



Report

Ranked Options Report – Kāpiti Town Centres and Connectors Transformation Project

Prepared for Kāpiti Coast District Council

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

27 November 2014



Revision history

Revision N°	Prepared by	Description	Date
1	Phil Gurnsey	Draft report prepared for Council staff comment	10 November 2014
2	Phil Gurnsey	Draft report - Revision for consideration by Council Workshop following feedback from Waikanae Community Board and Paraparaumu/Raumati Community Board	12 November 2014
3	Phil Gurnsey	Final report – following consideration at Council Workshop	20 November 2014
4	Phil Gurnsey	Report amended at Council meeting	27 November 2014

Document acceptance

Action	Name	Signed	Date
Prepared by	Phil Gurnsey		27 November 2014
Reviewed by			
Approved by	Nathan Baker		27 November 2014
On behalf of	Beca Ltd		

This report has been prepared by Beca, Boffa Miskell, Brewer Davidson and Bogacki Property on the specific instructions of Kāpiti Coast District Council. It is solely for Kāpiti Coast District Council's use for the purpose for which it is intended in accordance with the agreed scope of work. Any use or reliance by any person contrary to the above, to which Beca, Boffa Miskell, Brewer Davidson or Bogacki Property has not given its prior written consent, is at that person's own risk.

Executive summary

This Ranked Options Report for the Town Centres and Connectors Transformation Project has been prepared to assist the project team to develop cost estimates and an implementation plan.

The report focuses on Waikanae and Paraparaumu town centres. Concepts are still being developed with Council staff for Kāpiti Road.

This report is based on feedback from the community, businesses, iwi, and other key stakeholders. Our project first sought input on ideas for what worked well and not so well in the town centres and what the community would like to see developed into further ideas. Following this initial round of public engagement, draft concepts were developed for each sub-project. These draft concepts were adopted by Council for the purpose of further community engagement. A second round of open days resulted in additional community feedback on the specific concepts. In total the team received over 350 suggestions relating to the Paraparaumu town centre work stream, and over 700 for Waikanae town centre. This report summarises the feedback received (refer section 2 and 3).

Our advice to Council is based on some well-established urban design principles (refer section 4). For both Waikanae and Paraparaumu, success of the town centres will depend on the extent to which the town centre is:

- integrated
- connected
- catalysed
- defined.

The report ranks the various building blocks that make up the town centre programme of works. The concepts are ranked in terms of their respective merits.

Concepts were initially prioritised based on the public ranking of the criteria in the following order (refer section 5 for explanation of these concepts):

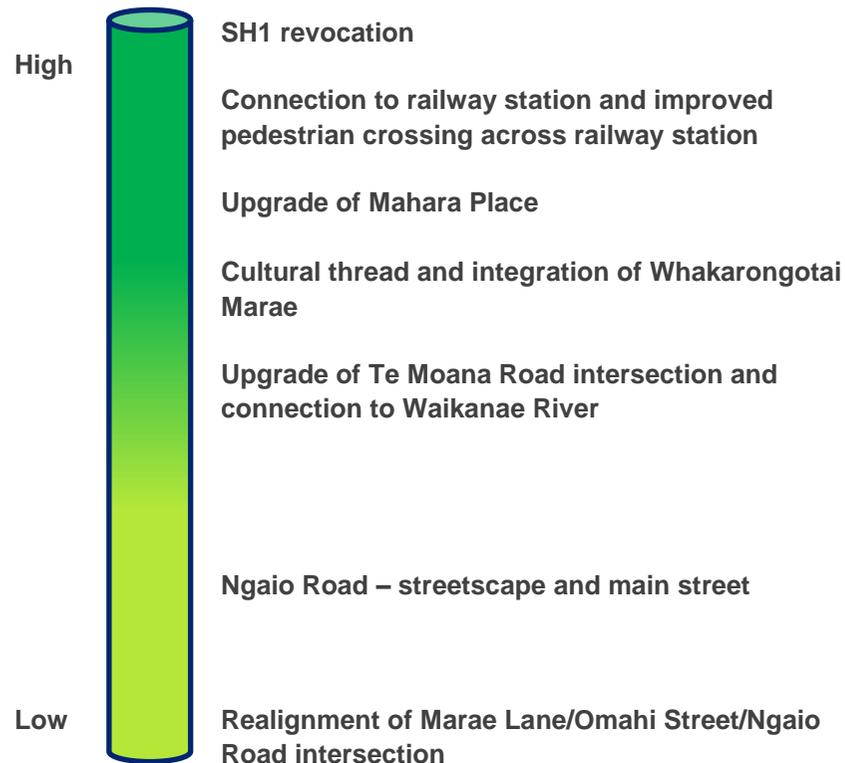
- Affordable
- Accessible
- Meets our needs
- Achievable
- Amenity
- Sense of identity
- Resilient
- Transforms.

Following the initial ranking above, the project team ran an internal workshop to further test the rankings. These were then further tested and refined with the Paraparaumu/Raumati and Waikanae community boards. The report reflects the outcomes of this ranking process agreed to by the community boards for Waikanae (refer section 6) and Paraparaumu (refer section 7). No attempt has been made at this stage to prioritise projects between the two centres; this will come as part of the implementation plans. A summary of the rankings agreed to by the community boards is presented on the next page.

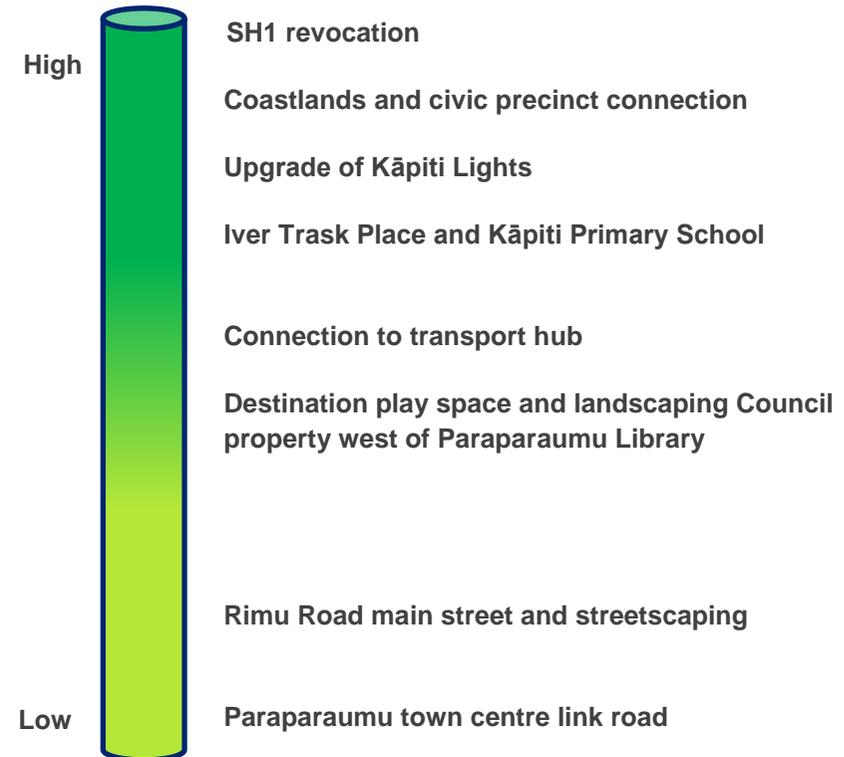
The report has also highlighted for each option a suggested level of effort (time, resources and money) that would be needed from Council, the private sector and other parties to implement the option. These are presented as indicators only and are not fixed, but will aid discussion on who bears the costs/benefits of projects.

This Ranked Options Report will allow for the development of costs and the implementation programme over the next few months. This will then feed into the proposed Long Term Plan which will follow a formal consultation process. This, along with the public engagement already undertaken, will allow Council to demonstrate prudent management of potential expenses and investments.

Waikanae ranking



Paraparaumu ranking



Ranking reflects the order of importance where Council, business and the community should focus their efforts to best transform and improve Waikanae and Paraparaumu town centres. The higher project is ranked the more important it is in achieving design principles and community assessment criteria. The ranking does not reflect timing of implementation, but is guidance in terms of investment priorities. Implementation decisions will be reflected in the implementation report and will be subject to detail design considerations.

Contents

1	Introduction	1
2	Feedback – Waikanae	2
3	Feedback – Paraparaumu and Kāpiti Road	5
4	Design principles	8
5	The ranking	9
6	Waikanae projects	10
7	Paraparaumu projects	19
8	Next steps	29



1 Introduction

Purpose of report

The community needs credible but flexible options that it can embrace. Council needs to know how to best focus Council efforts and funds. Council and the private sector need to achieve some ‘quick runs on the board’, but with a long term focus of coordinated efforts. This report helps identify which projects should be advanced before others in transforming and improving Paraparaumu and Waikanae town centres. The report should be read in conjunction with the preliminary concept design reports, which contain more detail on concepts.

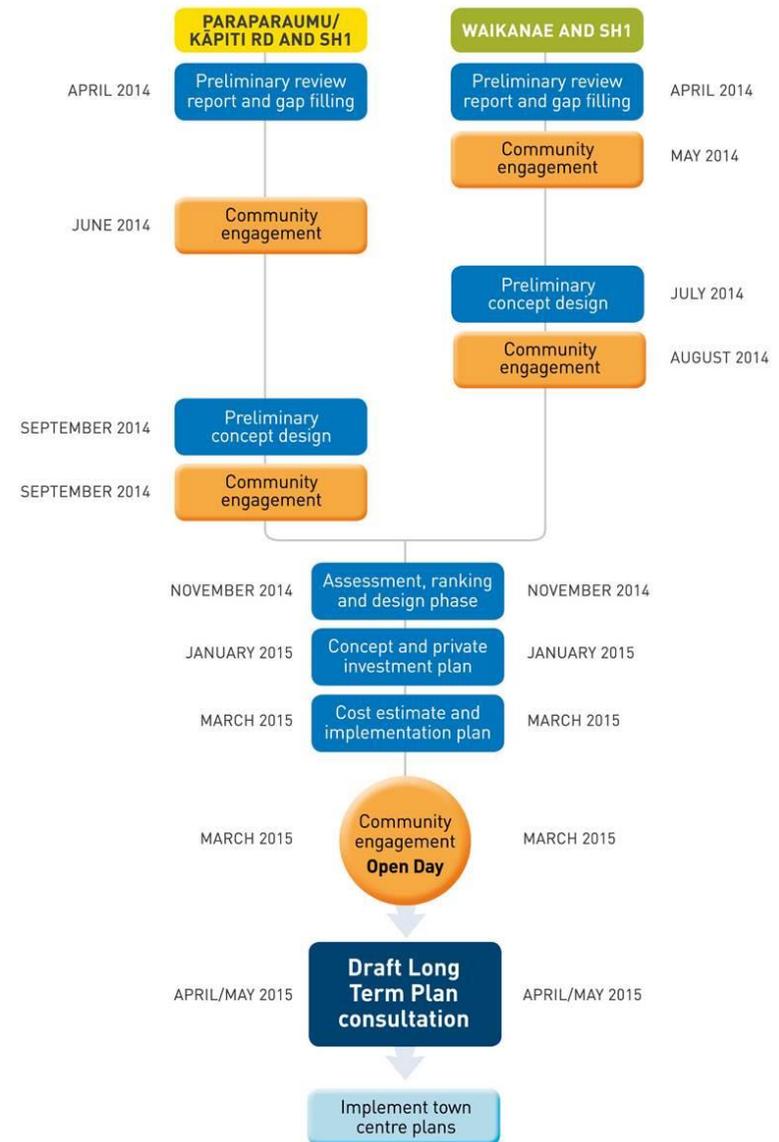
We are still working with staff on concepts for Kāpiti Road.

Programme

The programme adopted for this project is outlined in the diagram opposite. Our public engagement over the proposed concept designs for Paraparaumu/Kāpiti Road and Waikanae has elicited over 1,000 comments and over 700 people attending public feedback days. It has been this interaction as well as numerous one-on-one meetings, focus group meetings, meetings with Council staff, the Paraparaumu/Raumati and Waikanae community boards and Council that have drawn us to the conclusions in this report. This report’s recommendations are based on community feedback, design assessment, our experience, Council policy and community ranked assessment criteria.

Next steps

This report builds on a number of background studies and community engagements. Following feedback from Council we will further refine concepts, and will consider costs and how to stage investment. We will present these final concepts to Council in February 2015 and to the public at community open days in March. Further opportunity for community feedback will occur through Council’s Long Term Plan 2015–2018 in March–June 2015.



2 Feedback – Waikanae

Two consultation open days have been held at the Waikanae Library in order to engage with the public and get feedback on the proposed ideas. Over 700 ideas have been received.

The first open day was held on 17 May 2014. This open day discussed very high level concepts and ideas in order to understand the community's thoughts and interests. Sixty-six informal submissions were received as well as over 80 comments from the day (recorded on Post-It notes attached to consultation panels).

A second open day was held on 16 August 2014 in the Waikanae Library with the purpose of presenting preliminary concepts for the development of the town centre to the people of Waikanae. The ideas from the community at the first open day influenced the concepts and ideas for the second open day. Approximately 300 people attended this event. Key ideas that were presented included creating Ngaio Road as the main street and expanding the retail, reducing the current State Highway 1 (SH1) to one lane each way and turning Mahara Place into a shared space. Feedback from the community on these ideas was received both verbally and on Post-It notes on the day as well as through informal written submissions. Fifty-two informal submissions were received as well as approximately 200 comments written on Post-It notes on the day.

In addition we held a number of one-on-one meetings and held two focus group meetings with businesses/landowners.

A separate report has been prepared providing a summary of the feedback received. Each submission point raised has been responded to in the report.

Overall there was a shared community view that change needs to occur in Waikanae both in terms of responding to the Expressway and looking towards the future.

There are issues with parking, attracting people to the town and encouraging the younger generation to choose Waikanae as a place to live and raise their families.

Concern raised over the implications of the Expressway prompted the presentation design concepts showing Ngaio Road as a new main street and making Mahara Place a shared space. These design concepts aimed to enhance the Waikanae town centre, increasing the overall vibrancy.

The main themes are summarised from the feedback received at the second open day on 16 August 2014 as follows.

2.1 Transport and parking

Comments clearly stated that more car parking within the town centre and at the railway station is needed. It was raised that the idea of angle parking along SH1 would be dangerous for cars backing out into oncoming traffic.

Ideas were put forward asking that car parking in Marae Lane be considered as well as placing commuter car parking on the opposite side of town as this would encourage people to walk through the town centre to and from the railway station.

Slowing the traffic on SH1, allowing for use of the road by both cars and pedestrians, was highlighted as a concern. The issue of the access across the railway lines at Elizabeth Street was raised many times as an issue of frustration, and a call for a second access point was raised.

2.2 Mahara Place

The preliminary design ideas for the open spaces and lawn areas were well received with 100 per cent positive feedback. These ideas, including the reading spaces and play spaces, will encourage families, buskers and the elderly to come and use the space. The wind tunnelling through the square was highlighted as an issue that needed addressing to increase the pleasantness of Mahara Place.

The concept designs for Mahara Place were a well discussed topic. The idea of a shared space in Mahara Place was put forward. A shared space allows cars to gain access to the pedestrianised area at very low speeds. The street is designed to allow pedestrians to cross at any point, by having no curbs or designated pedestrian crossings. Pedestrians have the right of way – this has been proven in towns globally as a way to revitalise key town spaces. There were many submissions that supported this concept as well as many that were completely against the idea.

Issues of safety within the elderly community, who walk through this space, were highlighted. Many thought that trying to achieve a shared space in Mahara Place was a backwards step in designing great public spaces. The comments that supported the shared space idea stated that the upgrade would enliven Mahara Place and open it up to SH1, making Mahara Place more visible.

Opening up Mahara Place would increase the awareness of its existence as well as increase the awareness of Mahara Gallery. Improving the link to the marae and creating a cultural thread were supported. When you get off the train, it is not obvious where the heart of Waikanae is. When you drive along the current SH1 and look into the town centre, again it is not obvious where the heart is.

2.3 Ngaio Road as a main street

The idea to create Ngaio Road as a main street had mixed reviews. A main street was seen as an important element to a town centre.

Many liked the idea of the increased retail along the street stating that it would increase the vibrancy of the town.

An idea was mentioned to place apartment living on top of the retail shops here to encourage night life in Waikanae and encourage commuters to live within the town.

Another comment stated that retailers will be encouraged to come if they can see a vibrant main street. Many were concerned over the loss of car parks as a result of building the retail shops in the Countdown car park.

The most understood reasons for Ngaio Road becoming a main road were its central location between the two supermarkets and being central to the railway station; however, concerns were raised over how that might impact existing retail along SH1 and Mahara Place.

The idea of relocating the Countdown supermarket to the Waikanae Hotel site was raised to expand on the preliminary concept presented.

2.4 Whakarongotai Marae

The feedback indicated that the Whakarongotai Marae is poorly incorporated into the town centre, some not even knowing that the marae was there. We see it as important that the marae is incorporated more effectively into the town centre, increasing its visibility and acknowledging that it is a site of cultural significance.

2.5 Waikanae as a destination

People passing through Waikanae need something to encourage them to stop and visit. Ideas were put forward to encourage Waikanae to be the cultural/arts centre of the Kāpiti Coast. This would involve having more sculptures and places to hold farmers' markets to sell a range of locally made produce. Signage coming in and out of Waikanae to promote this aspect would be essential. The idea of encouraging an art school to come to Waikanae was raised. There was recognition that the

town should be a destination for the local community and serve Waikanae, as well as attracting visitors.

2.6 Summary

Waikanae community feedback has certainly highlighted a number of problems; however, in terms of providing a clear vision for the future, there are a number of factors still to crystallise. What we have heard at this stage:

- Open up and transform Mahara Place
- Improve the retail offering (call for boutique)
- Improve parking
- Improve link to rail and safety when crossing SH1

The main issues for resolution are as follows:

- Ngaio Road as a main street or how to progress a main street option
- Mahara Place as a shared space or pedestrian mall
- Integration of the marae
- SH1 revocation
- Pedestrian access to and an overbridge/underpass across the transport hub/railway station
- Te Moana Road corner and access to the river
- Car parking management
- An alternative railway crossing to Elizabeth Street
- Realigning Marae Lane and Omaha Street intersection

Other matters raised for consideration:

- A village green or town square in front of Countdown
- Underground or above ground structure car parking
- Linking Mahara Place to Ngaio Road
- Purchasing the Waikanae Hotel for use as car parking
- Library redevelopment

- SH1 being the main street (a two-sided street)
- Realigning Te Moana Road and Elizabeth Street
- Linking New World to Ngaio Road via a service lane through the back of Connolly Court
- Moving the Countdown supermarket to the Waikanae Hotel or existing Ngaio Road car park site
- Mahara Gallery relocation and redevelopment
- Activities for all ages (child, youth and senior)



3 Feedback – Paraparaumu and Kāpiti Road

Two consultation open days have been held at the Paraparaumu Library in order to engage with the public and get feedback on the proposed ideas. Close to 400 ideas have been received at these meetings.

The first open day was held on 28 June 2014. This open day discussed very high level concepts and ideas in order to gauge the community's thoughts and interests. Thirty informal submissions were received as well as over 200 comments from the day (recorded on Post-It notes attached to consultation panels).

A second open day was held on 27 September 2014 in the Paraparaumu Library with the purpose of presenting concepts for the development of the Paraparaumu town centre to the people of Paraparaumu. The ideas from the community at the first open day influenced the concepts and ideas for the second open day. Approximately 100 people attended this event. Feedback from the community on these ideas was received both verbally and on Post-It notes on the day as well as through informal written submissions. Twenty-eight informal submissions were received, as well as approximately 187 comments written on Post-It notes on the day.

In addition we held a number of one-on-one meetings and held two focus group meetings with businesses/landowners.

A separate report has been prepared providing a summary of the feedback received. Each submission point raised has been responded to in the report.

Feedback has highlighted a number of issues:

- Create a 'heart' for the town centre which Paraparaumu is currently lacking

- Improve safety and accessibility through Kāpiti Lights
- Improve connections and integrations for public transport, cycling and walking
- Address Rimu Road as a main street

Overall there was a shared community view that the preliminary design concepts were on the right track.

The main themes were raised as follows.

3.1 Civic precinct

Proposals for a civic heart to the centre of Paraparaumu were positively received. The majority of people liked the idea of connecting the library, the aquatic centre and the Wharemauku Stream to Rimu Road and Coastlands as well as creating connections through Kāpiti Lights. People like the idea of creating a 'town centre' in this area, including the increase in cycle tracks, pop-up cafes and play areas along Iver Trask Place.

3.2 Coastlands precinct

The preliminary design ideas for the Coastlands precinct were well received. The ideas included creating a pedestrianised space from the entrance of Coastlands to Rimu Road with cafes and restaurants encouraging alfresco dining, and creating a pedestrian link from Kāpiti Lights through to Coastlands linking to Rimu Road.

Many comments agreed that Coastlands' shops needed to be better connected as walking through the car park to get to the shops was not safe. Other comments suggested that a multi storey complex should be investigated incorporating residential living.

3.3 Ihakara precinct

The idea to extend Ihakara Street to the airport and potentially the beach received 100 per cent positive feedback. It was agreed that this extension would solve a lot of the traffic problems along Kāpiti Road. Ihakara Street could be used as a heavy vehicle route to the airport reducing traffic volumes on Kāpiti Road. This option hasn't been further assessed in the report as it is dependent on progress of the industrial park at Kāpiti Airport.

Keeping Ihakara Street as a commercial area was also supported. This would encourage commercial development to occur in the same area rather than be scattered around the town centre.

3.4 Kāpiti Lights precinct



The feedback received highlighted that the community did not feel safe using the Kāpiti Lights area nor was it a desirable place for people to visit. One comment stated that:

“Kāpiti Lights needs to be safer. Need to encourage people to stop at night time.”

Paraparaumu has a huge opportunity to encourage late night commuters to stop in Paraparaumu after getting off the train from Wellington. Comments stated that if this area was more vibrant, had restaurants, bars and late night cafes, as well as improved urban design, it would be better utilised.

3.5 Kāpiti Road

The design for Kāpiti Road presented at the open day included widening the road to include cycleways and footpaths on both sides as well as street trees to separate the cycleway from the traffic. This idea was positively received with support for the separate cycleway. Other comments included placing the overhead power lines underground.

Comments indicated that more pedestrian crossings along Kāpiti Road are desired.

3.6 Rimu Road precinct

The idea was presented at the open day to make Rimu Road the main street and encourage retail development up to the road frontage. Feedback on this idea was mixed with suggestions stating that no more retail was needed. Other comments suggested that:

“Yes the town centre needs a main street. This idea will improve Paraparaumu and help provide a heart.”

“Parking should be incorporated into the building footprint to create a more pedestrianized feel through the town centre.”

A 40km per hour speed limit was suggested on Rimu Road to make it safer. Comments on the link road from Rimu Road to Kāpiti Road

received mixed feedback stating that the link road will only encourage more retail development. Other comments suggested that if this road was to go ahead, it should be a slow zone and encourage pedestrians and cycle usability.

3.7 Transport precinct

The ideas presented as a part of the preliminary design report suggested that the current SH1 should be downgraded to a single lane each way for cars with a raised 'at grade' pedestrian crossing linking to the railway station. This would provide an alternative to using the underpass. Traffic would be calmed at this part of the road and a bus interchange would be provided. Feedback on this concept was positive. Many comments were received concerning bus routes and timetabling which can be addressed outside the Town Centres and Connectors Transformation Project.

It was agreed that the shelters and proposed retail at the train station was a good idea.

3.8 Wharemauku precinct

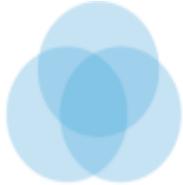
Having more pedestrian links in the Wharemauku precinct was highlighted as a key concern. A bridge across the Wharemauku Stream from the library was suggested, taking the same design principles as the bridge on the New Plymouth coastal walkway which frames Mount Taranaki. The same could be done for Kāpiti Island.

There was a consensus that this area needs to be more pedestrian friendly.



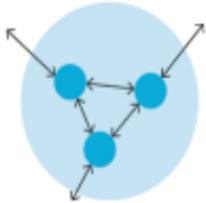
4 Design principles

Concepts developed sought to progress the following design principles:



Integrated

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



Connected

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



Catalysed

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



Defined

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

5 The ranking

This report seeks to rank in order of importance where Council and the community should focus their efforts to best transform and improve Waikanae and Paraparaumu town centres and Kāpiti Road.

To assist in this exercise we sought public feedback on a number of assessment criteria. One hundred submissions were received. On this basis the following were identified as being important from most to least important.

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

We have also discussed our proposed ranking with Council staff and have met with the Paraparaumu Raumati Community Board and the Waikanae Community Board.

The projects are ranked order of priority for investment. They represent the 'building blocks' for transforming and upgrading the Paraparaumu and Waikanae town centres. The options presented are assessed for preparing cost estimates for inclusion in the Long Term Plan process. There is still flexibility in designs and opportunity for changing plans should new information come to hand during implementation.

6 Waikanae projects

The following outlines the seven 'building blocks' that make up the transformation proposed for the Waikanae town centre. The projects are described further in the following pages as well as the reason for the ranking.



Project ① SH1 revocation



The transformation project for SH1 is within Waikanae town. The current SH1 from Poplar Avenue to Peka Peka will no longer be required for state highway purposes once the Expressway is completed. It will become a local road within two years of the Expressway being opened. Revocation of SH1, in relation to fulfilling the requirements of the NZ Transport Agency/Kāpiti Coast District Council revocation project agreement and delivering Category 1 works, is ranked top priority.

The vision for this future road, especially within the town centres, is that it shall deliver a safe and attractive roading and access system for local needs, which means catering for pedestrians, cyclists and motorists.

It is important to note that the road will be retained as the main spine road for the local road network and will need to function as a national distributor road in the event of an emergency.

Effort split: as per revocation agreement for Category 1 works (refer: <http://www.kapiticoast.govt.nz/Documents/Downloads/Expressway/M2PP/project-agreements/Process-for-revocation-of-state-highway1.pdf>).

Possible cross section through Waikanae town centre (see A-A below)

Possible cross section through Waikanae Train Station (see B-B below)

Possible layout for Waikanae Town Centre

CONCEPT ONLY

The cost, timing and funding of any improvements will be determined once feedback has been received & the scope of any improvements has been agreed

Project ②

Connection to railway station and improved pedestrian crossing across railway station

Significant support exists for improving the connection to the railway station from the town centre. This will leverage activity associated with the railway station. Improved access was also identified as an important safety issue for school children.

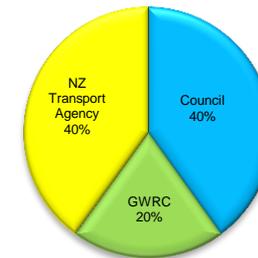
The Waikanae Community Board considered this project was linked to revocation of SH1 and should be done at the same time as Category 1 works. It noted significant safety concerns for pedestrians crossing at the Ngaio Road/SH1 intersection.

The Council will need to work with Greater Wellington Regional Council (GWRC) and the NZ Transport Agency over the delivery of this initiative as it is tied in with park-and-ride car parking. However the majority of effort relates to the introduction of a raised pedestrian table on the former SH1.

In addition, access across the railway station to the other side of the tracks was raised through public feedback as an issue to be addressed. It is considered this could be addressed with better access across the road (or rail) access rather than construction of an under/overpass for pedestrians.

Commuter car parking was identified as a problem that should be addressed and a car parking strategy is being prepared.

Effort split:



Project ③

Upgrade of Mahara Place – laneway

The laneway of Mahara Place runs east/west from the current SH1.

The preliminary concept designs presented two options for public feedback. Option 1 was retaining the laneway of Mahara Place as a pedestrian mall. Option 2 sought to change this part of Mahara Place to be a shared space for vehicles and pedestrians.

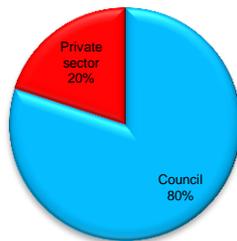
Public feedback on the concept of a shared spaced was mixed and, although there was some support for it, there was significant negative opposition. Issues of safety versus creating more activity and improved access for motor vehicles in Mahara Place required balancing. As a result we further traversed the views of businesses in Mahara Place which suggested that a pedestrian mall for Mahara Place may not result in the significant change needed to invigorate business, but people were concerned about the elderly population in Waikanae navigating through the area in cars and on foot.

Having considered the feedback, the Waikanae Community Board and Council is of the view that option 1 should be pursued – an upgrade of the existing pedestrian mall.



Pedestrian mall proposed for the laneway of Mahara Place

Effort split:



Project ③

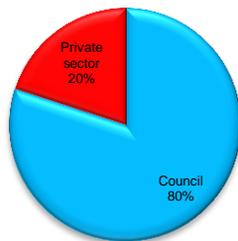
Upgrade of Mahara Place – square

Also part of upgrading Mahara Place are proposals for improving the current ‘square’. The ideas consulted on received very positive feedback and these are depicted opposite.

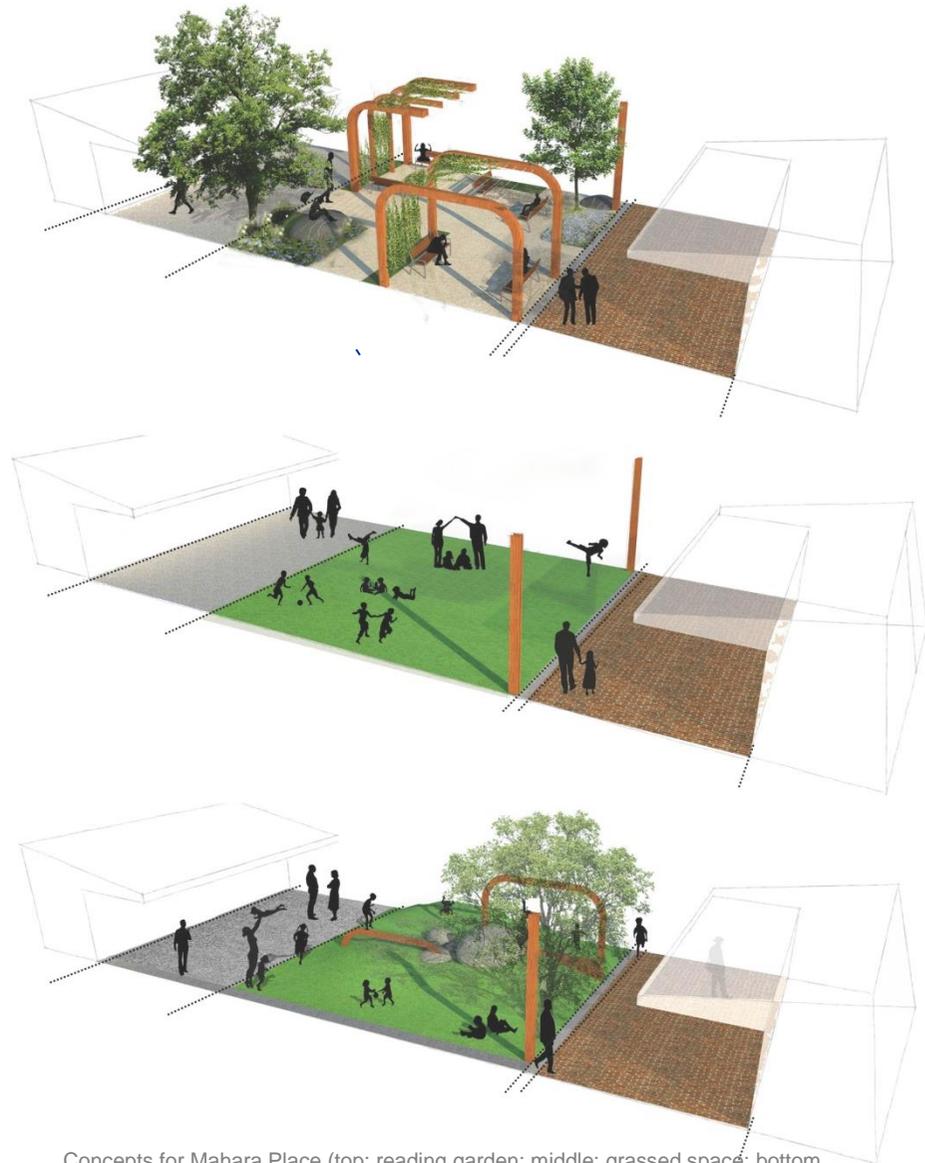
Staging of implementation of this project could be considered in the detail design phase with different parts of Mahara Place upgraded over time.

The timing and implications of the upgrade of the Mahara Gallery/ Waikanae Library will have implications what works progress first in Mahara Place.

The future success of Mahara Place as a retail area is dependent on the success of businesses and landowners to springboard off the improvements in public amenity. To support their initiatives a business/council partnership plan is being prepared for consideration alongside implementation.



Effort split:



Concepts for Mahara Place (top: reading garden; middle: grassed space; bottom, playground).

Project ④

Cultural thread and integration of Whakarongotai Marae

The ‘cultural thread’ is a pathway that links the Whakarongotai Marae with Ngaio Road. In addition it is proposed to further integrate the marae with the town centre by opening up the entrances to the marae (both formal and informal) and linking the marae through Frater Lane to the urupā on Elizabeth Street.

The concept is integrally linked to the upgrade of Mahara Place. We have separated this concept out as it is dependent on continued support from Whakarongotai Marae. We have engaged with representatives of Whakarongotai Marae (through the Te Āti Awa Town Centres Working Group) who are supportive of preliminary design concepts. Public feedback also indicates high levels of support.

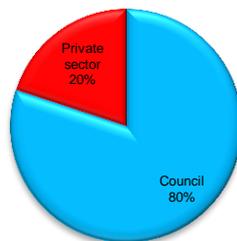
The proposal presented seeks to open up the southern end of Mahara Place with the removal of one shop. This option was suggested as part of the shared street concept, and we believe should proceed even if the shared street concept does not.

The images opposite present the concepts developed so far.



Concepts for integrating the Whakarongotai Marae into the town centre (top: view from car park south to informal entrance to marae; middle: view from marae north from inside informal entrance; bottom: view west looking at formal entrance to marae).

Effort split:



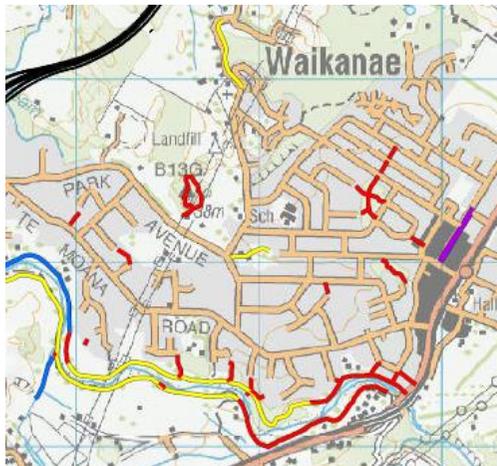
Project 5

Upgrade of Te Moana Road intersection and the connection to Waikanae River

Based on feedback during consultation we were requested to come up with design concepts for promoting a new entrance into Waikanae village. With traffic from the Expressway entering Waikanae village from Te Moana Road, it was requested that landscape enhancement of the Te Moana Road intersection occur. Linked to this was feedback about promoting pedestrian access to the Waikanae River.

Concepts are being developed for upgrading the Te Moana Road intersection and the connection to Waikanae River – with preliminary designs indicated opposite.

Effort split:



- Walkways and cycleways in Waikanae
- Shared path : Existing
 - Off road pedestrian path : Existing Private
 - Off road pedestrian path : Existing
 - On road cycle lane : Existing



Project ⑥

Ngaio Road – streetscape and main street

Waikanae currently has a one-sided main street retail area and a pedestrian mall.

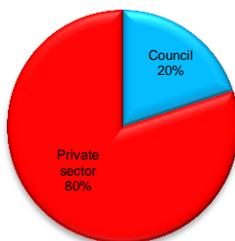
New retailers want to be close to anchors. Anchor stores (particularly supermarket stores) perform a key role in the economic function of large town centres. Supermarkets generate significant activity and can account for more than a quarter of a centre's turnover and shopper generation. The idea of turning Ngaio Road into a main street is to provide a location for new retailers to benefit from existing anchors.

The detail is dependent on plans for upgrading the Countdown supermarket by Progressive Enterprises Limited. Nevertheless the concept of Ngaio Road being a main street and having streetscape according to the function of road is appropriate in the medium term.

The image opposite indicates street improvements to public areas and will involve working with businesses to encourage active road frontages, and over time putting buildings up to the footpath edge. Any new buildings (depicted in yellow) will be as a result of private sector effort.

Concerns raised about car parking are being further addressed through a car parking strategy commissioned by Council.

Effort split:



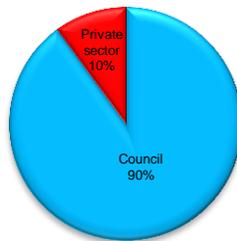
Ngaio Road looking west

Project **7**

Realignment of Marae Lane/Omahi Street/Ngaio Road intersection

Consultation has confirmed concerns about the safety of Marae Lane/Omahi Street/Ngaio Road intersection. This concept is aligned and linked to making Ngaio Road a main street and again is dependent on commercial interest in developing land with road frontage to Ngaio Road.

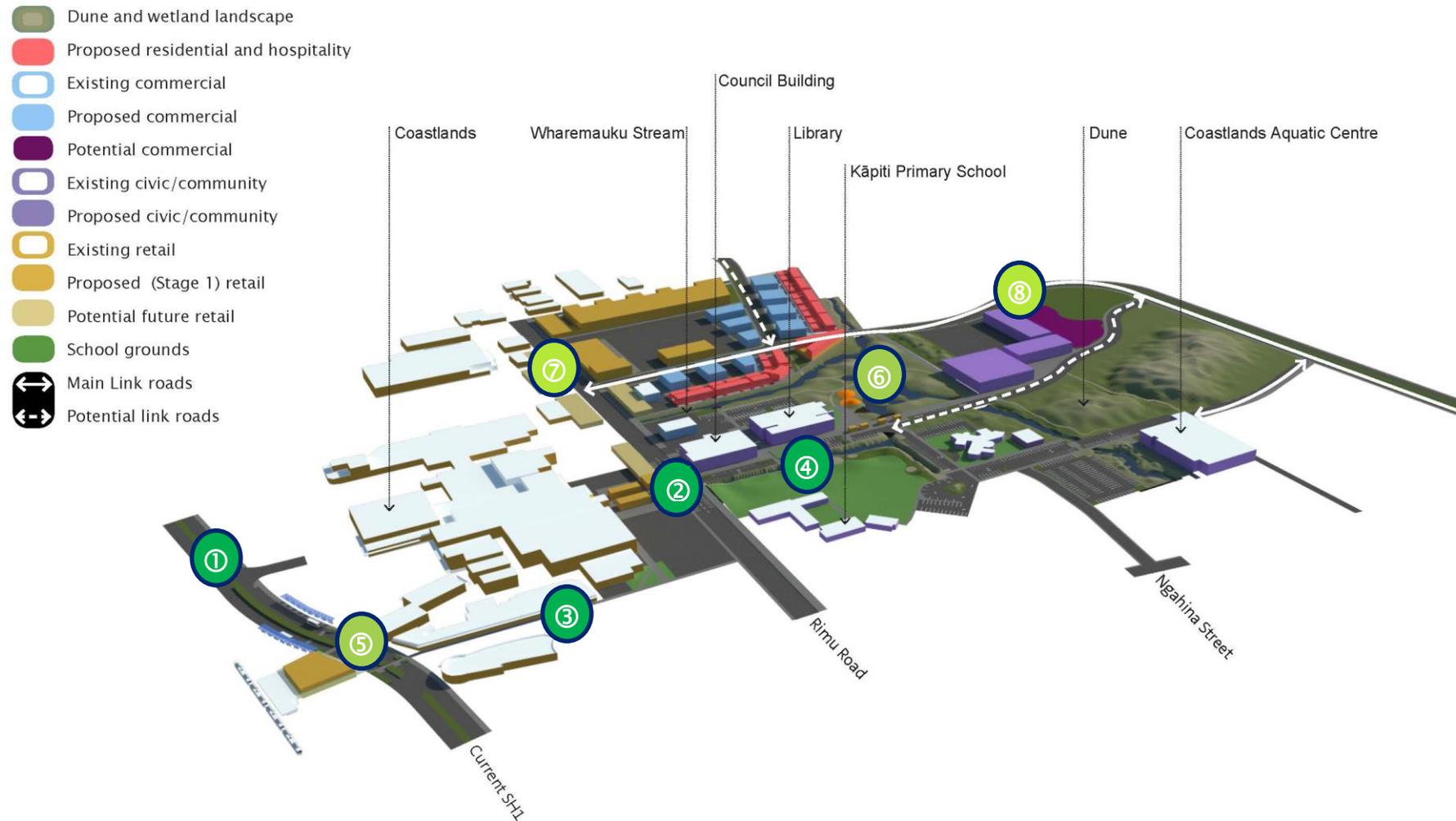
Effort split:



Concept of realignment of Marae Lane/Omahi Street/Ngaio Road intersection

7 Paraparaumu projects

The following outlines the eight 'building blocks' that make up the transformation proposed for Paraparaumu town centre. The projects are described further in the following pages as well as the reason for the ranking..



Project ①

SH1 revocation

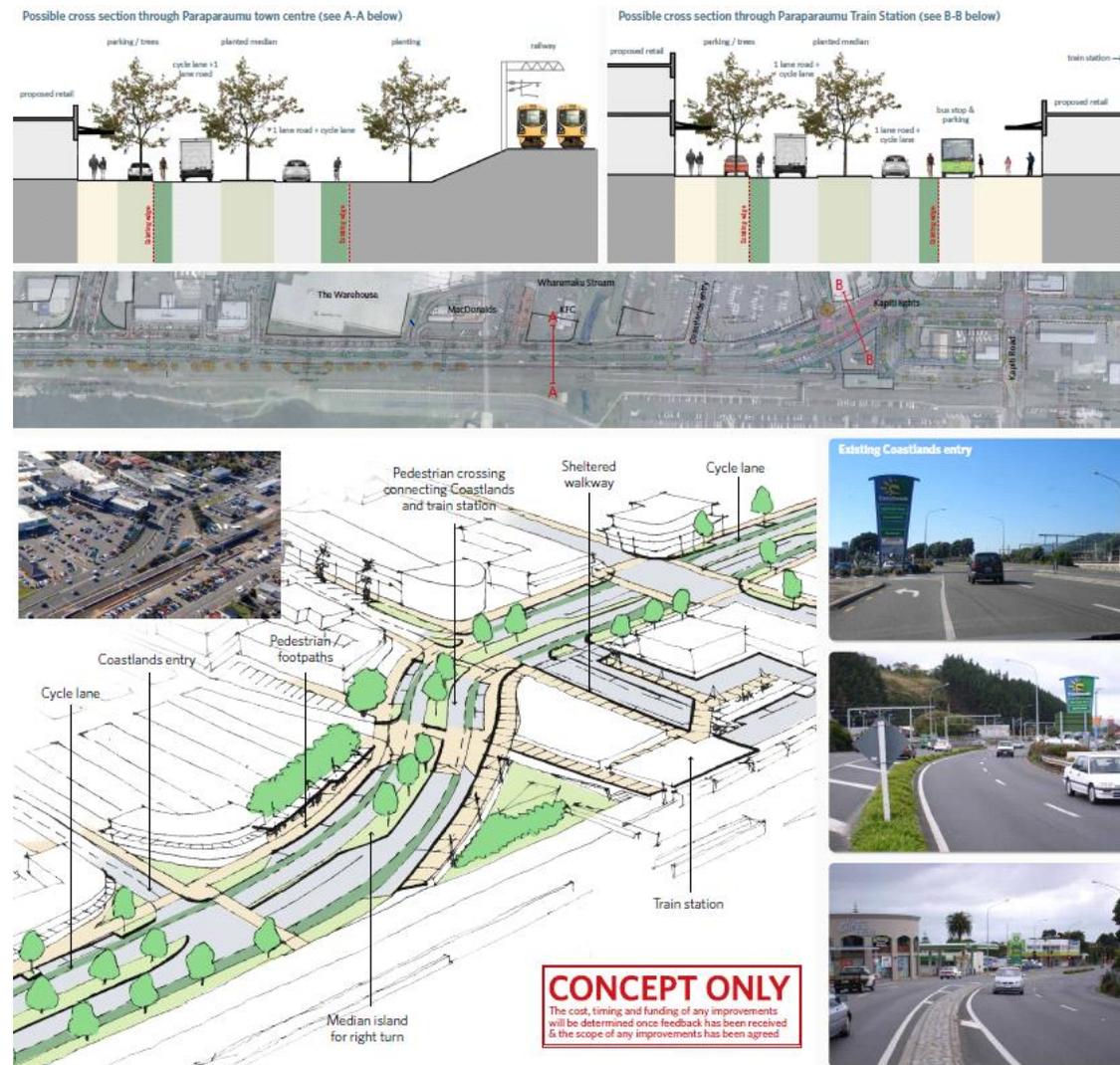
The transformation project for SH1 is within Paraparaumu town. The current SH1 from Poplar Avenue to Peka Peka will no longer be required for state highway purposes once the Expressway is completed. It will become a local road within two years of the Expressway being opened.

Revocation of SH1, in relation to fulfilling the requirements of the NZ Transport Agency/Kāpiti Coast District Council revocation project agreement and delivering Category 1 works, is ranked top priority.

The vision for this future road, especially within the town centres, is that it shall deliver a safe and attractive roading and access system for local needs, which means catering for pedestrians, cyclists and motorists.

It is important to note that the road will be retained as the main spine road for the local road network and will need to function as a national distributor road in the event of an emergency.

Effort split: as per revocation agreement for Category 1 works (refer: <http://www.kapiticoast.govt.nz/Documents/Downloads/Expressway/M2PP/project-agreements/Process-for-revocation-of-state-highway1.pdf>).



Project ②

Coastlands and civic precinct connection

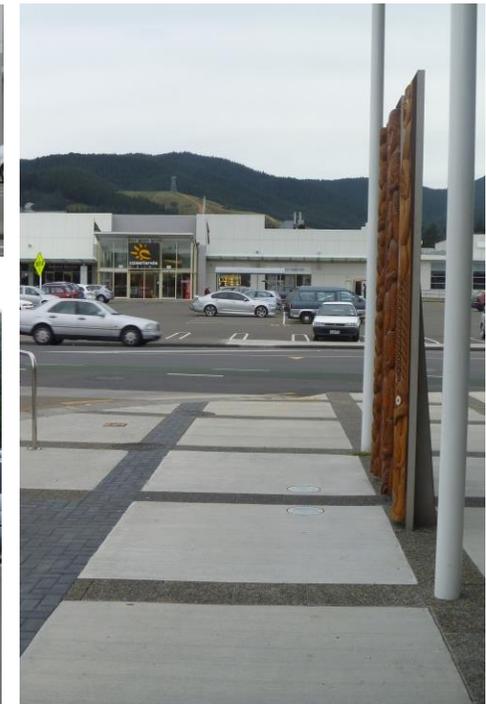
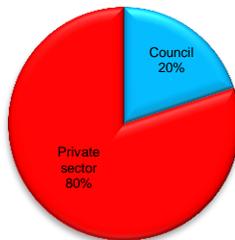
Successful retail activity is critical to achieving the vision of a thriving central area in Paraparaumu. Drawing people out of the mall will provide for an attractive public space for people to enjoy and will improve the urban environment.

Linking Coastlands and the civic precinct is seen as a great initiative to promote Rimu Road as a main street and energise activity along the civic spine (Iver Trask Place). It will connect Coastlands front door to other civic activities. This tangible development is being considered by Coastlands. The top image opposite presents the potential concept viewed from Coastlands across Rimu Road along Iver Trask Place. The images on the bottom represent current views.



Concept of retail connection to Rimu Road (private development concepts are indicative only)

Effort split:



Project ③ Upgrade of Kāpiti Lights

Opportunities for improvement include:

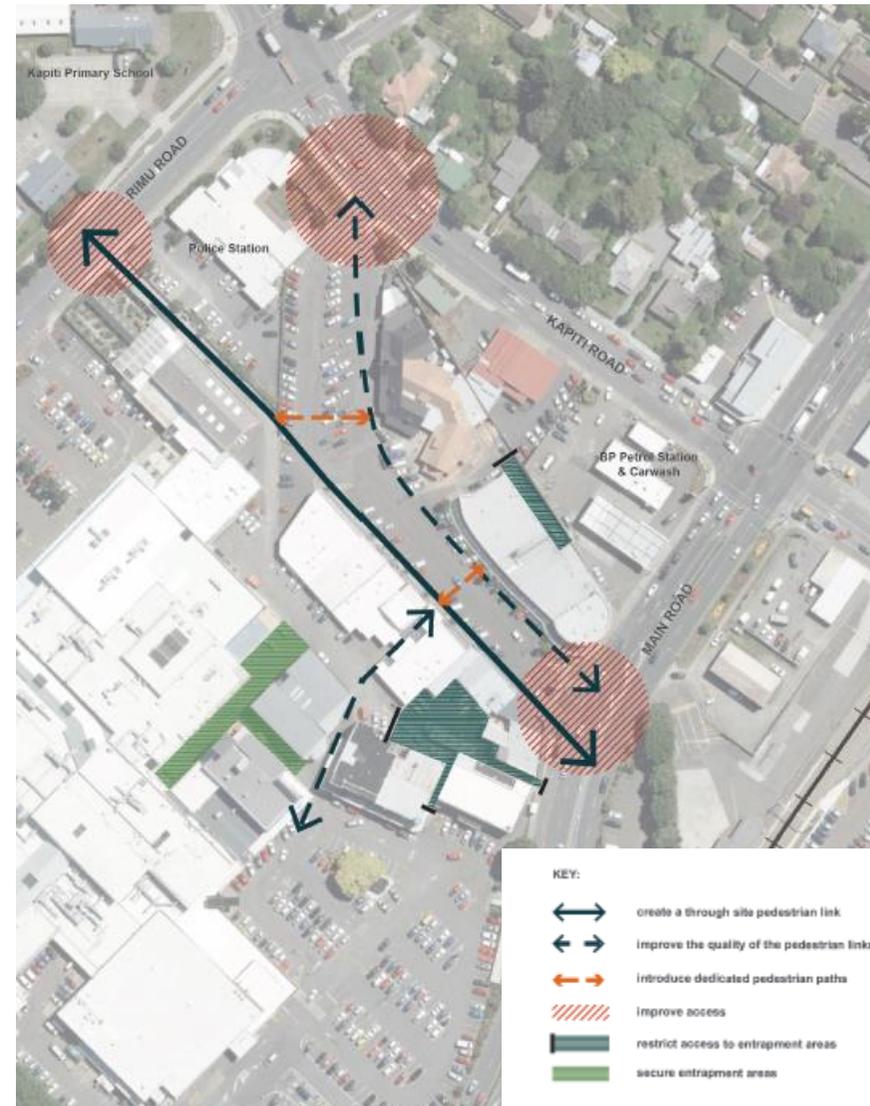
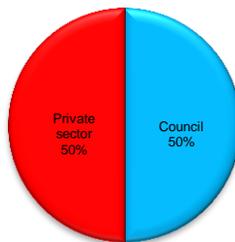
- looking at initiatives to activate and revive spaces and lanes
- improving the legibility of the places from a pedestrian point of view (better footpaths/connections)
- enhancing the link through to the railway station from the civic area for pedestrians
- giving existing buildings a bit more breathing space and creating opportunities to use the small lanes as spaces (out of the wind and sun) for outdoor dining and events
- rethinking the identity of Kāpiti Lights.

Significant support for advancing these ideas was expressed in consultation feedback and concept designs are being developed for consideration by the landowners and tenants/body corporates.

The feedback indicated a desire to close the entrance to Kāpiti Lights from Kāpiti Road and open up an entrance to Rimu Road. This reconfiguration would promote access from the railway station to the front door of Coastlands and to the civic precinct.

The initiative will require a business/council partnership to implement it and a cost sharing exercise to be agreed on. The benefits to the community are added vibrancy to the town centre and enhanced public access.

Effort split:



Opportunities

Concept of retail connection to Rimu Road (private development concepts are indicative only)

Project ④

Iver Trask Place and Kāpiti Primary School



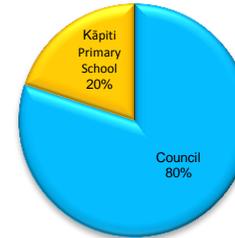
Concept of changes along Iver Trask Place

Creating a pedestrian promenade alongside key civic buildings, reconfiguring the edge of Iver Trask Place by naturalising the school boundary, and enhancing the outdoor learning environments for Kāpiti Primary School are seen as key improvements to make better use of the location of the civic buildings.

Developments will enhance the importance of views of Kāpiti Island and help strengthen the district’s identity. The development will activate the edges of the civic buildings leading people to destinations to be created west of Rimu Road, including civic spaces and the destination play space (see project 6 for Paraparaumu).

The current car parking will be reconfigured removing the visual barrier. A slow laneway will be created. Car parks lost from Iver Trask Place will be replaced by those on Rimu Road and behind the civic buildings (noting further consideration is being given to car parking through a car parking strategy).

Effort split:



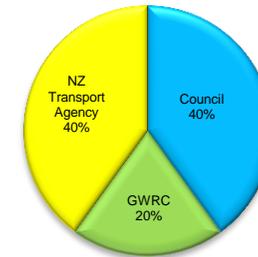
Project 5

Connection to transport hub



There is also opportunity for new commercial development in this area (shown by the yellow box in the concept drawing opposite). We have discussed this with Mana Coachlines who own the land and they are supportive but not committed to the initiative.

Effort split:



This proposal was presented in the consultation for the revocation of SH1. It involves slow traffic speeds, adding planting and trees to soften the visual appearance, reducing the surface area used for vehicles, widening footpaths and seating areas, and adding additional pedestrian crossing points. Improved connection with the railway station will be made across SH1 to Kāpiti Lights and Coastlands. Further consideration of commuters, of more parking and of improved bus routing is also required as part of detailed design.

The concepts seek to make the transport interchange of buses and trains and the location of bus stops work better. This will be achieved by the relocation of bus stops on the existing SH1 and development of the railway station forecourt as shown in the image above. Ideally, there is also potential to achieve some of these works as part of project 1 – SH1 revocation.



Project ⑥

Destination play space and landscaping Council property west of Paraparaumu Library

There is significant 'greenfield' opportunity within Paraparaumu for future development. However, the use of the land to the west of the library, which is owned by Council, is limited to public works/civic related uses. The manner with which the land is obtained is associated with offer of land back to Ngahina Trust under section 40 of the Public Works Act. It is therefore proposed to use the land for civic and related activities. Legal advice obtained by Council notes this could include a civic centre with a café and some incidental commercial facilities. However, this will depend on their nature and the level of control the Council has over them. Separate commercial or office developments, particularly those not controlled or operated by Council, are unlikely to be regarded as being held for public works. As such café and retail kiosks (e.g. bike hire) associated with the use of the civic space are proposed.

Strong vertical elements are being suggested here to promote views of Kāpiti Island. Enhancing the existing dune and wetland landscape is suggested. Earthworks will open existing drains and create a distinctive dune landscape, with planting of more vegetation of different heights and characteristics, as well as creating a network of connecting walkways that will link to the developments in the Wharemauku precinct.

This is a relatively large space and as such works could be staged over time.



Effort split:



Concept of landscaping west of Paraparaumu Library



Project 7

Rimu Road main street and streetscaping

Unlike most town centres in New Zealand, Paraparaumu has not developed along the transport spine of the state highway – geography and the rail corridor has prevented this. As such a vibrant main street is a long term goal for Rimu Road. A vibrant main street is the core to the success of Paraparaumu as a town centre. It will be the core of the community and promote public life, community pride and a sense of identity for Paraparaumu.

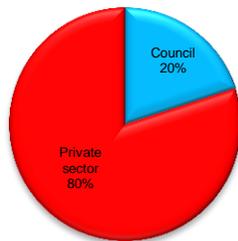
A wide range of factors will influence the implementation of a main street along Rimu Road over time. Significant in this is the developments in the Wharemauku precinct by Coastlands/Ngahina Trust. Such developments should be encouraged to develop up to the Rimu Road street edge. Streetscaping of Rimu Road will need to be aligned with timing for retail and mixed use developments in the precinct.



Concept of retail connection along Rimu Road (private development concepts are indicative only)



Effort split:



Project 8

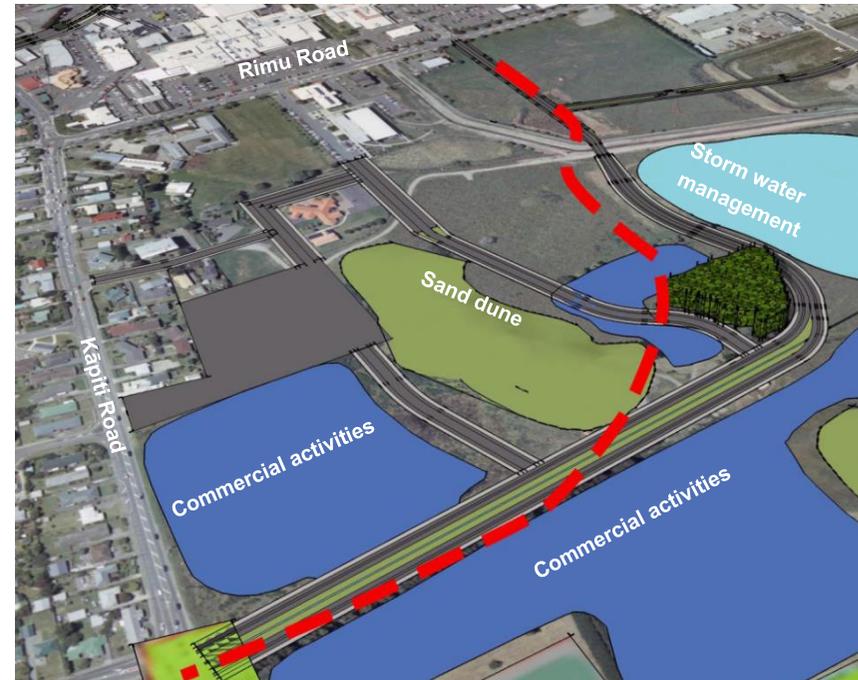
Paraparaumu town centre link road

Commercial and retail activities in the Wharemauku precinct and on the St Heliers land require a road to activate developments on their land. This road should be linked to creating a town centre link road.

The image opposite shows the potential linkages (the red dashes show the alignment of the town centre link road within the Paraparaumu Structure Plan 2012). The drawing also shows an alternative alignment avoiding trees and following the drain highlighted as a greenway street. Linkages to the Coastlands Aquatic Centre and the civic buildings along Iver Trask Place are also shown.

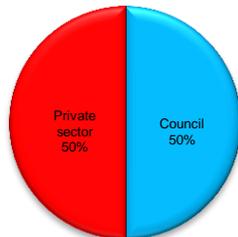
Design of road linkages needs to consider storm water management requirements from storm water flow from the Wharemauku Stream and the desirability of protecting the sand dune landforms.

Final location and timing will be covered by negotiation with the landowners.



Proposed routes of town centre link roads

Effort split:



- Dune and wetland landscape
- Proposed residential and hospitality
- Proposed commercial
- Potential commercial
- Proposed civic
- Proposed (Stage 1) retail
- Potential future retail
- Storm water management area
- School grounds
- ←
→
 Main link roads
- ←
→
 Potential link roads
- ↖
↗
 The Expressway



Potential future town centre (plan). Concepts involving private land are indicative only.

8 Next steps

This Ranked Options Report will allow for the development of costs and the implementation programme over the next few months. This will then feed into the proposed Long Term Plan which will follow a formal consultation process. This, along with the public engagement already undertaken, will allow Council to demonstrate prudent management of potential expenses and investments.

It is important to note that the concept plans being developed are at a high level. The options presented in this report represent conceptual 'building blocks' to help transform these town centres and are subject to ongoing discussions with the private sector and stakeholders on how they might be developed and implemented over time (detailed design). Equally, the overall concept plans for both town centres do not preclude other ideas and opportunities to develop over time as typically occurs for long-term town centre projects of this nature. The partnership developed between Council, stakeholders and the private sector will help to further prioritise effort and development on the ground over time.

There may be elements that are included in the implementation programme later in the process that could require variations to the proposed District Plan. The District Plan team and the Town Centres project team are working together to ensure any amendments are within the formal Resource Management Act process that the proposed District Plan has to follow.

This project will potentially impact on the economic development policy work through the council/business partnership work and the review of the cycleway, walkway and bridleways network. The Town Centres project team is working closely with these teams.



