail centre and the new and existing cluster of community facilities identified as the town centre's point of gravity. For this reason retail activities are proposed for the area along Rimu Road and in the Wharemauku Precinct. This area is within walking distance from the proposed community cluster and immediately adjacent to the existing town centre. Design tests have identified that this area can accommodate approximately 10,000m² GFA.

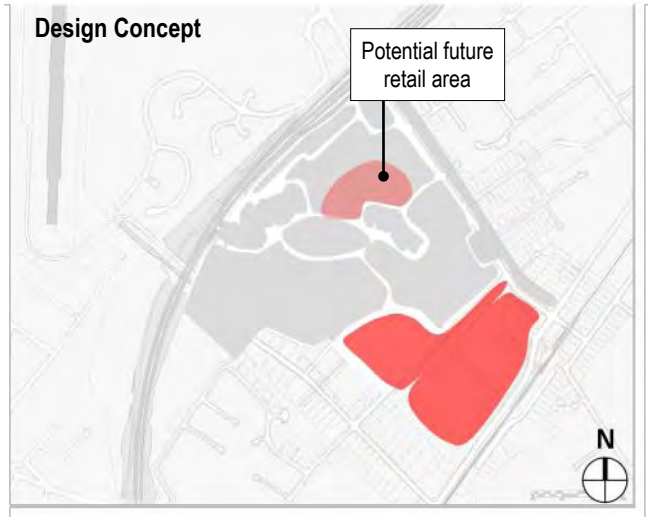
No further retail areas have been provided for in the Paraparaumu Town Centre. The 2011 Property Economics Report identified that further retail in Paraparaumu Town Centre beyond the current provision could not be economically sustained.

It is identified that if, at a future time, it can be demonstrated that further retail could be sustained, the most appropriate location would be along the Kapiti-Rimu link road on 77 Kapiti Road, as shown on **Figure 3-13**. If the future development of Coastland and Wharemauku Precinct does not address the retail issues outlined in this report, this area may offer retail development the nature and quality that may reduce the community's retail spend outside the District, as identified in the 2011 Property Economics reports. This location was identified for the following reasons:

- → It is within walking distance of the community cluster, would reinforce the importance of this area.
- → It is located within close proximity of the proposed Expressway Kapiti Road interchange.
- → It contributes to the viability of the crucial internal connection between Rimu and Kapiti Roads.
- → High quality retail would provide an attractive setting for the employment uses proposed for the surrounding area.

STATUTORY ELEMENTS

It is proposed that these activities fall within the retail precinct. Refer overleaf for more information.



ABOVE FIG. 3-13: Retail land uses. The potential additional retail area is indicated in a lighter shade.

ABOVE FIG. 3-14: Examples of the specialty retail environment envisaged

STATUTORY ELEMENTS

It is proposed that these activities fall within the retail area. The aim of this is to provide for an attractive, pedestrian-focussed and commercially viable mix of compatible uses in close proximity to each other in order to achieve vibrancy and efficiency.

It is proposed that rules should cover issues including, but not limited to:

- → The land uses permitted in the identified areas, including ground floor retail; upstairs commercial; upstairs residential (i.e. apartments).
- → General requirements regarding building interfaces with public streets and other public open spaces.
- → Achieving a balance in the type of retail in the Rimu Road node (i.e. LFR vs. specialty retail).
- → Traffic-related rules, such as location of vehicle access.
- → Building quality.
- → Signage (size, location, style etc.).

The existing Medium Density Housing Guidelines should also be applied to residential uses.

It is proposed that more specific rules are associated with each of the land uses. These should cover:

- → Detailed description of land uses permitted and non-permitted.
- → Building bulk and location, including height, setbacks and coverage.
- → Active edge requirements.
- → Service areas and their interface with the public realm.
- → The amount of parking:
  - linked to Gross Floor Area and based on a traffic generation rule; and
  - consistent with the general approach in the District Plan Review.
- → The location of car parking.
- → The amenity of car parking areas.
- → The amount, location and amenity of areas for cycle and motorcycle parking.
- → Whether and where verandas are compulsory or not.
- → Residential amenity in a mixed-use context.

Suggestions pertaining to the key outcomes for each land use include the following.

Retail with commercial or residential upstairs

The type of activities provided for will be retail on the ground floor with commercial or residential upstairs. Residential activities will not be allowed on the ground floor. Large Format Retail is allowed, but should be linked to a minimum amount of specialty retail that should be provided with it. Key rules should include:

- → Requirements for active building edges, including:
  - no front setbacks;
  - continuous frontage along public streets, but allowance should be made for pedestrian and vehicle entrances to areas behind the buildings, and for the provision of distinct public open spaces such as squares and areas of seating;
  - frontage width controls; and
  - minimum and maximum percentage of glazing.
- → Building height: on the street side of the building a minimum of two storeys and a maximum of three storeys throughout.
- → The location of parking: no ground floor indoor / undercover parking.
- → A building coverage of 100% is allowed, but parking is still required.
- → Private open space provision for upstairs residential, as per the existing Medium Density Housing Guideline.

COMMERCIAL

The Structure Plan Concept identifies areas for commercial land uses in **Figures 3-15** and **3-17**. This includes of areas for offices and for commercial services.

Offices

The strategy identifies the suitability of office development (which does not include retail), possibly with apartments upstairs in the commercial area (see locations in **Figure 3 -15** and examples in **Figure 3-16**). Locating employment opportunities in close proximity to the town centre will add to the vibrancy of the centre.

The office development could form a buffer between the proposed commercial service areas and more sensitive development such as specialty retail and residential. The location of office activities on highly used movement routes provides businesses with commercially desirable visual exposure.

The 2011 Property Economics *Kapiti Employment Areas Study* identifies the demand for office space for the Kapiti Coast District at between 24,000 and 58,000m² (equating to a land area of between 7.1 - 14.5ha), dependent in the economic development scenario adopted. This Structure Plan allows for a significant portion of this growth potential to be accommodated within the Town Centre, as it is the primary centre within the District.

Design tests have identified that the amount of ground floor office space could be approximately 12,500m² GFA. Taking into account that offices over multiple storeys and on the upper floors of retail buildings could be developed, the total office yield could be much higher.

Commercial services

Several parts of the Structure Plan area do not offer the amenity needed to make specialty retail and residential development viable. For these areas the strategy identifies a Commercial Services land use without a residential component. These locations include the areas immediately south-east of the proposed Expressway, and both sides of Kapiti Road, as indicated in **Figure 3-17**.

ABOVE FIG. 3-15: Commercial land uses

The reasons for these locations include:

- → Commercial development could form a buffer between the proposed Expressway and more sensitive development such as retail and residential.
- → Visual exposure to the proposed Expressway and Kapiti Road could be desirable from a commercial perspective.

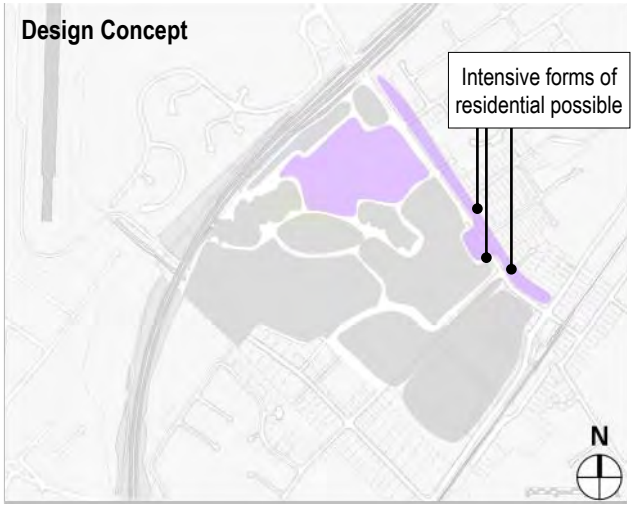
The proposed land use includes employment activities such as offices and light-industrial land uses with a customer focus. The latter could be in the form of workshops with ancillary small scale storage and warehousing. Examples of the envisaged type of environment are shown in **Figure 3-18**. In contrast to the areas for retail or offices, mixing these activities with residential within the same building, street or urban block is not regarded as appropriate. An exception to this could be the area on Kapiti Road south-east of Warrimoo Street (refer to **Figure 3-17**), where more intensive residential and associated uses, such as retirement complexes and motels, would be an appropriate component of the mix of uses.

ABOVE FIG. 3-16: Examples of the office environment envisaged

It is indicated that Commercial Services are appropriate for the properties along Kapiti Road (of which many are currently used for residential activities) as the long term outcome. Associated with the construction of the Expressway, a change of character for Kapiti Road is envisaged over time.

The 2011 Property Economics *Kapiti Employment Areas Study* identifies the demand for general industrial activities within the entire Kapiti Coast District at between 28,000 - 57,000m² GFA or between 9.7 and 19.6ha of land (both dependent on the economic development scenario chosen). The study does not identify which proportion of the District's growth would realistically take place within the Paraparaumu Town Centre. A distinction between the types of industrial activities is also not provided, but only a light-industrial service type is suitable for the town centre.

The amount of land set aside for Commercial Services development within the Structure Plan area (land abutting the proposed Expressway, and areas on Kapiti Road) is approximately 10ha.



ABOVE FIG. 3-17: Commercial services within the commercial area appropriate for sites close to the proposed Expressway and on Kapiti Road

ABOVE FIG. 3-18: Examples of the commercial services environment envisaged

STATUTORY ELEMENTS

It is proposed that these activities fall within the commercial area. The aim of this is to provide for an attractive, pedestrian-focussed and commercially viable mix of compatible uses in close proximity to each other in order to achieve vibrancy and efficiency.

It is proposed that rules should cover issues including, but not limited to:

- → The land uses permitted in the identified areas, including; ground floor commercial; upstairs commercial; commercial / service; and upstairs residential (i.e. apartments).
- → General requirements regarding building interfaces with public streets and other public open spaces.
- → Achieving a balance in the type of retail in the Rimu Road node (i.e. LFR vs. specialty retail).
- → Traffic-related rules, such as location of vehicle access.
- → Building quality.
- → Signage (size, location, style etc.).

The existing Medium Density Housing Guidelines should also be applied to residential uses.

It is proposed that more specific rules are associated with each of the land uses. These should cover:

- → Detailed description of land uses permitted and non-permitted.
- → Building bulk and location, including height, setbacks and coverage.
- → Active edge requirements.
- → Service areas and their interface with the public realm.
- → The amount of parking:
  - linked to Gross Floor Area and based on a traffic generation rule; and
  - consistent with the general approach in the District Plan Review.
- → The location of car parking.
- → The amenity of car parking areas.

- → The amount, location and amenity of areas for cycle and motorcycle parking.
- → Whether and where verandas are compulsory or not.
- → Residential amenity in a mixed-use context.

Suggestions pertaining to the key outcomes for each land use include the following.

Commercial ground floor with commercial or residential upstairs
Key rules should include:

- → The type of activities provided for will be commercial on the ground floor with commercial or residential upstairs. Residential activities will not be allowed on the ground floor.
- → A maximum building height of three storeys.
- → A lower minimum requirement of continuous building frontage along public streets should be appropriate.

Commercial / Service; no retail or residential
This land use is less compatible with residential activities, which should therefore not be allowed. Commercial activities with a lower pedestrian-focus will be appropriate in this zone. Key rules should include:

- → The type of activities permitted: offices, workshops, storage, service retail, service stations, mechanic's workshops, gyms, motels, lunch bars.
- → The type of activities not permitted, as these are provided for in other precincts. Examples include; restaurants other than lunch places; residential; specialty retail; Large Format Retail; heavy industry.
- → Maximum building height of three storeys.
- → Rules promoting active building edges, including:
  - A lower level of active building edges than in retail, commercial and residential zones could be appropriate if this is compensated by a greater emphasis on landscaping.
  - Parking should be located to the side or behind the building, rather than between the street and the building.
  - Maximum front setback distance and requirements for landscaping in this area. Minimum percentage of continuous building frontage (suggested is 50%) and the location of vehicle access points.
- → Controls for environmental nuisances should be included.

These rules should take into account that there will need to be very different development approaches for the greenfield sites on the one hand and sites on Kapiti Road (redevelopment of small residential lots) on the other hand. This applies to the location and amount of parking, access and also to the effects such as noise and odour, given the interface with the Residential Zone along Kapiti Road.

The development of the part of 77 Kapiti Road that may be appropriate for retail uses if found to be appropriate following a future review, should be undertaken in a way that does not preclude future retail and provide for a suitable level of amenity.

Commercial / Service; residential allowed
This precinct will make an allowance for residential activities for the areas on both sides of Kapiti Road southeast of Warrimoo Street and northwest of the current SH1. Whilst in the long term a commercial land use is expected and desired here, in the short to medium term continuation of residential or adaptation to more intense forms such as retirement living or motels should be enabled.

A key rule should include a maximum building height of three storeys.

APARTMENTS ABOVE RETAIL OR OFFICES

The strategy identifies opportunities for the development of apartments above ground floor retail and commercial activities in the locations indicated in **Figure 3-19**.

When combined in one building or the same street, apartments provide security and vibrancy to retail and commercial areas after business hours.

As with medium density housing, apartments also offer opportunities for a lifestyle associated with living in very close proximity to retail, employment and community facilities. Many aspects of this lifestyle could be environmentally friendly, limiting the need for travel to and from employment and other facilities. Services and facilities at further distance could be accessed by train, as the railway station is within easy walking distance from most of the site. The 2011 Property Economics *Kapiti Employment Areas Study* also recommends apartments above shops in and around the Paraparaumu Town Centre to enhance it as a regionally significant centre.

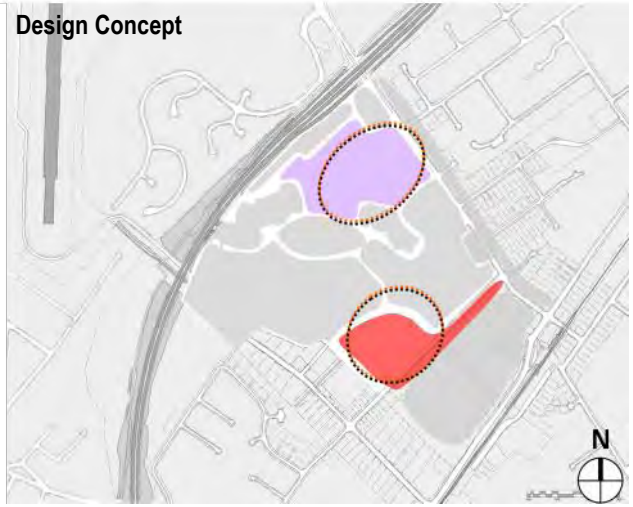
Upstairs apartments are appropriate for all office and retail locations in the plan, except locations abutting the proposed Expressway.

Apartments should be considered as a full housing option with sizes equivalent to a normal house, instead of purely a method of providing small, affordable housing. Design controls such as separate entrances to the apartment levels and acoustic insulation, will safeguard the quality of the development in this mixed-use setting.

Examples of apartments mixed with commercial and retail activities are shown in **Figure 3-20**.

STATUTORY ELEMENTS

It is proposed that these activities are allowed within the retail and commercial area. Refer to **Pages 35, 37 and 38** for more information.



ABOVE FIG. 3-19: Apartments within the retail and commercial areas, outlined with a red dotted line

ABOVE FIG. 3-20: Examples of apartments above a retail/commercial land use

MEDIUM DENSITY HOUSING

The strategy identifies areas for medium density residential development (detached or semi detached dwellings) as indicated in **Figure 3-21**. Residential activities adjacent to retail, commercial and community facilities offer opportunities for a lifestyle associated with living near those facilities. Many aspects of this lifestyle could be environmentally friendly, limiting the need for vehicle travel to and from employment and other facilities. In this situation these advantages are complemented by the railway station within easy walking distance from most of the site. The 2011 Property Economics *Kapiti Employment Areas Study* also recommends medium density housing in and around the Paraparaumu Town Centre to enhance it as a Regionally Significant Centre.

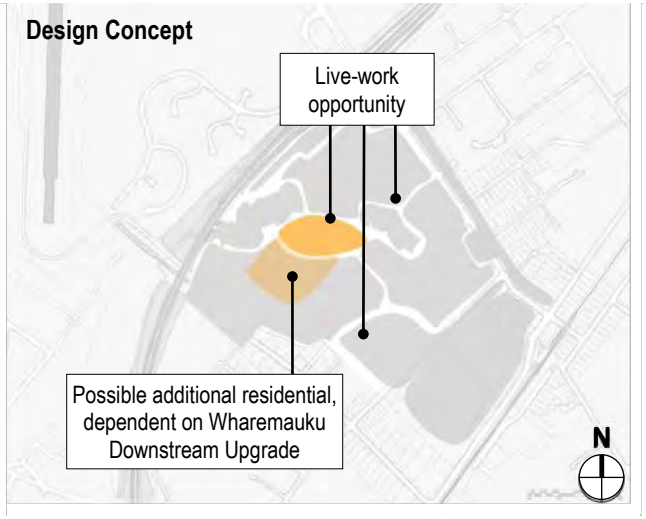
Residential land uses are regarded as viable options in high amenity locations including the edges of the wetland / storm water area and near the dunes. Examples are shown in **Figure 3-22** overleaf.

Consideration needs to be given to the following:

- → Residential land uses should overlook and activate public open spaces.
- → To achieve high quality living environments dwellings must offer; privacy, solar access, safety, good indoor / outdoor flows, and high quality visual character. These qualities are best achieved when a clear definition between public and private space is established. This is usually best achieved through dwellings and other buildings fronting the street. Private open space is located to the side or rear of properties.
- → A range of housing choices should be made available, these could cater for families, couples, empty nesters, single households and shared student accommodation. Given the District's demographics, the relatively flat site and proximity of a full range of facilities, consideration should also be given to the benefits other types of accommodation. Most notably this could include retirement living that provide an important housing choice for the ageing population. A gated community is not appropriate for the area.

Instead, a fine-grain structure of public streets is required to support walkability and access to open spaces.

- → Live / work units could form a suitable transition between retail / commercial and purely residential land uses. This type of development could be appropriate for the areas immediately bordering on LFR. Examples are shown in **Figure 3-23** overleaf.
- → The triangular site to the south-east of the junction between the internal Kapiti-Rimu link and the Iver Trask Place extension is suitable for an intense form of residential development, including visitor accommodation, such as a hotel.



ABOVE FIG. 3-21: Medium density housing, with some of the live-work opportunities falling within the retail and commercial areas. The area for possible additional residential is indicated in a lighter shade.

STATUTORY ELEMENTS

It is proposed that these activities are allowed in the medium density residential area. The aim of this is to capitalise on the opportunity for high amenity urban living within close proximity of retail, community facilities and employment.

It should contain rules on:

- → The type of activities: residential and associated (e.g. visitor accommodation) up to a certain scale. More intensive forms of housing, such as retirement complexes, should also be included. Retail, commercial or industrial activities should not be allowed.
- → Minimum density per subdivision along with maximum and minimum lot sizes.
- → The minimum number and size of neighbourhood parks. Design tests included one public open space of approximately 1600 m² and one of approximately 3000 m² in area to provide for suitable residential amenity.
- → Lot dimensions.
- → Maximum building height of three storeys.
- → Front, side and rear setbacks.
- → Orientation, location and size of private open space.
- → Perimeter blocks as the desired development outcome. It should be required that fronts face fronts across a public street or open space, and backs be placed against backs. This should be accompanied by other rules ensuring active building edges, including:
  - at least a living room, dining room or kitchen located on the street or public open space side on the ground floor;
  - the garage set back behind the main front of the dwelling; and
  - the front door in a location visible from the street or other public open space.
- → Issues pertaining to residential rear lanes.
- → Street network connectivity (e.g. no cul-de-sacs) and block sizes. Design tests were based on block sizes of between 80 and 170 metres in length and between 50 and 75 metres in width.

- → The number of on- and off-street car parks to be provided.
- → Controls on earthworks within a certain distance from a public street to prevent retaining walls abutting the footpath.

KCDCs existing Medium Density Housing Guidelines should be applied.

ABOVE FIG. 3-22: Examples of medium density housing

ABOVE FIG. 3-23: Example of live-work units

3.5 Staging and prioritisation

This report presents a long term vision for the Paraparaumu Town Centre. The development of the town centre is expected to take several decades to complete. Much of its development is dependent on market conditions for retail, offices, other commercial space and for residential units. Also, additional development may be possible which is dependent on the Wharemauku Downstream Upgrade (additional residential area) or a future review of the retail environment (additional retail provision) as previously discussed.

For these reasons a clear approach to the staging and prioritisation is crucial for a balanced and coherent development of the town centre.

STAGING

Ihakara Street Extension
The timing of the Ihakara Street Extension and connection of the airport with SH1 (as well as the possible northbound off-ramp) should be considered in support of the airport employment creation needs. The airport is required to construct the connection when certain thresholds of airport land development are reached. However, the connection is also of strategic importance for the town centre. First of all, by providing an alternative connection with SH1, it may decrease the amount of heavy traffic on Kapiti Road. This may reduce the barrier it forms between the town centre and the community to the north-east. Secondly, it is important that the airport is connected with the current SH1 via Ihakara Street before it is connected with the Iver Trask Extension. This is to avoid a situation where airport traffic (possibly including heavy or delivery vehicles) must pass through the Structure Plan area via the Iver Trask Extension to connect with Kapiti Road (and the Expressway interchange) or the Kapiti-Rimu internal link road to connect to Rimu Road.

Warrimoo Street Extension
The purposes of the proposed replacement of Ngahina Street with the Warrimoo Street Extension are described in the **Section 3.1**. Despite the many benefits, this proposal is of less strategic importance for the high-level connectivity in and around the town centre. It could therefore be combined with a possible redevelopment of the Ngahina Street properties, due only in the distant future.

Active retail edge on Rimu Road vs. visibility of retail development
The development of the Wharemauku Precinct is anticipated to be undertaken in a staged manner, with the development of an LFR outlet or a supermarket within this Precinct likely to occur first. It is important to allow for a LFR development which is highly visible from Rimu Road but does not compromise the long term goal of an active frontage along Rimu Road. To achieve this, initially only approximately half of the Precinct's Rimu Road frontage could be developed with a building, leaving views from Rimu Road onto the possible development largely unblocked. The other half of the Rimu Road frontage should be landscaped and later developed when the retail area is well established. This landscape strip should not be relied upon for parking provision, as that could inhibit later construction of a building on this site.

INFRASTRUCTURE PRIORITISATION

The following strategic sequence of infrastructural plan elements should be aimed for:

First: Kapiti-Rimu internal connection
With the proposed construction of the Expressway, the internal connection between Kapiti Road and Rimu Road will be of strategic importance for the town centre in its entirety. The south-eastern portion of the road will be necessary for a large proportion of the development within the Wharemauku Precinct. Development on the 77 Kapiti Road property and the construction of the northernmost part of this connection will be dependent on each other. This should be part of the consideration of whether and when to allow the development of this area. Regardless of the outcome of the future review, the Council should secure at least the intersection of the proposed link with Kapiti Road as part of the development of the proposed Expressway.

Construction of this street should also be combined with the realignment of Drain 5.

Although the proposed community facilities will likely be accessed from the extended Iver Trask Place, the Council could opt for combining the development of this cluster with construction of the central portion of the road, including the bridge across the Wharemauku Stream. Mechanisms for requiring funding support from developers on either end of this connection should be considered.

Second: Iver Trask Place Extension
The extended Iver Trask Place will form a direct connection between the proposed residential development on the 77 Kapiti Road property and the community cluster. It also fulfils a role as the most direct connection with the railway station. This street should therefore be given priority over lower order internal streets.

Third: Other streets
All other streets in the plan fulfil a less strategic role in terms of connectivity of the town centre and the wider development. These streets primarily exist to serve the land uses they adjoin. Their sequence will therefore depend on the development of the different parts of the properties involved.

If the Wharemauku downstream upgrade is undertaken, the Iver Trask Extension connection with the proposed Ihakara Street Extension should take precedent over other streets. This connection will provide an important direct connection between the town centre and the communities immediately to the west of the proposed Expressway and beyond.

STATUTORY ELEMENTS

It is proposed that rules should cover the following aspects:

- → The short term space reservations on Rimu and Kapiti Roads.
- → The requirements pertaining to the review into the desirability of allowing retail development as identified in **Section 3.4**. Prior to this review the area is identified as commercial, and rules should be cognisant of the potential future retail use. A Plan Change would be required to implement a retail area in this location.
- → The area that could be made available for residential development through the Wharemauku Downstream Upgrade should be shown as storm water until the upgrade is undertaken.

In this section the urban design principles that guide this Structure Plan are explained. This section also explains the relationship between this Structure Plan and existing KCDC policies. This is followed by the synthesis of these into specific aims for each of the relevant technical themes such as storm water, open space, movement etc.

principles and policies 4

4. POLICIES AND PRINCIPLES

4.1 Urban design principles

The Structure Plan is designed based on key high-level urban design principles aimed at delivering the most sustainable outcome possible. These principles are taken from *People + Places + Spaces, A design guide for urban New Zealand (Ministry for the Environment, 2002)* and include:

- → **Consolidation & dispersal**, which pertains to development patterns and intensity.
- → **Integration & connectivity**, which applies to movement networks and building interfaces.
- → **Diversity & adaptability**, which promotes a range of densities a mix of uses and the flexibility of buildings.
- → **Legibility & identity**, which applies to town form, visual character and the creation of special places.
- → **Environmental responsiveness**, which is most relevant for ecosystems, the green network, urban water, waste and the use of energy.

4.2 Community Outcomes Statement

In 2004 the Kapiti Coast community formulated a Community Outcomes Statement for the Paraparaumu Town Centre. The following seven outcomes were identified:

1. THERE ARE HEALTHY NATURAL SYSTEMS WHICH PEOPLE CAN ENJOY

This is the community's statement on the value of the green and storm water networks including the Wharemauku Stream, the dunes, public gardens and vegetation including street trees. Also relevant to the Structure Plan process are the view shafts to Kapiti Island and along the Wharemauku Stream.

2. LOCAL CHARACTER IS RETAINED WITHIN A COHESIVE DISTRICT

The following issues are relevant for the Structure Plan process:

- → Rimu Road's role as the Town Centre main street.
- → The relationship between passing traffic and retail viability.
- → The development of a community cluster.
- → The design of all buildings to a high level of amenity and resource efficiency.
- → Street upgrades to support the retail area.
- → Pedestrian priority and reduced traffic speeds within the commercial and community facilities areas.
- → Accommodation of projected retail and commercial needs.
- → Pedestrian and cycle connections between the town centre and Paraparaumu Beach and Waikanae.
- → Diversity and night-time economy to stimulate town centre vibrancy.
- → Public transport and other infrastructural support for the commercial centre and other locations in the region.

3. THE NATURE AND RATE OF POPULATION GROWTH IS APPROPRIATE TO COMMUNITY GOALS

The following issues are relevant for the Structure Plan process:

- → The recognition of the town centre as the main centre for the District.
- → Mixed-use and medium density housing within the town centre.
- → Sufficient provision of car parking.
- → Sufficient provision of land for development.
- → Innovative solutions to flood mitigation works.

4. THE DISTRICT'S RESOURCES ARE USED WISELY

This applies to the following issues of relevance for the Structure Plan process:

- → The design of Rimu Road.
- → Quality and resource efficient mixed-use design.
- → The environmental quality of the Wharemauku Stream.

5. THERE IS INCREASED CHOICE TO WORK LOCALLY

This has relevance for the Structure Plan process as it focuses on the diversity of local jobs and the promotion of quality environments in which to live, work and play, which the town centre may (partly) provide for.

6. THE DISTRICT IS A PLACE THAT WORKS FOR YOUNG PEOPLE

This primarily has a bearing on the location of major attractions within the Paraparaumu Town Centre and on Council owned land. It is also about providing a wider range of local employment opportunities available for young people.

7. THE DISTRICT HAS A STRONG, HEALTHY AND INVOLVED COMMUNITY

This is primarily about ensuring safe access to the school; involving local people in the range of sports groups and facilities within the town centre; and local retailers and residents are involved in the design of the town centre upgrade.

4.3 From principles and policies to solutions

From the urban design principles and community outcomes statement explained in the previous subsections, high level solutions have been derived that could be delivered within the scope of the Paraparaumu Town Centre Structure Plan. The diagram below explains these relationships, while the table below lists these solutions related to the principles and policies.

COMMUNITY OUTCOME	LOCAL OUTCOMES	URBAN DESIGN PRINCIPLES	STRUCTURE PLAN SOLUTIONS
1. There are healthy natural systems which people can enjoy	→ Significant open space is provided adjacent to the Wharemauku Stream and the flood storage areas. → The 'green network' of Wharemauku Stream, the key roads, the open space area of the town centre land, the town square and the dune faces are significant features that will shape the wider design. → The view shafts to Kapiti Island (to the west and northwest) and along Wharemauku Stream are retained and will shape design solutions including building location and design. → The Wharemauku Stream is restored with riparian planting to improve water quality and stream character and improve walking, cycling and disabled access. → There is an increase in the number and quality of public trees and gardens.	→ Legibility & identity; → Environmental responsiveness	→ Environmental enhancement of the Wharemauku Stream → Walkway / cycleway along the Wharemauku Stream → Visible and partially accessible wetlands / flood storage areas → Retention of large portions of the two sand dunes and provision of public access → Street trees → Soft public open spaces
2. Local character is retained within a cohesive district	→ Rimu Road is recognised and developed as the Town Centre main street with commercial buildings built to the edge of Rimu Road. → Retail uses predominate at the ground floor level on the main street with mixed use, offices and apartments being developed above the retail. → Rimu Road is designed to reduce vehicular speed. This recognises the importance of the principle of traffic movement (slowness and managed congestion) and retail viability. → The primary focus of the Council town centre land to the north west should be the accommodation of community facilities.	→ Consolidation & dispersal → Integration & connectivity → Diversity & adaptability → Legibility & identity	→ Retention of large portions of the two sand dunes and provision of public access → Rimu Road as an active mixed-use street, with a suitable streetscape character → Community facilities clustered around the community centre

Continued overleaf

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COMMUNITY OUTCOME	LOCAL OUTCOMES	URBAN DESIGN PRINCIPLES	STRUCTURE PLAN SOLUTIONS
2. continued	→ All buildings will be designed to a high level of amenity and resource efficiency. → Street upgrades in Ihakara Street (completed) and Rimu Road, including more street trees, textured paving at intersections, changes to pedestrian crossing points, and smooth footpaths. → Pedestrians are recognised as having priority within the commercial area and traffic is slowed to ensure that pedestrians can safely explore. → Traffic speed is reduced within the town centre to improve access to shops and links with community facilities such as the aquatic centre and library. → Adequate land is made available within the Paraparaumu Town Centre to accommodate projected retail needs (and associated commercial land needs) to at least 2026. This includes 'large format retail' with specialist shops fronting Rimu Road. → Well used, safe pedestrian and cycle routes connect Paraparaumu Town Centre with Paraparaumu Beach and Waikanae. → There is a greater diversity of facilities and commercial activities in the town centre such as restaurants and cafés which operate in the evening to increase the level of enjoyment and vitality of the town centre for both residents and visitors. → Public transport and other infrastructure is enhanced to support increased use of the commercial centre by visitors and enable residents to travel more sustainably to other locations in the region.		→ Street design aimed at calming vehicular traffic and prioritising pedestrians and cyclists → Safe cycle routes along Kapiti Road → Areas earmarked for retail development, including both specialty retail and Large Format Retail → The location, distribution and type of land use activities, including a wide range of commercial services, such as those that add to the vibrancy of the town centre to be enjoyed by both locals and visitors → Future proofing for possible new public transport services and connectivity with existing services
3. The nature and rate of population growth is appropriate to community goals	→ The Paraparaumu Town Centre is recognised as the main commercial / retail centre for the District. → Quality mixed use and medium density housing are encouraged within the Paraparaumu Town Centre to increase the amenity and vitality of the town centre. → There is an increase in the number and availability of car parks in the town centre and that parking buildings are explored to achieve greater parking efficiency and better use of the site. → Work on flood storage and realignment options for the Wharemauku Stream provide additional land development potential within the town centre and adjacent blocks. → Innovative solutions to flood mitigation works are explored, for example 'island' type development, development of flood storage areas with wetlands and associated indigenous vegetation on NZTA land.	→ Consolidation & dispersal	→ Allowance for the accommodation of projected retail needs over the next decades → Proposed areas for apartments, medium density housing, including requirements aimed at improved residential amenity → On-street parking as part of the design of road cross sections, off-street parking also incorporated → Wharemauku and storm water improvements allow for further development potential

Continued overleaf

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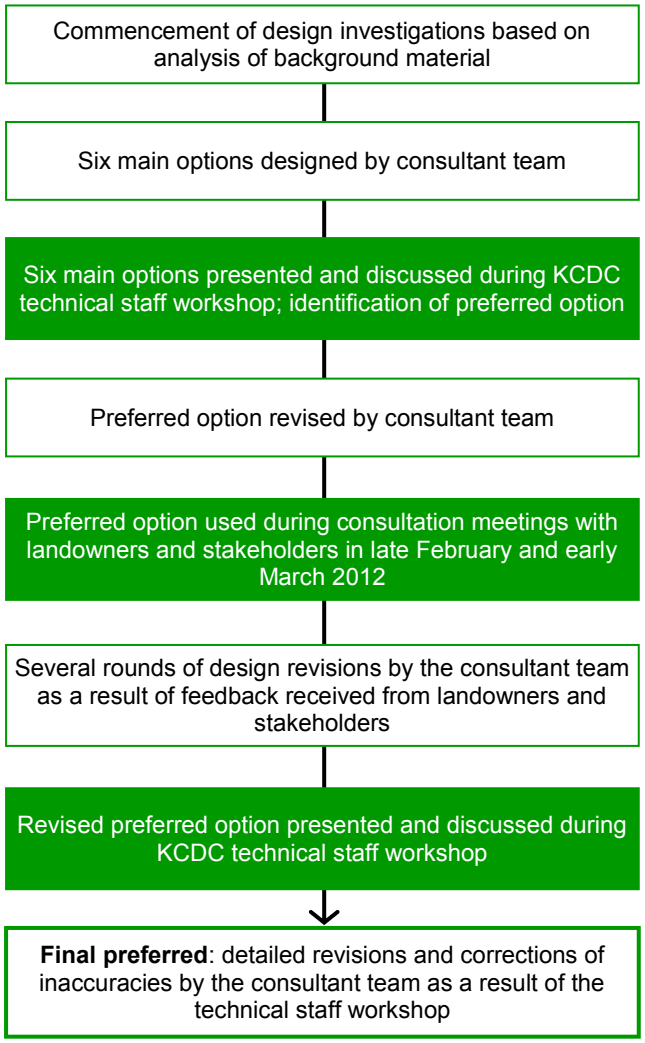
COMMUNITY OUTCOME	LOCAL OUTCOMES	URBAN DESIGN PRINCIPLES	STRUCTURE PLAN SOLUTIONS
4. The District's resources are used wisely	→ Rimu Road's physical design is developed as an integrated package which includes emphasis on quality of design, street trees and resulting amenity with a central median to assist pedestrians crossing the road. → The Paraparaumu Town Centre is known for quality mixed use design of housing that is energy and water efficient. → The Wharemauku Stream is known for its environmental quality and is an example of best practice for urban streams.	→ Environmental responsiveness	→ Integration of the Structure Plan with the wider Paraparaumu Centre → Supporting development controls by which high quality housing and mixed use development are ensured → Environmental enhancement of the Wharemauku Stream
5. There is increased choice to work locally	→ Town centre amenity is enhanced to encourage an increase in the diversity of jobs such as business services within the Paraparaumu Town Centre over time. This includes exploring the feasibility of building a new town square adjacent to the Wharemauku Stream on the eastern side of Rimu Road. → The economic benefits of good design are recognised and design controls placed on developments to promote a quality environment in which to live, work and play.	→ Diversity & adaptability	→ A wide range of commercial and community facilities → Design controls and guidelines
6. The District is a place that works for young people	→ The aquatic centre, recreation centre, youth centre, arts/ performance centre are located within the Paraparaumu Town Centre and on Council owned land. → A wider range of employment opportunities are available for young people.	→ Consolidation & dispersal → Diversity & adaptability	→ Allowance for additional community facilities, some of which are aimed at young people → A wide range employment areas
7. The District has a strong, healthy and involved community	→ Access to the school is located away from the Kapiti Road / Rimu Road intersection. → Local people are heavily involved in the range of sports groups and facilities within the Paraparaumu Town Centre. → Local retailers and residents are involved in the design of the town centre upgrade.	→ Diversity & adaptability	→ Retention of the school and its access, which has been reoriented to provide access from Iver Trask Place → Allowance for additional community facilities

appendices

APPENDIX 1. DESIGN PROCESS

The design process has consisted of the following steps:



APPENDIX 2. BACKGROUND MATERIAL

The work contained in this document is based on the following background information:

- (2009). *Hearing commissioners' recommendations on Plan Change 78 – large format retail*.
- (2010). *Paraparaumu Town Centre – Memo following Greg Oliver Meeting.*
- (2011). *Counted Volumes (7-Jun-2011).*
- (2011). *Paraparaumu Town Centre - Modelling Sensitivity Test Development Schedule.*
- (2011). *Plan Change 72 A – Extension of the commercial / retail zone at Paraparaumu and amendment of the zone provisions.*
- (2011). *Project Assignment Model Volumes.*
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- *Appendix B - M2PP Culvert Schedule (including Bridges); Major watercourse crossings.*
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- NZTA. (2012). *Mackays to Peka Peka Expressway – Proposed Expressway Scheme Plan.*
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- Opus International Consultants. (1998). Kapiti Civic Centre – *Concept Plan within KCDC-owned land.*
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- *SH1 / Poplar Avenue - SIDRA Modelling results (using traffic counts).*
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- Williams Architects. *Airport Development Paraparaumu – 3D view.*
- Woods Engineers Surveyors Planners. (2011). *Ngarara B3B Paraparaumu – Scheme Plan Overall.*