

## 02 | policy context

## 2.1 Policy Introduction

The project design has been informed by a wide range of policy documents. These policy documents are summarised in this chapter, and the design implications from these referenced with respect to the sector design in section 6.

## 2.2 External and NZTA Internal Policy

The key policy requirements in respect of urban and landscape design for all NZTA projects are:

- Land Transport Management Act (2008)
- New Zealand Urban Design Protocol (MFE 2005)
- NZTA Environmental and Social Responsibility Policy (2011)
- Urban and Landscape Frameworks - Highways and Network Operations Guideline (2009)
- Transit Urban Design Policy (2007)
- Transit Environmental Plan (2008)

These are described further in turn below:

### Land Transport Management Act (2008)

Requires NZTA to “exhibit a sense of social and environmental responsibility” in meeting the statutory objective of operating a state highway network that contributes to an integrated, safe, responsive and sustainable transport system.

### New Zealand Urban Design Protocol (MFE 2005)

NZTA is a signatory to the protocol which aims to ensure that New Zealand’s towns and cities are successful places for people to work live and play. The protocol has seven core principles which cover: connection, context, collaboration, creativity, choice, character and custodianship. NZTA (then Transit) was one of the first organisations to become a signatory of the Protocol in 2005.

### NZTA Environmental and Social Responsibility Policy (2011)

NZTA promotes an accessible and safe transport system that contributes positively to New Zealand’s economic, social and environmental welfare. The NZTA is committed to acting in an environmentally and socially responsible manner. This policy states that it will:

1. promote the safe and efficient movement of goods and people in a manner that avoids, to the extent reasonable in the circumstances, adverse environmental and social impacts

2. continuously improve performance in the management of environmental and social impacts;
3. integrate good urban design into all our activities;
4. work to improve our knowledge and understanding of the extent and condition of New Zealand’s environmental and cultural heritage assets;
5. maintain and improve opportunities for Māori to contribute to our decision-making processes;
6. actively and meaningfully engage with affected and interested persons and organisations;
7. identify and comply with all relevant environmental and social legislation and regulations;
8. Seek whole-of-life value for money by taking into account environmental and social costs and benefits when procuring goods and services; and
9. provide our employees with the skills, awareness and leadership to achieve environmental and social objectives.

### Urban and Landscape Frameworks - Highways and Network Operations Guideline (2009)

The guideline sets out the requirement, purpose and content of Urban Landscape Design Frameworks and Urban Design and Landscape Design Masterplans.

### Transit Urban Design Policy (2007)

References the Urban Design Protocol and the commitment of NZTA to urban design with the aim to:

- ensure state highways contribute to vibrant, attractive and safe urban and rural areas; and
- achieve integration between state highways, local roads, public transport, cycling and walking networks and the land uses they serve.

More specifically, this is a commitment by NZTA to ensure that:

- roads fit in sensitively with the landform and the built, natural and community environments through which they pass;
- all systems of movement along and across the corridor are integrated into the design of projects with good connections and access to communities; and
- the design contributes to the quality of public space and road user’s experience.

## 2.3 Regional Policy

### Wellington Regional Strategy (2007)

The Wellington Regional Strategy (WRS) is a sustainable growth strategy. The aim of the WRS is to make Greater Wellington ‘internationally competitive’ - a region which offers a great lifestyle and job opportunities, supported by a strong economy.

The WRS highlights the importance of a secure and efficient route along Wellington’s western corridor. The WRS notes that providing secure and reliable transport connections to the rest of the country is a key ingredient in regional economic development.

Of particular relevance to the Project is the focus on Good Regional Form and the ‘change areas’, including:

- Paraparaumu to Paraparaumu Beach: The WRS notes that the area is bisected by the existing and proposed road routes and a bus/rail transport hub, and notes that careful planning will be required integrate current and potential uses with the overall objectives of the area.
- Northern Waikanae edge: There is potential for continued northern spread of development at Waikanae North. Kāpiti Coast District Council proposes a northern extent urban edge at Waikanae. The WRS supports the development of this concept.

#### Regional Policy Design Implications

1. Aim to ensure the location and design of any interchange at Kāpiti Road enables continued growth in this ‘change area’.
2. Aim to ensure the location and design of any interchange / tie-in at the northern end of the route does not facilitate urban sprawl beyond the identified urban edge.

### Proposed Wellington Regional Policy Statement (2009)

Of specific relevance to the ULDF for the Project are the sections and objectives and outcomes of the Regional Policy Statement (RPS) that relate to:

- Landscape

There is reference to the distinctive character of local landscapes and natural features, and their importance to quality of life. However, the RPS acknowledges that landscape change is inevitable, even without human action.

The regionally significant issue for landscape is identified as “inappropriate modification and destruction of outstanding natural features and landscapes, and significant amenity landscapes”.

- Regional form, design and function

In respect of form the RPS recognises that the region has a strong corridor pattern that reinforces local centres, supports passenger transport, reduces energy use and makes services more accessible. The importance of the role of State Highway 1 is recognised, and this section of the RPS includes objectives related to transport outcomes across the region.

The regionally significant resource management issues for regional form, design and function are identified as:

- > Poor quality urban design
- > Sporadic and uncoordinated development
- > Integration of land use and transportation

Regionally significant centres that are an important part of the region’s form are noted and includes Paraparaumu. The RPS identifies opportunities for these centres such as intensification of housing, commercial activity and local employment.

Eight areas are predicted to come under significant development pressure in the future and the two relevant to this project are North Waikanae edge and Paraparaumu to Paraparaumu Beach.

#### Regional Policy Design Implications

3. Aim to avoid inappropriate modification and destruction of outstanding natural features and landscapes. It is noted that the Waikanae River is identified in the RPS Appendix 1, Table 15, as a river with significant amenity and recreational values. It is also identified in the Regional Freshwater Plan.
4. Aim to integrate land use and transportation to achieve good urban form. The location and design of interchanges will be particularly relevant to such integration.
5. Aim to facilitate intensification and improved urban form at Paraparaumu.

## 2.4 District Policy

### Kāpiti Coast District Plan (1999)

Land use is managed by Kāpiti Coast District Council (KCDC) under the Kāpiti Coast District Plan. The route traverses a number of zones in the Plan (refer Figure 1) - these are outlined below with a focus on urban and landscape design relevance.

#### Open Space Zone

A small part of the route is in the Open Space Zone in the north-eastern corner of Queen Elizabeth (QE) Park. The main objective of this zone (summarised) is to:

- maintain and enhance open space and recreation resources to ensure that recreational needs can be catered for now and into the future, while safeguarding the associated natural environments. The amenity value of reserves in terms of the character of the district is also recognized.

QE Park is a regional recreational asset, and is designated as a recreation reserve. The Park also has its own primary objective, which is:

- “To recognise that Queen Elizabeth Park provides for outdoor recreational use, while protecting a representative example of the natural landscape of the Kāpiti coastal plain.”*

Heritage values within QE Park are also recognized and provided for.

The Plan provisions relate to managing adverse effects, particularly in relation to the District’s outstanding landscape(s). The entire foredune and consolidated sand dunes are identified as an outstanding landscape, as is the river landscape of the Waikanae River. Where MacKays to Peka Peka crosses the river the outstanding landscape area is affected.

#### Residential Zone

The urban areas comprise a series of small beach and inland settlements which have, over time, expanded and become interlinked, particularly on an east-west road network. The layout and features of the residential environments vary from those that have retained qualities that are reminiscent of small communities (eg older beach areas like Raumati south) to newer developments of a relatively generic and suburban form (eg newer parts of Paraparaumu). The objective for most of the Residential Zone is to:

*“Ensure that the low density, quiet character of the district’s residential environments is maintained and that adverse effects on the amenity values that constitute this character and make the residential environments safe, pleasant*

*and healthy places for residents are avoided, remedied or mitigated.”*

The Plan allows for a small amount of medium-density housing near to Paraparaumu Town Centre. Such development would be required to meet design guidelines to ensure good design outcomes. The other planned change area is north of Waikanae (refer to Plan Changes below).

#### Town Centre Zone

The Paraparaumu Town Centre Zone is to give effect to KCDC’s vision for the town centre, which is intended to serve as a focal point for both the local community and the district as a whole. KCDC has identified amenity values which it seeks to establish and/or protect and/or enhance in respect of the town centre. These include:

- developing and enhancing a ‘sense of place’ or character for the town centre which reflects the natural and physical characteristics of the locality, if not the district;*
- developing and enhancing the natural and physical environment and landscape by recognising the relationships between existing landscape features including stream, wetlands, sand dunes and the backdrop of Kāpiti Island;*
- integration of community (cultural and recreational) and civic amenities and facilities in a town centre core to reinforce the ‘sense of place’;*
- development of the community and civic open spaces, amenities and facilities at a human/residential scale to a high standard of design and appearance.*

The plan also identifies that town centre activities should be visually and physically linked to the retail core east of Rimu Road. Medium density housing is encouraged in specific areas. The need to take flood protection into account in this area is also required.

#### Rural Zone

Most of the northern end of the alignment passes over Rural Zone land. The zone is further divided into three policy areas, and the Project alignment crosses the ‘Coastal Dune’ environment.

The ‘Coastal Dune’ environment comprises the sand hill country, including the coastal foredune, consolidated sand dune, interdune sand plains and wetlands. The Rural Zone provisions address subdivision for residential and other development in these policy areas.

The Rural Zone also contains the Tourist Activity Precinct adjacent to the existing State Highway 1 to the north of Paraparaumu which is relevant to the extent that the existing SH1 will become a local arterial after the Expressway is commissioned.

#### River Corridor Zone

The proposed alignment crosses the Waikanae River. The River Corridor Zone includes the riverbed and the adjacent floodway and is an area which, if only partially blocked, would cause a significant redistribution of flood flow with potential adverse effects on other areas.

#### Design Implications

- Aim to protect outstanding landscapes (Waikanae River, dunes and foredunes) and ecological areas.
- Aim to enable Paraparaumu town centre to intensify and develop as a focal point for the whole District.

#### Plan Changes

The District Plan has been subject to a number of plan changes relevant to the Project - several of these overlap:

- Plan Change 69 — Waikanae North Development Zone (operative 19/03/09)

This was a private plan change to rezone 69 hectares of land north of the existing residential area of Waikanae from Rural zoning to a Waikanae North Development Zone. Approximately 2400 people are projected to live in the development, in about 700-800 households.

- Plan Change 79 — Waikanae North Urban Edge (operative 26/03/10)

The Plan Change for this area manages the expansion of residential development in an area north of Waikanae. Three hundred hectares immediately to the north of the existing urban area have been identified as suitable for low impact urban development, with overall average densities similar to urban densities. North of this an eco-hamlet area is proposed (approx. 340 hectares), which would have rural-type densities. Within both of these areas structure plans would be used to ensure (amongst other things) that development

would be dictated by landform and that large areas of open space would be retained.

- Plan Change 80 — Ngarara Farm (operative 15/07/10)

Plan Change 80 was privately initiated in 2008. The plan change rezones approximately 280 hectares of land located within the Waikanae North Area, to Ngarara Zone and Ngarara Precinct in the Rural Zone, with a structure plan, objectives, rules and detailed provisions to enable development of the land into 11 neighbourhoods.

- Plan Change 82 — Bunnings Paraparaumu

Rezoning of the site from Open Space to Industrial/Service (about two thirds of the site) and Residential (the remaining one-third), changes to the rules and standards to allow the development of a Bunnings store, and a structure plan which includes a number of “no build” areas to achieve a physical separation from both residential areas and the adjoining Andrews Pond Reserve.

- Plan Change 83 — Meadows Precinct

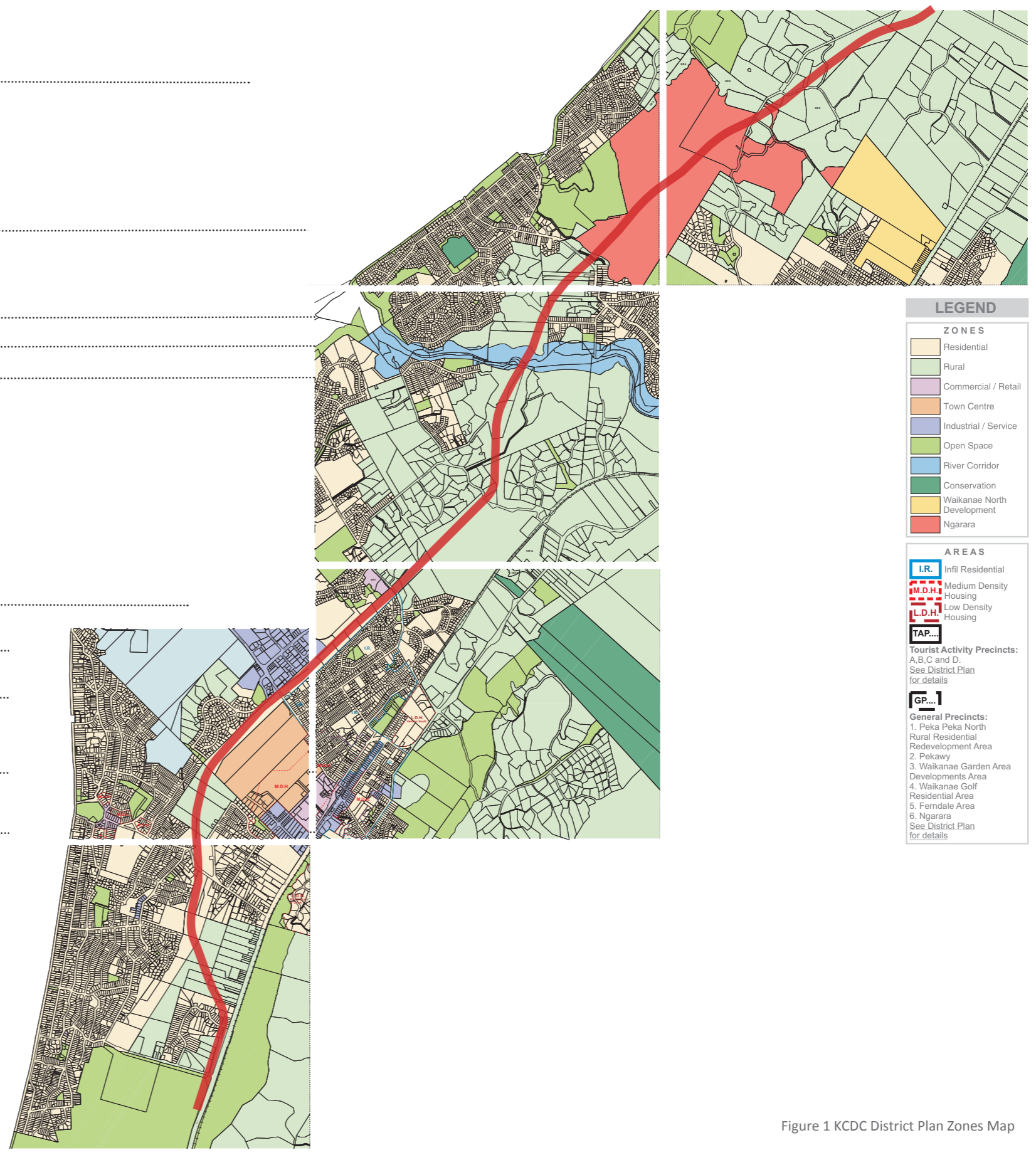
Changes six hectares of residential land at Mazengarb Road, Realm Drive and Sovereign Way to a mix of Commercial/Retail zone (approximately 3ha) and Residential zone.

#### Design Implications

- Aim to minimise disruption to planned growth areas and maintain or enhance current levels of access to these sites from Te Moana and Ngarara Roads.
- Aim to facilitate employment and residential developments growth in targeted areas. The design of the Expressway needs to take into consideration the vehicular access and amenity levels of these sites.

west side zone      **expressway**      east side zone

rural		
future residential		
rural		
river corridor		residential
rural		
		residential
industrial service		
residential		future town centre
rural		
residential		
rural		
residential		open space
rural		
open space		



**LEGEND**

**ZONES**

- Residential
- Rural
- Commercial / Retail
- Town Centre
- Industrial / Service
- Open Space
- River Corridor
- Conservation
- Waikanae North Development
- Ngarara

**AREAS**

- I.R. Infill Residential
- M.D.H. Medium Density Housing
- L.D.H. Low Density Housing
- TAP... Tourist Activity Precincts: A, B, C and D. See District Plan for details
- GP... General Precincts: 1. Peka Peka North Rural Residential Redevelopment Area 2. Pekawau 3. Waikanae Garden Area Developments Area 4. Waikanae Golf Residential Area 5. Ferndale Area 6. Ngarara See District Plan for details

Figure 1 KCDC District Plan Zones Map

## 2.5 Transport Policy

### Regional Land Transport Strategy 2007-2016

The Regional Land Transport Strategy (RLTS) guides the development of the region's transport system including public transport, roads, walking, cycling and freight for the next ten years and beyond. It has a close link with the Wellington Regional Strategy due to the connections between transport and economic development.

Key issues and pressures faced by the region include:

- Access to goods and services, employment and amenities
- Transport related greenhouse gas emissions
- Public transport capacity and mode share
- Reliability of the transport network
- Severe traffic congestion, particularly at peak times
- East-west connections between key transport corridors and regional centres.

The role of the north-south route as a primary access route into the region and to Wellington City from the north is recognised. Safety and reliability are significant issues for this corridor. An increase in road freight movement is likely to further increase peak period congestion.

The RLTS recognises the Kāpiti Coast as being an area of growth for both population and long-distance commuters, with resultant pressures on the regional transport network. The importance of freight transport through this area, and the link between this and economic growth for the region, is outlined.

A review of the RLTS is underway to enable the Wellington Regional Transport Committee to take account of several changes that have occurred since the current strategy was adopted in 2007. This includes the Government's decision to invest over \$2 billion dollars in the Wellington Northern Corridor RoNS, including MacKays to Peka Peka .

#### Design Implications

1. Aim to provide for increasing road freight movement and likely increase in peak traffic congestion. The location of Expressway interchanges has the potential to help relieve traffic congestion and remove freight vehicles from the existing State Highway.
2. Aim to take advantage of opportunities for improved public transport connections, walking, cycling and local movements along the existing State Highway as a result of the Expressway development.

### Regional Cycling Plan (GWRC 2008)

The Regional Cycling Plan responds to the policy framework for cycling set out in the RLTS. The NZTA's role is to carry out improvements to the cycling network on or across the highway network and to assist local authorities to make improvements broadly parallel to state highways.

In addition, it is expected that each local authority in the region will identify their important cycle routes through development of their local cycling strategies.

#### Design Implications

3. Aim to enhance the regional cycle route along the existing SH1 and/or provide a new commuter cycle route along the Expressway alignment.

### Cycleways, Walkways and Bridleways Strategy (KCDC 2009)

The purpose of the Strategy is to:

- Put in place a strategic direction for the future planning of cycling, walking and horse riding in Kāpiti
- Provide a strong foundation for the implementation of a cycleways, walkways and bridleways network that will enhance the experience of users with a variety of abilities.

The vision statement of the strategy is "The Kāpiti Coast is renowned for walking, cycling and horse riding." The three objectives that will realise this vision are:

- To promote walking, cycling and horse riding as safe, everyday modes of transport and recreation.
- To develop safe networks that improve walking, cycling and horse riding access and linkages throughout Kāpiti .
- To encourage and improve local, regional and nations co-ordination, co-operation and collaboration in the planning and provision of safe walking, cycling and horse riding opportunities.

The strategy takes a broad view of walking so that people with physical or cognitive disabilities, limited or no vision or hearing and those in wheelchairs or on mobility scooters are included. In the vicinity of the Mackays to Peka Peka route, the strategy actions include developing:

- A coastal walkway, cycleway and bridleway from Paekākāriki to Ōtaki;
- Extensive linkages to schools, town centres, community facilities, public transport and key natural features;
- Safe access within and across the State Highway and Western Link corridors;
- Good access up into the back country.

#### Design Implications

4. Aim to incorporate strategy actions in the Expressway design which includes linkages to important amenities and services and access across and along the Expressway corridor.

### Towards a Sustainable Transport System – A Strategy for Managing Transport on the Kāpiti Coast (KCDC 2008)

This document provides a long-term strategy for transport by all modes. Within the overall District vision, the primary transport objective for the Kāpiti Coast is to:

- "create a physical transport system that is attractive, affordable, connected, responsive, safe and offers effective mode choice so that it enables people to act in a sustainable way."

It has a broad focus on creating increased local jobs and on the district to moving away from being an 'edge community,' dependent on commuting to work, to becoming a place that has extensive local opportunities for work and business development. **Outcome 1** underpinning the Transport Vision is:

- "That Kāpiti Coast becomes nationally famous for an extensive walkway, cycleway and bridleway system that has [amongst others] the following features:
  - > A coastal walkway and cycleway from Paekākāriki to Ōtaki;
  - > Safe cycling commuter links between communities, from Paekākāriki in the south to Ōtaki in the north, and a clear focus on improved safe east-west cycling and pedestrian linkages;
  - > Particular regard needs to be had for safety for old and young users;
  - > Extensive linkages through the built-up areas to key natural features such as rivers and areas of bush;

- > Improved linkages between residential areas, schools, shopping and workplaces;
- > Good linkages between schools and centres"

**Outcome 2** focuses on quality of access:

That the level and quality of access within and between communities is improved, including:

- provision of more road linkages and multiple bridge crossings between Paraparaumu and Waikanae;
- provision of a passenger rail service to Ōtaki;
- improved night-time bus services;
- improved internal north/south and east/west linkages within Paraparaumu;
- all communities have safe and interesting pedestrian links (with good signage ) that encourage use of local areas;
- that there is easier and safer pedestrian and safer road access to the town centres – especially the Waikanae and Paraparaumu Town Centres;
- that the District's main east/west roads, especially Kāpiti Road and the road to Ōtaki Beach, are developed as beautiful boulevards.

**Outcome 3** highlights the issues of local links, requiring linkages between Waikanae and Paraparaumu to be improved to reduce energy use and travel time.

**Outcome 4** raises the issue of freight transport, seeking that the District develops a role as a transport hub, including the distribution of freight.

**Outcomes 5, 6 and 7** recognise the need to provide for local movement across the district including better public transport and an extensive walkway, bridleway and cycleway system.

#### Design Implications

5. Aim for safe commuter cycling links between communities. The Expressway offers opportunities for improved commuter cycle route(s).
6. Aim to provide an additional river crossing. The location and design of interchanges in Paraparaumu and Waikanae should improve connectivity between the two communities.
7. Aim to supplement walking, cycling and horse riding routes.

## 2.6 Parks Policy

### Parks Network Plan (GWRC 2011)

GWRC is in the process of finalising the Greater Wellington Parks Network Plan. This is the first-ever consolidated plan for managing regional parks and forests. Once approved, the Parks Network Plan will replace the management plans for Battle Hill Farm Forest Park (2008), Belmont Regional Park (1996), Queen Elizabeth Park (2006), and also the Regional Forest Lands Management Plan (2006) and the Regional Park Network Management Plan (2003).

The over-arching vision of the Parks Network Plan is:

*“To enrich lives by connecting people with healthy natural places.”*

The Plan contains 18 ‘Guiding principles for management’ and a number of general management objectives and policies covering biodiversity and ecosystems, landscape and geological features, cultural heritage, land management, visitor services, park infrastructure, partnership in parks, research and monitoring, and land tenure, acquisition and disposal.

The Plan also contains specific objectives for each of the regional parks covered by the plan. Only the Queen Elizabeth Park section (refer Figure 2) is relevant to the MacKays to Peka Peka project.

The management focus for Queen Elizabeth Park is to:

1. Preserve the coastal ecosystems, dunes, wetlands and bush remnant
2. Implement a sustainable farm management plan and continue farming operations to manage open space where appropriate
3. Provide family recreation opportunities
4. Develop and maintain a heritage precinct and associated visitor attractions
5. Recognise the historical occupation of the area by both European settlers and Māori
6. Re-evaluate future land management of the north eastern area of the park that may be affected by any Expressway development

The Plan also identifies that MacKays Crossing and Wellington Road (Paekākāriki) will be the primary park entrances.

The following matters are included amongst the projected changes identified for the park and relevant to this project:

- Develop Wainui, Whareroa and particularly MacKays as the main focal points for visitor activity and key development nodes for locating facilities and activities that are family friendly and focused on heritage.
- Work with community groups and other agencies to implement a cycle plan to link Raumati South and Paekākāriki with better opportunities both for commuter and recreation cycling.
- Work with NZTA and other agencies to maximise recreational opportunities from any proposed roading developments by NZTA.

### Te Araroa – The Long Pathway

The Te Araroa Trust was formed in 1994 with the aim of creating a “walkway the length of New Zealand for all to enjoy”. Te Araroa, The Long Pathway, is to be a 3,000 km walking track from Cape Reinga to Bluff, connecting various settlements, towns and cities en route. The Trust’s goal is to get the New Zealand walking trail in place by the end of 2010.

All sections of the route on the Kāpiti Coast are now open. The ‘South of the North Island’ section of Te Araroa intersects with the Project at the Waikanae River. The walkway follows the north bank of the river from State Highway 1 until Otaihanga, where a footbridge is used to cross the river, and continues mainly along the coast.

The section of the route through the Kāpiti District is described as:

*“An easy day’s walking after the rigours of Tararua tramping! The trail is virtually level walking for the whole 22kms, taking in some of the Kāpiti District’s icons – the Waikanae River, estuary and scientific reserve, Kāpiti Island in full view from the beach, Queen Elizabeth Park, and the distinctive cafes and local art outlets in Paraparaumu, Raumati and Paekākāriki .”*

#### Design Implications

1. Aim to minimise visual, landscape, noise, land take and other potentially adverse effects on QE park.
2. Aim for the design of the bridge over the Waikanae River to provide good amenity for pedestrians below.



Figure 2 Aerial oblique view south across QE Park - the existing SH1 is on the east edge

## 2.7 Other Policy, Strategy and Studies

### Waikanae River Floodplain Management Plan (GWRC 1997)

This Floodplain Management Plan contains information about the Waikanae River and floodplain, the risk of flooding, what has been done to minimise its impact and what is intended to be done in the future. It is a blueprint for the management of the river and floodplain during the next 40 years.

The Plan includes a set of 'outcomes' as a result of examining various options for dealing with the flood problem.

The Expressway crosses the Waikanae River (refer Figure 3) in the vicinity of Makora Road (Otaihanga) and Kauri Road (Waikanae). Within this area a wide river corridor is identified, as well as areas of ponding. Considering the impact of structures in a flood is identified as an issue within the river corridor area, as are recreation, cultural and ecological issues.

The Plan has no statutory status, instead the Regional Plans (such as the Regional Freshwater, Soil, Coastal, Discharges to Land, Landscape and Air Quality Plans) and the Kāpiti Coast District Plan will be used to implement the objectives of the Floodplain Management Plan.

#### Design Implications

1. Aim for any structures in the river corridor and floodplain to have a neutral influence on flood risk
2. Aim to integrate bridge and other structure's design with the recreation, cultural and ecological context



Figure 3 Aerial oblique view west along Waikanae River

### Kāpiti Coast: Choosing Futures - Development Management Strategy (KCDC 2007)

This document sets out KCDC's strategy for the management of development and settlement on the Kāpiti Coast. It is written within the context of Kāpiti Coast: Choosing Futures – Community Outcomes and also takes into account the growth framework emerging from the Wellington Regional Strategy process. The strategy is divided into four parts: Context, District Form, Urban Structure, and Design and Processes.

#### Part 1: Context

The links between the strategy and other KCDC publications are outlined, including the Community Vision (Kāpiti Coast: Choosing Futures), and the outcomes of consultation that indicate the desires of the district's communities in terms of growth and development. It also refers to the 14 sustainable development principles adopted by the Council.

#### Part 2: District Form

Deals with 'macro form' which shapes the broad feel and structure of settlement across the whole District. Part 2 covers landforms, rivers and green corridors, the coast, natural hazards, urban development areas, rural lands, major transport and access linkages, and wāhi tapu, culture and heritage sites. The Strategy recognises that the Kāpiti Coast is defined by five very strong natural features:

- the coastal edge;
- a coastal plain made up of dunes and inter-dune wetlands and peat areas, in some cases overlaid with river gravels, and with areas of remnant vegetation;
- the southern coastal escarpment and coastal hills rising sharply from the coastal plain;
- swift-flowing rivers and streams, with remnant riparian vegetation and in some cases major estuaries;
- the bush clad Tararua and associated ranges.

There is a strong emphasis on the form of development being fundamentally shaped by natural features, rather than simply taking account of individual effects on these.

This part of the Strategy also outlines the KCDC position on urban growth and urban consolidation. The form of growth in the district is proposed to include a growth area at Waikanae North, developed within an explicit sustainable urban form framework and including a defined 'urban edge' as a limit

to expansion. The role of the Western Link Road in ensuring connectivity for this area is stated.

The Strategy also deals with major transport systems and access linkages. Connectivity is at the forefront of the approach, with a desire to increase the range of transport mode choices and provide alternatives to both fossil fuel use and State Highway 1 use. The document considers extension of the passenger rail system as the most pressing issue for the Western Corridor, with supporting bus, pedestrian and cycling access. The desire for a passenger rail station at Raumati is highlighted, and the need for a north-south connection through the district (Western Link Road) is highlighted. There is detailed information about the Western Link Road in this strategy.

An indicative network for cycling, walking and bridleways is outlined in the strategy. The links between this and management of development and the open space network in the district are highlighted. Fifteen priority routes are outlined, with several of these in the vicinity of the Project.

#### Part 3: Urban Structure

Part 3 is concerned with the strategic approach to urban structure in terms of the more detailed form of the urban parts of the District. There is specific focus on the uniqueness and cohesion of settlements, the role and location of major activities in the centres, and the management of urban densities and industrial areas.

The nature of each of the district's five communities is summarised, with the need to carefully integrate any planned new major road (in this case, the Western Link Road) carefully into these communities. The characteristics of these communities that need to be protected is considered in some detail. The Strategy discusses development of higher-density areas, and states that :

- *"The encouragement of intensification of residential activities around centres and public transport nodes is a key aspect of managing urban growth and creating vibrant centres".*

In terms of industrial land, the strategy highlights the preferred approaches for the Matai Street, Ihakara/the existing SH1/Railway area, Te Roto Drive/Kāpiti Road in Paraparaumu (including the airport), and Waikanae. The extension of industrial land and business parks is also considered.

#### Part 4: Design and Processes

Part 4 outlines the processes and design principles that will be used to deliver the strategy's outcomes.

#### Design Implications

3. Aim for internal connectivity within the district to support access to local centres
4. Enable Waikanae North to accommodate urban growth in the future, and for access to this area to be factored into the design
5. Ensure that the safety and reliability of the new route will address the problems of the existing State Highway
6. Aim to not preclude the potential for a passenger rail station (with park and ride facilities) at Raumati
7. Seek to improve a network of cycling, walking and horse riding routes
8. Recognise the individual characteristics of each of the district's communities

### Kāpiti Coast Choosing Futures Community Plan (KCDC 2009)

The LTCCP is an umbrella document and has two parts which include a context description (wellbeing concepts, sustainable development principles, summary of Community Outcomes, tāngata whenua message and vision, the regional direction, significant issues risks and uncertainties). It sets out detailed activities to be undertaken and a summary of funding and rating policies. Part two contains financial and funding policy and how performance on all the activities and their levels of service will be measured.

Additional monitoring requirements are also to come from the District Plan review which is currently in train.

#### Design Implications

9. Align monitoring requirements for the Project with KCDC monitoring outcomes to ensure useful and comparable results.

### Kāpiti Coast District Open Space Strategy (Draft 2011)

The draft Open Space Strategy sets a vision for the provision and management of open space in the District. The strategy provides a vision:

*The open space vision for the Kāpiti Coastal District Council is to develop a rich and diverse network of open spaces that protect the region's ecology and support the identity, health, cohesion and resilience of the District's communities. This vision applies to both public and private land.*

The strategy identifies a range of gaps between what exists now and what is desired in terms of open space. It then provide objectives and actions to achieve those. Of relevance to the ULDF are:

- To protect areas of high natural character and amenity value
- To develop a coordinated, clearly defined and where possible, linked system of public and private land of an open, cultural or natural character that together can provide:
  - > a buffer of visual contrast to the built environment;
  - > ecological corridors for improved ecological resilience;
  - > an alternative access link between communities;
  - > increased movement choices between public open space.
- To develop a network of open spaces which support Kāpiti's distinct community identity and relaxed lifestyle values.

### Kāpiti Coast District Coastal Environment Study (Draft Aug 2011)

This draft study has been undertaken to support the KCDC District Plan review process and to assist with Council's other initiatives in managing the natural character of the coastal environment. It describes the identification methodology for, and maps of, the extent of the coastal environment and the areas of high natural character within it. This study is at a draft stage and has had no review or consultation inputs (at the time of ULDF) writing. It has no statutory recognition under the RMA.

It is noted that the Coastal Environment Study identifies almost all of the flat plains of Kāpiti from the coast to the foothills as "Coastal Environment". According to this study all of MacKays to Peka Peka would thus be within the Coastal Environment, but none of the areas of high natural character are affected by the Project.

### Kāpiti Coast District Landscape Study (Draft July 2011)

This draft study has been undertaken to support the District Plan review process. It describes the landscape and identifies the natural features and landscapes considered outstanding. This study is at a draft stage and has had no review or consultation inputs (at the time of ULDF) writing. It has no statutory recognition under the RMA.

It is noted that in relation to this study MacKays to Peka Peka affects:

- The Lower Waikanae River (in the District Plan as an outstanding landscape) which is described as a *significant amenity* feature/landscape.
- The Ngarara Dunes which are described as an *outstanding natural* feature/landscape

#### Design Implications

10. Aim for the design to enhance linkages within and across the Expressway corridor to provide connections for people moving between communities and for the ecological benefits.
11. Recognise that in the future the Landscape and Coastal Environment management in the District Plan could change, although at this early stage in study process it is too early to prospect any implications for MacKays to Peka Peka.