

Comments on a Substantive Application under section 53 of the Fast-track Approvals Act 2024

Fast-track project name	Waikanae North Development
Fast-track application number	FTAA-2603-1194
GW file number	FTA260420

Comments from	Regional Transport and Metlink Strategy & Investment and Network & Customer teams
Date	23 June 2026
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Comments

Statutory documents considered when preparing these comments

In preparing these comments, we have considered the relevant objectives and policies in the Wellington Regional Land Transport Plan 2025-35 (RLTP), the Regional Public Transport Plan (RPTP), and the Regional Policy Statement. The relevant objectives and policies are outlined below.

- Objective 2 of the Regional Land Transport Plan envisages that “Transport and land use are integrated to support compact urban form, liveable places, and a strong regional economy”.
- The RPTP guides the design and delivery of public transport services, information and infrastructure in the Wellington region. Of particular relevance is the strategic focus area of “promoting more efficient land use and urban development that maximises access to public transport services and minimises the costs of delivering them”.
- The RPTP’s Network Design Principles are also an important consideration and are further referenced in our comments below in relation to appropriate density and land use characteristics.

In addition, we have considered the proposed development in terms of its alignment with the following Regional Policy Statement policies (all requiring consideration when deciding on resource consent matters):

- Policy CC.9: Reducing greenhouse gas emissions associated with subdivision, use or development.

- Policy 55: Managing greenfield development to contribute to well-functioning urban areas and rural areas.
- Policy 57: Integrating land use and transportation.
- Policy UD.5: Contributing to well-functioning urban areas.

Key issues

1. **The site is not well-located or connected with existing amenity.** Due to its location, and lack of proximity to existing retail centres, schools and other amenities, as well as limited public transport links, this development is likely to create a high level of private car dependency, putting more pressure on the local road network and generating negative outcomes for transport generated emissions, public health, and road safety compared with well-located and connected housing development. This is inconsistent with the Regional Land Transport Plan, which envisages that “Transport and land use are integrated to support compact urban form, liveable places, and a strong regional economy”, and is also inconsistent with the strategic objective of the Regional Public Transport Plan and a number of the policies in the Regional Policy Statement policies, as outlined above. Furthermore, it is also inconsistent with the Future Development Strategy, developed collectively by councils of the Wellington Region, in that it is not a greenfield site identified in this strategy.
2. **No local amenity.** The proposed site location is not within close proximity to any local centres. With the exception of Harrison's Garden Centre and café, there are no existing destinations, shops, services and facilities within a reasonable walking distance. We acknowledge that a commercial centre will be enabled through the development, and if this eventuates, should serve at least some of the needs of residents. However, enablement of a commercial centre is no guarantee of its fruition, given that commercial feasibility is a major dependency. There is also the likelihood that by the time a commercial centre does eventuate, the travel behaviour of residents will largely be established.
3. **The development is likely to generate substantial additional traffic volumes on local roads.** While the site is close to the Kāpiti Expressway, there is no connection via the expressway to the south from Peka Peka. Instead, residents will need to use local roads (Old SH1 or Paetawa Road) to reach Waikanae, Paraparaumu and other destinations to the south. This is likely to significantly increase traffic volumes through Waikanae town centre, potentially eroding the safety and reduced severance benefits and de-tuning opportunities created by construction of the Kāpiti Expressway.
4. **The development is not well-connected by active transport.** Greater Wellington supports the provision of active transport connections with the shared path that runs along the SH1 expressway (see pp. 8-9 of Integrated Transport Assessment). However, this cycleway does

not connect directly with any amenities in Waikanae or Paraparaumu. Instead, residents will need to use roadways to access shops, services and the nearest railway station. Greater Wellington also questions the suggestion that cycle connectivity is provided through existing on-road cycle lanes between the site and Waikanae town centre, given the nature and speed of the surrounding road environment, which is unlikely to encourage future residents to make this trip by bike.

5. **The development is poorly connected to public transport.** The site is not served by existing bus services and is well beyond what would be considered a walkable catchment for existing low frequency bus routes which serve Peka Peka. The nearest existing bus stop is at the Peka Peka interchange (serving bus route 290 Waikanae–Otaki return, which runs between half hourly and hourly and the twice weekly 291 bus from Waikanae to Levin). This is about 1 km from the nearest location on the proposed development site and over 2 kms from the furthest point in the development. Given the buses' frequency and distance from the proposed development, it is unlikely that there will be high use of the service by residents.
6. **Increased pressure on park and ride capacity at Waikanae Station.** We note that the development will likely create additional patronage on the Kapiti Line rail service. We are confident the service can accommodate this increase in patronage resulting from this and other residential developments along the Kapiti line, particularly in light of work under way to increase capacity through the Lower North Island Rail Integrated Mobility (LNIRIM) programme. However, we are concerned the additional volume of private vehicle traffic/travel to access this rail service is also likely to put pressure on the existing rail station park and ride facilities – particularly at Waikanae.
7. The Waikanae park and ride facility is located at 32 Main Road, Waikanae and has an existing capacity of 377 parks (see Figure 1). This facility is well used, with our data showing it is usually 85% or more occupied by 7.00am to 7.30am on weekdays (see Figure 2).

Figure 1: Map of the Waikanae park and ride facility and surrounding area

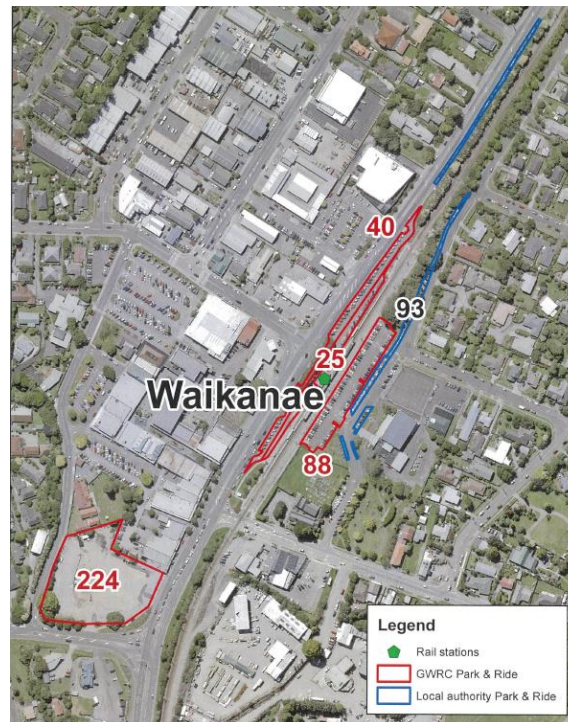
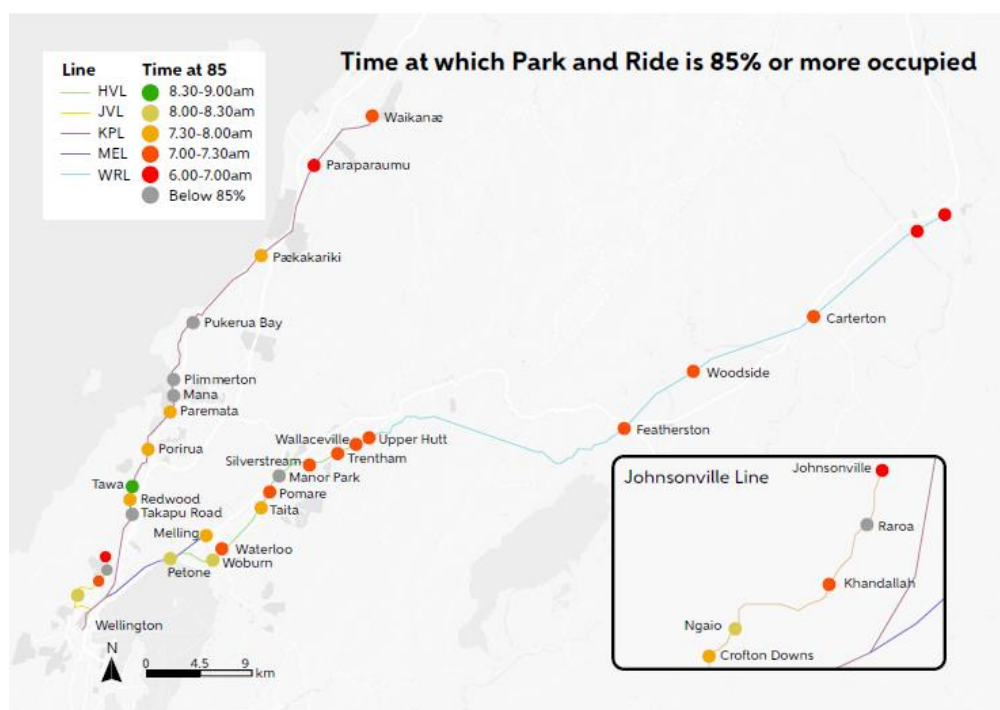


Figure 2: Park and ride data from the Greater Wellington Regional Public Transport Plan 2025-35 (pg. 140)



8. The ability to expand the park and ride facility is limited due to its location in the central business area in Waikanae. It would require the purchase of property, and this is currently not planned for or budgeted for in the Greater Wellington Long Term Plan.
9. **Rail station at Peka Peka.** The applicant states that “There is alignment between the Metlink feedback regarding Tūhono trains and the KCDC growth strategy that identifies, indicatively, a future railway station at Peka Peka” (Substantive Application, p.38).

The Lower North Island Rail Integrated Mobility (LNIRIM) programme, which includes the purchase of the Tūhono trains, is being delivered jointly by Greater Wellington, Horizons Regional Council and KiwiRail, and includes significant infrastructure improvements, such as upgraded stations, new stabling yards, and passing loops to support the expanded fleet and timetable. However, there is no plan to deliver additional rail stations as part of this programme.

The RPTP 2025-35 notes the intention to “Investigate the potential for new rail stations north of Paraparaumu”. However, Greater Wellington/Metlink has not identified any specific locations at this time and no funding has been allocated for planning and/or constructing any new rail stations in the Wellington region. Funding would need to be sought through a future RLTP based on a suitable business case.

10. **Future-proofing for a bus service.** Greater Wellington/Metlink supports a road layout that allows for buses in the future, including the provision of primary and secondary connector routes and identification of future bus stops, if a service becomes viable. Key considerations for Greater Wellington/Metlink as a Public Transport Authority will include efficiency and affordability of providing a new bus service, ability to connect efficiently to the wider bus network, along with the density, population and demand thresholds set out in Wellington's Regional Public Transport Plan (RPTP). (The Regional Public Transport Plan population threshold for consideration of an additional bus service for a new development is 2,700 residents.)
11. Further consideration should be given to the potential for accessible bus stops, including footpath and berm space for shelters and sufficient room for bus manoeuvring. A clear route spine or loop through the development should also be identified, with characteristics that support future bus services such as internal and external road connections and footpath and road layouts that can potentially accommodate accessible bus shelters and bus manoeuvring.

Key matters that the Panel should consider

12. Due to its location, lack of existing amenity and poor connection with public transport, the proposed development is likely to lead to high levels of car dependency, generating negative

outcomes for greenhouse gas emissions, public health, and road safety. A successful commercial centre would help mitigate some of these effects by providing for some of residents' needs within the development. However, as noted, due to considerations of commercial viability, there is no guarantee such a commercial centre will come to fruition.

13. The proposed development does not align well with the objectives and policies of the Regional Land Transport Plan, the Regional Public Transport Plan and the Regional Policy Statement. In particular:
 - (a) It does not integrate land use and transport to support compact urban form (Objective 2, Regional Land Transport Plan and policy 57, Regional Policy Statement)
 - (b) It will not lead to more efficient land use and urban development that maximises access to public transport services and minimises the costs of delivering them (Regional Public Transport Plan)
 - (c) It is likely to increase rather than reduce greenhouse gas emissions associated with subdivision, use or development (policy CC.9 Regional Policy Statement), owing to high car dependency
 - (d) It does not contribute to well-functioning urban areas (policies 55 and UD.5 Regional Policy Statement).
14. With respect to public transport services, Greater Wellington considers that the development will have several adverse effects that are currently unmanaged by the proposal. These include:
 - (a) Impacts on park and ride facilities at Waikanae;
 - (b) Existing public transport services within the area are not sufficient to service the development;
 - (c) Creating an expectation that the development may be serviced by a bus service, in the absence of adequate infrastructure or funding for a new service.
15. Greater Wellington considers that there should be further discussion between the Applicant and Greater Wellington in order to resolve these issues.