

11 July 2022

Project/File: 310205371

Stephanie Blick

Bulletin Trust,
Wellington

Dear Stephanie,

**Waikanae North Residential Development
Transport Appraisal for Fast Track Consent**

This report has been prepared for the purposes of documenting the key transportation needs and outcomes associated with the proposed residential subdivision of land at 99 and 103 Main Road (the “Site”), in Waikanae.

1 Introduction

A referral application under the Covid-19 Recovery (Fast Track Consenting) Act 2020 has been lodged that would enable a fast-track resource consent application to be lodged for the proposed residential development of approximately 410 new homes on the Site located to the north of Waikanae, immediately west of the former State Highway 1 (SH1) alignment (“Main Road”). The proposed Site access strategy includes a new t-intersection at Main Road, along with a local road link to the adjacent residential subdivision block to the south. These roading connections will be supplemented by active mode links to support walking and cycling trips to the nearby town centre and public transport nodes.

Whilst the Site is at present zoned ‘General Rural’ under the operative Kapiti Coast District Plan (**District Plan**), the Council’s Growth Strategy ‘Te Tupu Pai - Growing Well’ (**Growth Strategy**) identifies this land for future residential growth, forming a natural expansion of the ‘Waikanae North Development Area’.

Waikanae has experienced some key transport changes in recent years, with the opening of the Kapiti Expressway in 2017 delivering a step change reduction in traffic volumes on the Site frontage to Main Road (former State Highway 1 alignment), which presents opportunities to accommodate growth in local traffic as well as support improved active mode connectivity between emerging development areas and the town centre. In addition, the 2018 increase in service frequency for trains operating between Wellington and Waikanae represents an improvement for public transport access to key centres to the south through to the capital.

With current growth estimates forecasting an increase in the Kapiti population by more than half over the next 30-years², there is real pressure on delivering new housing that can keep pace with demand. The proposed development Site provision of around 410 new dwellings will therefore contribute

¹ Council’s ‘Te Tupu Pai - Growing Well: our strategy for enabling sustainable growth in Kapiti’ 2022

² Council’s ‘Te Tupu Pai - Growing Well’ 2022 (Pg. 12)

Reference: Waikanae North Residential Development

significantly to this housing stock requirement as well as provide associated economic and employment benefits.

By way of summary, this assessment finds that there are no fundamental transport flaws associated with development of the proposal Site for residential subdivision, with appropriate roading and active mode infrastructure and connections to the adjacent networks delivered at the resource consent stage, able to support transport demands including multi-modal trips. Importantly, active mode linkages to the Waikanae rail station will serve to promote sustainable travel behaviours.

2 Alignment with the Council's Growth Strategy

The Council's Growth Strategy provides a framework for how development in the region will be achieved over the next 30-years and includes consideration of new legislative requirements such as the National Policy Statement on Urban Development, the need to respond to climate change, and alignment with various other council strategies to enable growing both up and out through a mix of intensification and greenfield development³.

The proposal Site is identified within the Growth Strategy as a 'Medium-priority greenfield growth area', which signals the intent of extending the residential development currently underway immediately to the south at the Manu Park subdivision, through the proposal Site. From a strategic perspective then the Growth Strategy recognises the Site's proximity to the town centre amenities, noting that where more people live near rail stations, bus routes and connected active mode routes, it is more likely they will leave the car at home and travel by another mode.

The change in land use at the Site from its current rural/rural residential activity to a more conventional suburban residential environment, will be supported by means of new transport infrastructure and off-site connections delivered as part of the subdivision development. Supplementary to the existing public transport network, a future rapid transit stop is identified within the Growth Strategy adjacent to Main Road in the vicinity of the Site. This represents what would be a significant public transport access node for those future residents of the Site, and underlines Council's intent to realise development along key public transport routes such as the Kapiti Rail Line to support multi-modal travel.

3 The Transport System

The transport network in the vicinity of the Site has undergone a significant change in the last few years with the opening of the Kapiti Expressway in 2017, with the Main Road alignment adjacent to the Site prior to this functioning as the primary north-south SH1 road corridor. Since the new SH1 Expressway opened to the west, Main Road has undergone associated revocation commensurate with its reduced traffic volumes and downgraded function in the transport hierarchy. This step reduction in traffic volumes on the immediate network presents opportunities to accommodate local activity growth such as that proposed here.

These recently completed revocation works along Main Road include shoulder widening/upgrading and the marking of on-road cycle lanes, to better accommodate cyclists within the existing road corridor. The Waka Kotahi NZ Transport Agency (**Waka Kotahi**) are currently working with Council to revoke the SH1 designation, signalling the transition of this route back to Council as a local road.

³ Council's 'Te Tupu Pai – Growing Well' 2022 (pg.8)

Reference: Waikanae North Residential Development

The existing carriageway environment on Main Road adjacent to the Site comprises a straight and level alignment, affording good sightlines at side roads and accesses, and includes a posted speed limit of 100kph. The land immediately south of the proposal Site is currently being developed for residential subdivision and includes a number of local roads which in turn connect to the Waikanae town centre. These roads include footpaths and shared path links to and through the northern part of the Waikanae urban area.

Available public transport services in the vicinity include local bus routes operating between Waikanae, Otaki and Paraparaumu, and the frequent rail services that operate through to Wellington City from the Waikanae Rail Station, which is located approximately 1.5km to the south of the proposal Site.

4 The Proposal

The proposal plans provide for the subdivision and development of approximately 410 new residential lots comprising a mix of typologies, including standalone dwellings and a medium density townhouse precinct. With this scale of development, it is proper that roading connections are provided from more than one Site frontage, to allow route choice, provide connectivity with the adjacent land use to the south, and deliver an efficient roading layout which avoids long cul-de-sacs.

New transport links to support the Site are therefore proposed as follows:

- new local road connection to the adjacent Manu Park subdivision at the Site's southern boundary, forming an extension of Waipunahau Road. Since the current roads within the Manu Park subdivision have been constructed as local roads, it is not appropriate for these to accommodate all of the new development Site traffic, and a secondary Site connection is therefore proposed (as per next bullet);
- new full T-intersection at Main Road in approximately the location of the existing site access driveway, including full turn lanes for traffic accessing the Site to ensure turning movements can be safely accommodated within the existing posted speed environment. As development of the Site and current subdivision activity to the south occurs, the current 100kph speed limit is expected to reduce commensurate with this change and emerging urban land use; and
- active mode connections, including walking and cycling links within the eastern portion of the Site to Parata Street, along with an extension of the footpath on Main Road from Hemi Street to the Site. The local road connection from Waipunahau Road to the development is expected to include a footpath and on road cycling link, to supplement the existing off-road shared path connection along Waipunahau Road that links through to Parata Street.

The overall Site layout and supporting transport infrastructure is shown within the Cuttriss Scheme Plan.

The proposed internal movement network has been designed to provide a legible and well-connected development supporting both vehicular and active mode trips, with the new infrastructure being designed in accordance with the latest industry standard NZS4404:2010 'Land Development and Subdivision Infrastructure', as required by the Council's subdivision design guidance⁴ for new roads, inclusive of appropriate provision for both vehicular and active mode users.

⁴ Including the Council's 'Subdivision and Development Principles and Requirements, 2012; and the 'Land Development Minimum Requirements, 2022'

Reference: Waikanae North Residential Development

5 Scope of Future Transport Assessments

It is expected the proposed scale of residential subdivision would require a traffic modelling assessment using the Council's district wide transport model, to determine any associated impacts on the surrounding network. This will be provided with the fast-track resource consent application should the requested referral be approved. At this stage it is not expected that any significant adverse effects warranting substantial mitigation would be triggered by the development Site, noting that prior to the opening of the Kapiti Expressway the existing roading network in the vicinity has previously accommodated significantly higher volumes than it does at present, even with the proposed new development traffic added.

In line with the District Plan requirements for activities that generate more than 100vpd ('major traffic activities'), subsequent consent applications for subdivision development within the Site will necessarily have to provide a Transport Assessment, which will need to address any adverse effects of the development on the transport network. Detailed analysis at this next stage will ensure network capacity and safety can be maintained, with such applications needing to be considered against the District Plan's key Transport Policies and the Council's 'Subdivision and Development Principles and Requirements' standards, including in relation to active mode infrastructure and connectivity to the key public transport nodes nearby.

6 Conclusion

Council's inclusion of the proposal Site within its Growth Strategy as a greenfield growth area, signals the intent to enable the extension of residential activity to the north of Waikanae.

Recent investment in the local transport system with the opening of the new SH1 alignment (Kapiti Expressway) to the west, has delivered a step reduction in traffic volumes through Waikanae, presenting an opportunity to accommodate local land use development without the need for significant roading upgrades.

The Site's proposed transport connections and infrastructure will ensure a safe and appropriate outcome can be achieved for all transport modes, noting the proximity of the Waikanae rail station will provide associated benefits of supporting sustainable travel habits.

From a transport perspective, the effects of additional traffic activity generated by development of the land as proposed can be appropriately managed without giving rise to adverse effects that cannot be appropriately avoided, remedied, or mitigated.

Yours sincerely,

STANTEC NEW ZEALAND



Jamie Whittaker

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