

Technical Note

PREPARED FOR: Commute
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DATE: 2/10/17

PROJECT: Peka Peka
Connectivity SSBC

SUBJECT: Land Use Change and Development potential
consequential to implementation of improved connectivity
at Peka Peka

1.0 Introduction/Overview

The Environmental and Social Responsibility Screens ('ESR Screen') for the Peka Peka Connectivity Single Stage Business Case ('Proposal'), identified the general potential for increased land use development and intensification as a result of improved access.

Previously, at the Workshop 1 (15 September 2017) it was identified in the briefing note that traffic growth was nearly 40% higher than what had been forecast.

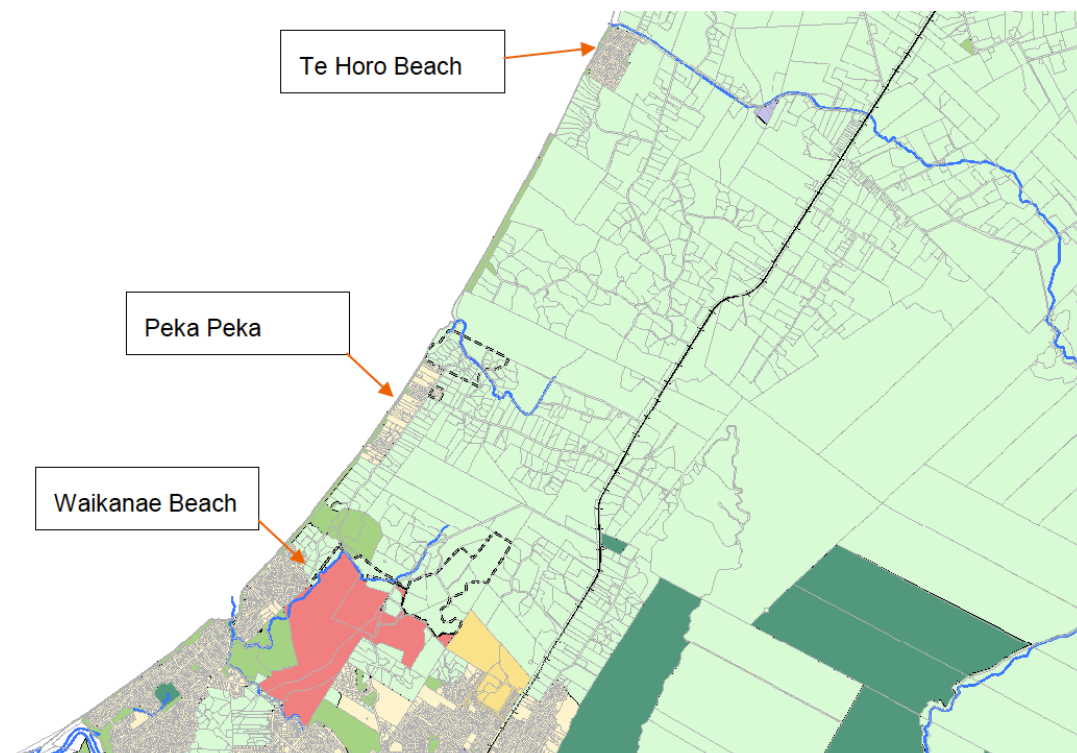


Plate 1: KCDC Land use zoning for wider vicinity of proposal

Feedback from the Stakeholder Groups included commentary as to the number of recent subdivision and land use consents that had been granted including for 200 plus new houses at Te Moana Interchange to the south.



Technical Note

Feedback at this meeting generally indicated that development was currently occurring at a greater rate than historically.

When considering potential land use implications, two different scenarios have been considered: Full connectivity to the expressway at Peka Peka; and, full connectivity to the expressway at Te Horo. Whilst there are sub-options of different forms of connectivity at these two locations, for the purposes of land use implications all of these sub-options are considered to result in the same effect (i.e. A ramp in a different location within the interchange is not going to affect potential land use responses).

2.0 Existing land use

The population of the Kapiti Coast District was 49,104 at the 2013 census, an increase of 6.3% since 2006. This is greater than the 5.3% increase experienced nationally and is greater than for the Wellington Region as a whole but less than Carterton which at 16% was the fastest growing District in the North Island.

Kapiti Coast District Council ('KCDC') population forecasts indicate that a further 2,900 households will establish by 2028. The majority of the predicted household growth is in the Paraparaumu-Waikanae area which is currently urbanised and has associated urban land use zonings which are more permissive in terms of development potential.

Forecast residential development indicates approximately 700 dwellings being established north of Waikanae through Peka Peka and Te Horo north to the outskirts of Otaki.

3.0 Existing Transport Environment

Any potential development effects that might be associated with the proposal need to be considered in the context of the wider transport environment and the significant investments that are being made to the Wellington Northern Corridor Road of National Significance (Wellington RoNS).

The completion of Transmission Gully and the Peka Peka to Otaki Sections of the Wellington RoNS will create a motorway/expressway standard north from the Wellington urban area north of the proposal area through to Otaki.

The completion of the Wellington RoNS will provide significant safety and travel time benefits and overall accessibility to the Urban area from the proposal location. Such benefits are likely to provide acceleration to urbanisation and development growth and the greater traffic growth identified above is an indicator of this.



Plate 2: M2P Diagram showing additional connectivity.

At the more localised level, Plate 2, above shows the significantly improved local-strategic connectivity provided by the M2P Project with access at Raumati, Paraparaumu, Waikanae and Peka Peka. The Peka Peka to Otaki Project will provide additional connectivity at Otaki.

The distance from Waikanae to Otaki is approximately 15 kilometres with full interchanges at both points with the current north facing ramps at Peka Peka being in an intermediate location (approximately 5km north of Waikanae).

Additionally, the Kapiti Expressway will be paralleled over this length by the current high standard State highway, which will provide very high standard local road connectivity to the interchanges identified.

The additional connectivity that would be provided by the proposal and any effect would have on accelerating development must be seen in this wider context.

4.0 Plan Changes & Wider Development Potential

The KCDC website indicates that there have been no Plan Changes made operative since 2012 with none currently lodged with Council. The most recent operative plan changes included the 'Otaki South Precinct', Otaki Residential Zone Review, Ngarara, Waikanae North Urban Edge, and Meadows Precinct.

These plan changes in concert provide significant theoretical capacity for greater urban development in the wider bounds of the proposal location. However, the timing and confirmation of these changes indicate that they are both reflective of KCDC on-going planning for growth, undoubtedly reflecting

Technical Note

its population and growth projections and private initiative which is perhaps more speculative than strategic.

Irrespective of rationale, these identified plan changes provide for development that is already contemplated and the proposed additional connectivity associated with the proposal is considered unlikely to greatly accelerated development uptake relative to the overall greater connectivity being provided across the whole Paraparaumu to Otaki area by the Kapiti Expressway through to Otaki and number of new linkages provided to the strategic network.

5.0 Peka Peka & Localised Development potential

In the more immediate vicinity of Peka Peka Interchange northward to Te Horo the vast majority of land is zoned Rural. This is shown at Plate 1, above, with the Rural zoning being indicated in light green. This is similarly shown at Plate 3, below with the residential zoning at Peka Peka also shown (light yellow)

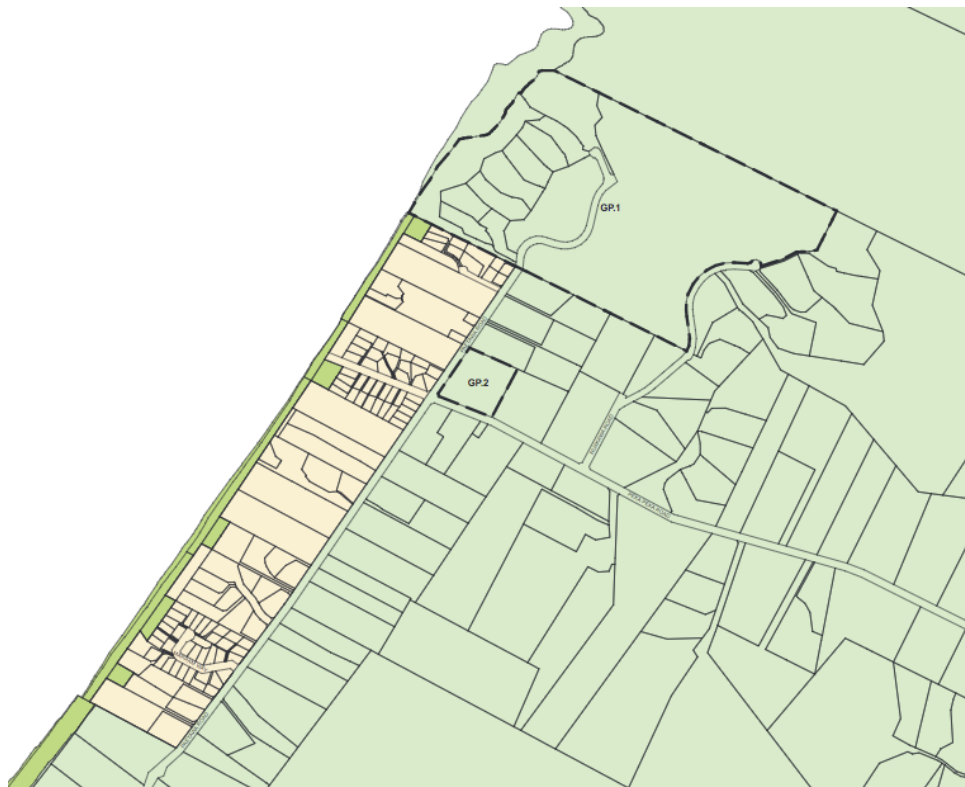


Plate 3: Peka Peka urban zone and surrounding rural zone.

The rural zone of the Kapiti Coast District is subject to additional subdivision controls depending on 'land type' with the zone divided into Hill Country (Red), Alluvial (Blue) and Coastal (Orange). The extent of these areas for the subject locale is shown on Plate 4, following.

Technical Note

In the Hill Country area, the permitted subdivision standard is 20ha and in the Alluvial Plain it is 6ha. The Coastal Dune Policy Area (orange) is subject to a range of controls that provide for clustered rural hamlet subdivision as a discretionary activity which allows for an average lot size of 4ha and which seeks to retain the general integrity/productivity of farm lots in excess of 20h

With reference to the size of existing sites indicated on the planning maps and by comparison to the aerial photography, there is potential for extensive rural hamlet subdivision northward between Peka Peka and Otaki.

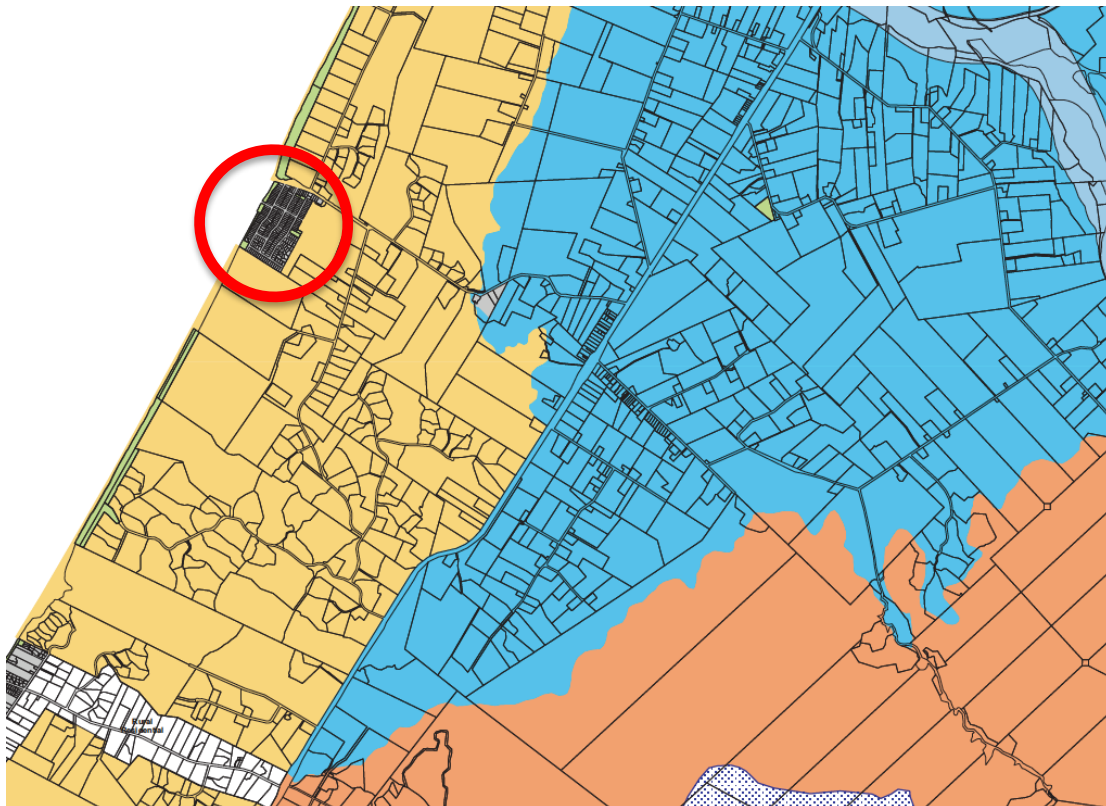


Plate 4: Rural subdivision and development map.

Subdivision is also provided for within areas identified as Rural-Residential on the Rural Subdivision and Development Maps. The extent of the Rural-Residential Areas at Peka Peka where these provisions apply is shown on Plates 5 & 6 following.

This area provides for 1ha lots but is reasonably limited extent abutting Peka Peka Road and the rear of the existing Peka Peka urban area to the east of Paetawa Road.

It is apparent from the cadastre that there are a number of lots of 1ha or smaller and it would be a reasonable expectation that the larger lots abutting the road were subdivided to at least a similar level over time. A reasonable

Technical Note

upper estimate might be a further 200 residential sites being created within this area.

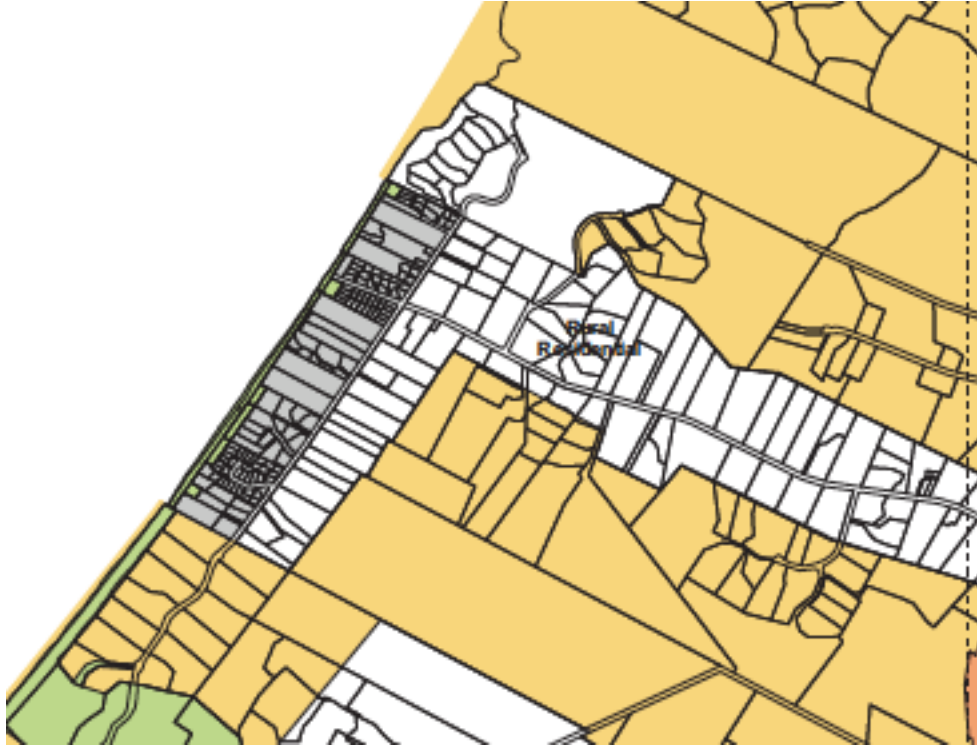


Plate 5: Rural residential subdivision area at Peka Peka.

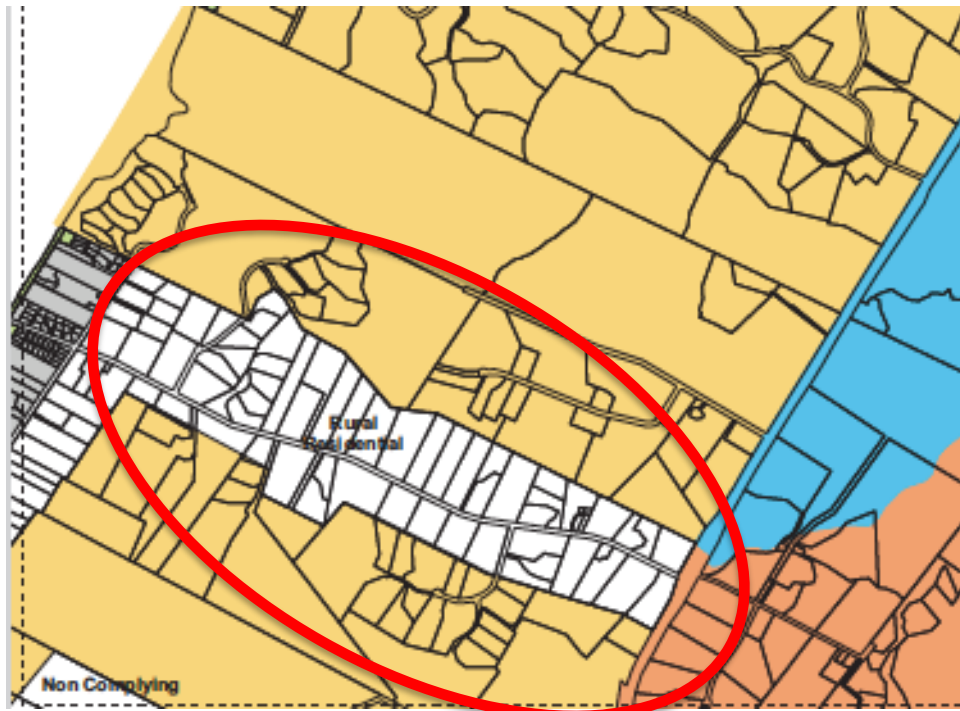


Plate 6: Extent of rural residential subdivision area to SR alignment.

The existence of a partially connected local roading network between Peka Peka and the interchange suggests that the extent of the rural residential area

Technical Note

might be easily enlarged. An indication of the area that might be included is indicated on Plate 6 by a red circle.

The area encircled includes sites with a similar level of local road access and where (such as on Kensington Drive, to the south, and Hatfield and Octavius Roads to the east of the expressway) not dissimilar subdivision has already been undertaken.

On the face of it, a developer might reasonably argue that such level of subdivision might be undertaken without significant adverse effect or without offending the objectives and policies of the Kapiti Coast District Plan

There are also two small urban nodes at Peka Peka and Te Horo (see Plate 4). These areas are subject to urban zone controls which provide for lot sizes of 450-550m². There are subdivisions at Marram Way and the intersection of Paetawa and Peka Peka Road which are developed at this level as indicated at Plate 7, below.



Plate 7: Residential development at Peka Peka.

Technical Note

If the remainder of this urban area were developed to a similar level a further 250 dwellings might reasonably be expected to occur through subdivision in general accordance with the provisions of the Plan.

The current urban zoning at Te Horo (as indicated by the circle on Plate 4) encompasses the more intensive residential settlement. However, the adjacent Rural Coastal zone shows a development pattern of more intensive subdivision not dissimilar to the rural-residential subdivision area at Peka Peka.

It would seem likely that this manifest intensification of development beyond that provided for by the District Plan will only continue. Plate 8, following, indicates areas of subdivision of a greater intensity than might be expected in accord with the standards of the District Plan (red circles) and some further proximate areas (orange circles) where similar rural-residential or urban style subdivision might be reasonably expected to succeed on the basis of the existing environment formed by the adjoining subdivision styles.



Plate 8: Residential development at Te Horo.

Technical Note

Rural-residential subdivision might add a further 50-100 sites whereas urban subdivision eastward of the existing settlement might reasonably double its size adding 100-200 further sites.

The sum of these possible increases in intensification around the Peka Peka and Te Horo settlements and more general rural and rural-residential subdivision is perhaps 750 potential additional sites.

6.0 Resource Management Act

It should be noted that the Resource Management Act 1991 is effects based planning legislation and is permissive in approach. Effectively this means that an applicant might seek a resource consent or plan change not specifically contemplated by the zonings and provisions canvassed above.

It is conceivable that private parties might seek to undertake subdivision and development at levels more intensively than provided for. This is not unusual where there is a desirable environment for people to dwell and where population pressure continues to grow. At the same time, it is noted that any such proposal would have to account for its potential effects on the environment where it is proposed to be located.

It is not realistic to determine the extent of such pressure other than to note that the Kapiti Coast is an area experiencing a greater level of growth than the remainder of the region and nation and that traffic counts are similarly increasing at levels greater than expected. This is a situation where more rather than less development pressure might be expected.

The identification of 750 potential additional sites as estimated above can be seen to be less certain in terms of the permissive nature of the planning provisions pursuant to the Act. With greater development pressure and/or the identification of opportunity, the greater likelihood of subdivision applications being made or private plan changes being promulgated.

7.0 Conclusion

Based on the information above the following major points are identified:

- Significant strategic linkages and connectivity to the local network have and are being provided as part of the Wellington RoNS
- The Peka Peka area (Waikanae to Otaki) has greatly improved strategic access and improved high standard local access provided by the old SH1 alignment
- There is greater development potential and intensification provided for by the current zoning (urban, rural-residential, and rural-coastal) than has currently been developed. It is estimated that 400 additional dwellings might be established in general accord with the District Plan

Technical Note

- The effects based Resource Management Act provides for applicants to seek greater levels of residential development dependent on avoidance or mitigation of adverse effects.
- Greater demand (actual or perceived) is likely to drive privately initiated subdivision and/or plan changes seeking greater levels of residential intensity. Subdivision of this type that might likely gain consent in terms of the established environment, all other matters being equal might result in a further 350 dwellings being established.

In this context, the provision of south-facing ramps in the Peka Peka to Te Horo area cannot be considered to provide a significant cumulative access improvement relative to the connectivity provided to the area by the Wellington RoNS.

Similarly, intensification is already happening in the Waikanae to Otaki area as generally provided for by the provisions and standards of the urban, rural-residential and rural-coastal zones.

Taking greater than expected traffic growth as a signal that greater than expected growth is already occurring it would seem unlikely that within the broader nexus created by greater strategic access and the prevailing land use provisions that additional southern access within 5km to 10km of access by way of a State highway standard local network to existing and confirmed local road/strategic network interchanges will have a discernable effect on urban growth and intensification beyond what is currently occurring between Waikanae and Otaki.

It is considered that generally planned intensification is currently occurring and that this will likely only increase over time, particularly with the completion of the Wellington RoNS.

It is estimated that 400 dwellings might be developed in general accord with the provisions of the District Plan and a further 350 might be tenable in terms of the urban and rural-residential environments having been effectively established in the vicinity of both Te Horo and Peka Peka settlements.

In terms of the potential effect on intensification of improved connectivity at Peka Peka it is likely that it will contribute to the earlier realisation of the development potential identified. However, it is considered that it will only be a minor contributory factor relative to the overall greater accessibility provided by the completion of the Wellington RoNS.