

MEMO

Project Number	FTAA-2603-1194
To	Fast-track Panel – Waikanae North Development
Subject	Response to Minute 12
Date	2 October 2026

Purpose

1. This memorandum responds to Minute 12 of the Panel dated 29 September 2026, which requests further information from the Applicant on two matters set out in Appendix 1 to the Minute:
 - (a) an assessment of the social effects of the proposed development on the existing and future community (paragraphs [1] to [3]); and
 - (b) the effects of the development on pedestrians, cyclists and horse riders using the local road network, and the mitigation available for those effects (paragraphs [4] to [7]).

Social effects

The request

2. The context of the request is the following paragraph in the conclusion of the substantive application:

“The proposal satisfies the purposes and principles of Part 2 of the Resource Management Act 1991, enabling the sustainable management of the Site’s natural and physical resources while providing for the social, economic, and cultural wellbeing of future residents and the wider community.”
3. The request from the Panel asks what supports that conclusion in terms of the social wellbeing of future residents and the wider community.
4. The application did not provide a standalone social impact assessment, rather, social effects are considered through an amalgam of various topic areas, most notably, urban design (Masterplan Design Report (MDR) and Urban Design Assessment (UDA) and economic considerations.
5. In addition, none of the subject area disciplines have identified adverse effects that could give rise to social effects of any material consequence.

The future community

6. The proposal has been carefully master-planned as an integrated community rather than just as a subdivision of residential lots. “Design for community” is one of the seven design principles that structure the MDR: to create a setting for community to develop and thrive, to incorporate opportunities for children’s play, and to place a new local centre at the heart of the

development¹ (MDR section 3; substantive application section 7.2.3). The elements of the masterplan that give effect to that principle are as follows:

- (a) **Housing variety and choice.** The proposal provides for dwellings across a range of typologies – detached dwellings on a wide range of lot sizes, semi-detached and terraced housing, walk-up apartments, and larger coastal lifestyle lots at Paetawa Road – with medium density housing concentrated around the local centre and the higher-amenity open spaces (UDA section 4.2.2). The range extends the district’s housing offer across price points and lifestyles, at an average price the Economic Assessment estimates to be 20 to 30 per cent below comparable developments in the study area.
- (b) **A local centre.** A local centre of approximately 3,500 m² GFA is located centrally on the connector routes, within a walkable catchment of most homes. It provides for a small supermarket, cafés and restaurants, medical and health services, professional services and convenience retail, together with a community building (approximately 210 m²) and an adjoining community space that faces the neighbourhood park (application section 7.2.3; UDA section 4.2.2). Appendix 30 identifies the centre’s role beyond retail as “a social exchange point for residents and visitors”, realised through its street-based form, and estimates that it will support around 80 jobs. The community space provides flexible space for community and cultural activity, and the proposed conditions provide for mana whenua involvement in cultural narrative, naming and the management of open space.
- (c) **Parks, open space and walkways.** Open space provision was developed with input from Kāpiti Coast District Council (KCDC) against the Kāpiti Coast Open Space Strategy (UDA section 4.2.4). It comprises a 5,100 m² neighbourhood park adjoining the local centre and community building, with an open field, playground and barbecue facilities; a town square between the centre and the adjoining wetland; an eastern reserve serving homes in the eastern extent of the site; the retained dune ridgeline as a north–south open space spine; the retained and restored wetlands, with edge trails; and some 5.6 km of off-street trails linking these spaces along the stream corridors (MDR pages 32 and 33). All dwellings are within walkable proximity of public open space.
- (d) **Connection and movement.** The street network is interconnected and legible, with footpaths on all streets, cycle lanes and shared paths on the connector routes, and a bus-capable spine so that public transport can be introduced as the population supports it. Streets are designed as social spaces, with low fencing and visual connection between homes and the street. External active mode connections are provided to the Expressway shared path (two connections), to Peka Peka Road and, by the boardwalk across Te Harakeke Swamp, to Paetawa Road and the beach.

The existing community

- 7. The existing Peka Peka community (approximately 700 residents) has no commercial node and relies on Waikanae and Paraparaumu for everyday goods and services. The proposed local centre is conveniently positioned on the Peka Peka Road access and is sized to serve the everyday needs of both the development and its immediate catchment (application section 7.2.1; Appendix 30 sections 2 and 3).

¹ The design principle of “Comprehensive and integrative planning” also notes the role of the local centre as a focal point of the development.

8. The public open space, trails, wetland and dune landscapes will be publicly accessible, adding to the recreational amenity of the immediate area and wider district, and the Te Harakeke Swamp connection gives the Paetawa Road and beach community an off-road route to the Expressway shared path (UDA section 4.2.1).
9. The conclusion at page 203 of the substantive application – that the proposal provides for the social wellbeing of future residents and the wider community – was made drawing on the material summarised above.

Effects on, and mitigation for, other modes of transport

Context

10. Paragraphs [4] to [6] of Appendix 1 of the Panel’s request summarise KCDC’s response to Minute 8 (3 September 2026) and the transport conferencing of 7 September 2026. It is helpful to record what KCDC actually concluded in its Minute 8 response as it is informative to this response:
 - (a) **Pedestrians.** On Peka Peka Road and the coastal route north of William Street, given the distances to facilities and the limited footpaths, KCDC considers that pedestrian movements “are likely to be very low on these roads and hence unlikely to be impacted by the additional WNDL development traffic”. The potential effect Council identifies is on pedestrians crossing the more built-up sections of William Street, Field Way, Huiawa Street and Rauparaha Street, which have footpaths on both sides and carry school bus routes.
 - (b) **Cyclists.** Council assumes that cyclists on these roads are recreational rather than commuter riders, riding at quieter periods, and that because the roads will operate within capacity there will be no negative impact on cyclists in terms of delay. Its concern is safety, given the absence of dedicated facilities on the coastal route.
 - (c) **Horse riders.** Council has no data. It notes the horse rider warning signs on Paetawa Road and Peka Peka Road, and that it would ordinarily consult its community advisory groups on this matter, which the fast-track timeframe has not enabled.
11. The Applicant notes that Council’s identification of these matters as an information gap is recent. WNDL has engaged with the Council on the project for a number of years. The draft ITA was provided to Council in October 2025 and was the subject of Council’s review and an independent peer review (14 November 2025) before the application was lodged, followed by a transport meeting with Council on 25 November 2025. Council’s section 53 comment of July 2026 attached a further transport memorandum, and further meetings with Council and NZTA were held on 8 and 15 July 2026, focussing on the Te Moana interchange. Pedestrians and cyclists were raised through that pre-application process in the context of the site’s connectivity to the wider active mode network, and were addressed on that basis. Horse riders were not raised at any stage before Council’s Minute 8 response, which records that Council has not yet consulted its own advisory groups on the matter. While the issue that has been raised by Council both lacks substance and has only belatedly been raised, the Applicant has nonetheless engaged with the request on its merits, as set out below.
12. The existing environment is relevant context. Peka Peka Road carries approximately 1,340 vehicles per day (vpd) and Paetawa Road approximately 1,090 vpd, rising through the coastal route to 4,000 vpd on Rauparaha Street (ITA Table 3-1). The posted speed limit on Peka Peka Road has recently been reduced from 80 to 60 km/h, and Council has widened approximately 0.5 km of the road east of the site access to provide a cycle shoulder, with funding presently

being sought to complete the widening along its length (ITA section 3.2.1). The crash record for 2020 to 2024 shows no reported crashes on Peka Peka Road between Paetawa Road and Peka Peka Link Road. Of the five serious injury crashes across the 16 km of routes studied, two involved cyclists and none involved horses (ITA section 3.4). Further detail on these incidents is provided in the ITA.

(a) How baseline data on pedestrians, horses and cyclists can be obtained

13. WNDL understands that KCDC undertakes an annual programme of cycle counts at approximately 25 sites across the district, including sites on Peka Peka Road and Paetawa Road. The counts are usually undertaken towards the end of summer using tube counters. As an annual count and monitoring programme, the data provides insight into changing demand that in turn informs Council's forward programme of new and upgraded assets and their funding. WNDL understands that Council does not presently have an equivalent count programme for pedestrians or horse riders.
14. More comprehensive baseline data for pedestrians, cyclists and horse riders could most effectively be obtained through targeted manual count surveys or video capture surveys at the locations on Peka Peka Road, Paetawa Road and the coastal route relevant to the development's traffic, as an extension of the count programme Council already undertakes.
15. WNDL considers that baseline data of this kind is most appropriately obtained by Council, as an extension of its existing annual count programme. Council owns and operates that programme, including the count sites on Peka Peka Road and Paetawa Road. It holds the relationships with the community and its advisory groups through which pedestrian and horse rider use of the local roads is best understood, and the programme exists to inform Council's own forward works programme and its funding, which is where any response to changing demand on the local road network would be delivered. Because the development's traffic will accrue incrementally over up to 15 years, an ongoing programme of this kind is also better placed than a one-off survey to capture change over time and to attribute it among various sources of growth in the area.

(b) The effect of the development on existing users of the network

16. The development will generate approximately 9,700 to 9,900 vehicle movements per day at full build-out, distributed approximately 65 per cent to the east via Peka Peka Road and 35 per cent to the west via Paetawa Road and the coastal route (ITA section 9.1; s53 transport response, comment 4.1). Those movements accrue incrementally across the 17 stages of the subdivision (ITA Table 9-2). Council's own assessment is that Peka Peka Road will accommodate the development traffic efficiently, and that the coastal route roads will remain within the capacity of a local community connector (up to 8,000 vpd under NZS 4404:2010).
17. For pedestrians, cyclists and horse riders, the effect of additional traffic on roads without dedicated facilities is one of increased interaction with vehicles, rather than one of delay or capacity. Existing users of Peka Peka Road, Paetawa Road and the coastal route may experience that increased interaction as traffic volumes progressively increase with changing land use and further residential development, noting that for the WNDL site this would occur incrementally over a long period, potentially up to 15 years. The magnitude of the effect depends on how many such users there are and where they are. On the present information, Council's own view is that pedestrian use of Peka Peka Road and the northern part of the coastal route is very low, and that cycling use is recreational and concentrated at quieter periods.

18. While some active mode users may perceive a reduction in amenity from higher passing traffic volumes, pedestrians and horse riders are able to use the existing grassed road berms, which are separate from moving traffic. For cyclists riding within the carriageway, future extensions of the walking and cycling improvements already being progressed on Peka Peka Road will further enhance their level of service over time. Those improvements, and the associated reduction in the posted speed limit from 80 to 60 km/h, are examples of Council's continuing attention to, and funding of, infrastructure improvements for these users. In addition, from 1 October 2026 amendments to the road user rules require drivers to leave a minimum gap of 1.5 m when passing cyclists, horse riders and other vulnerable road users. That requirement applies on every road in the network irrespective of traffic volume, and directly addresses the interaction between passing vehicles and the road users the Panel has identified.
19. Importantly, the development also creates a new opportunity for through-site pedestrian and active mode connectivity between the Expressway shared path and the coastal route via Paetawa Road – by the two connections to the shared path, the cycle lanes and shared paths on the internal connector roads, and the Te Harakeke boardwalk – providing an alternative connection that is separate from Peka Peka Road. This improves network permeability and recreational access, and provides a more direct and attractive route for walking and active mode movements through the area as an alternative to Peka Peka Road and parts of the coastal route. That benefit extends beyond future site residents, strengthening the broader active transport network across northern Waikanae.

(c) Mechanisms outside the site to mitigate effects and create a safe network for other modes

20. The conditions of consent the Applicant is preparing following expert conferencing (Conditions Version 3, filed with the Panel on 2 October 2026) already secure the following at the interface between the site and the surrounding network:
 - (a) roading plans for certification which will address the site accesses on Peka Peka Road (incorporating Council's on-road cycle lane) and Paetawa Road (draft Condition S66);
 - (b) the upgrade of the Peka Peka Road intersection, in general accordance with the ITA and the design certified by KCDC, before the occupation of 400 dwellings (draft Conditions S68 and S69);
 - (c) Safe System Audits at detailed design and post-construction, with the audit recommendations incorporated into the works (draft Conditions S70 and S71); and
 - (d) a Track Design Plan for the walking and cycling network that includes a safety assessment of every point at which a track or path connects to a road or to the external walking and cycling network – including the Expressway shared path and Paetawa Road connections – identifying the crossing treatments, sight lines, lighting and signage required, and requiring those measures to be in place before the link opens for public use (draft Conditions S79 and S80). A safe pedestrian crossing of Paetawa Road at the walkway connection is to be resolved through that process (s53 transport response, comment 4.5).
21. Beyond the site boundary, the mechanisms that exist are Council's. Council's Long Term Plan 2024–34 which provides for continued investment in walking and cycling infrastructure across the district, including NZTA Waka Kotahi co-funding of approximately \$1.5 to \$2.0 million per year. Although specific improvements to the coastal route are not currently prioritised, they are identified in Council's Walking and Cycling Plan and can be expected to attract increasing

attention for funding as growth, including the WNDL site, comes on line. The Peka Peka Road cycle shoulder widening and speed limit reduction already delivered are examples of that programme at work.

22. Council's Development Contributions Policy provides the mechanism to fund growth-related transport upgrades – including roading, cycleway, footpath, pedestrian crossing and intersection safety improvements – in response to the increased demand arising from development. Development contributions are the established means by which growth contributes proportionately to network-wide improvements of this kind, where existing users and several developments together generate the demand. Recent FTAA amendments mean that development contributions can be applied post the grant of consent.

Conclusion

23. The positive social effects of the proposal on the future and existing community are assessed across the application and are fundamentally grounded in the masterplan design - an integrated community with a range of housing, a local centre and community facilities, an extensive public open space and trail network, and connections that benefit the surrounding community. There are no material adverse social effects arising from the proposal that have been identified as a result of subject area assessments, that are not addressed by conditions.
24. In respect of pedestrians, cyclists and horse riders, there is no basis to anticipate any significant adverse effects arising from the development. Baseline data can be obtained as an extension of Council's existing count programme, as set out at (a). The effect of the development on those users is one of incrementally increasing exposure on roads that Council considers will remain within capacity. The interface between the site and the surrounding network is secured through the draft conditions. Network-wide improvements are within the province of Council's ongoing programme, to which the development can contribute through development contributions - to the extent this is considered necessary and justifiable by Council.

On behalf of Waikanae North Developments Limited



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