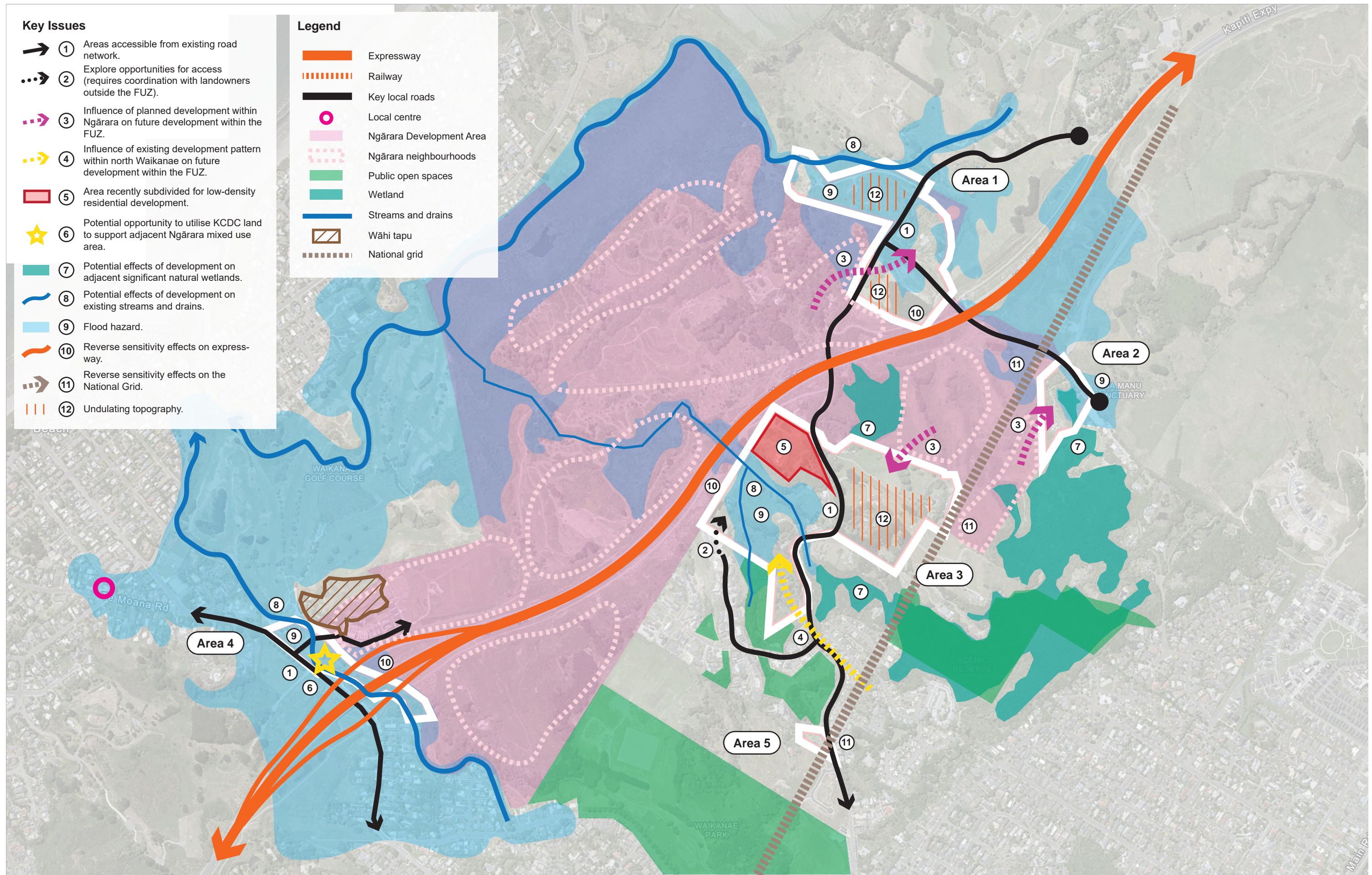


WAIKANAE FUTURE URBAN ZONE

HIGH-LEVEL CONSTRAINTS AND OPPORTUNITIES ANALYSIS

JUNE 2022





Future Urban Zone **Waikanae**

Key constraints	Key opportunities
<ul style="list-style-type: none">Low access to existing centres and public transport.Cohesive growth relies on development within the Ngārara Development Area.Some areas prone to flooding.A special amenity landscape covers the majority of the area.	<ul style="list-style-type: none">Opportunity to coordinate with the ongoing development of the Ngārara Development Area.Some opportunities for cohesive growth.

Issue (note 1)	Observations	Rating
Mana whenua	<ul style="list-style-type: none">There are several archaeological sites located around the expressway. The likelihood of archaeological discovery is relatively high.The Ngārara stream runs along the northern edge of areas 1 and 2. This is identified as a site of significance to Te Ātiawa ki Whakarongotai.The Taewapirau urupā is located to the north of area 4.The Waimeha stream runs through area 4. This is recognised as a site of significance to Te Ātiawa ki Whakarongotai.	See note 2
Urban form	<ul style="list-style-type: none">The Future Urban Zone is fragmented in to 5 areas, the majority of which are located around the Ngārara Development Area. As such, the development of cohesive urban form will rely on development at Ngārara.Proposed development at Ngārara is based on a series of clustered neighbourhoods, with the southernmost neighbourhood (Waimeha) being the densest.Area 1 is located between the Homestead Dunes neighbourhood of the Ngārara Development Area and rural zoned land to the north. As there is no established urban form in the area, new development may tend to be low-density.Area 2 is located on the edge of the Ngārara Development Area and is surrounded by open space and rural zoned land. Urban form in this area is likely to be low density and influenced by the development of the Ngā Manu neighbourhood.Area 3 is located between the existing urban area at Ferndale and the Ngārara development area. Existing urban form in the area is low density, and this is a pattern that may continue with new development.Areas 4 and 5 are small and would integrate with surrounding urban form.	
Local neighbourhoods	<ul style="list-style-type: none">The majority of the Ngārara Development area is yet to be developed, and as such retains a generally rural character. In general, there is little in the way of established neighbourhoods in the vicinity of areas 1 and 2. Development of these without consideration of adjacent future neighbourhoods in Ngārara could risk creating poorly integrated neighbourhoods.Development at area 3 could be undertaken as an extension of the existing Ferndale neighbourhood, but would need to consider integration with the Kānuka Ridge neighbourhood to the north.Development of areas 4 and 5 is likely to be able to integrate with existing neighbourhoods.	
Activity centres	<ul style="list-style-type: none">The majority of the FUZ is relatively distant from any established centres or commercial services and community services.Small areas of mixed use activity are planned for some neighbourhood centres within Ngārara (to the north of the expressway).The closest school is a primary school located about 1km south of area 3.	
Residential development	<ul style="list-style-type: none">Development in the area is likely to contribute modestly to housing supply.The fragmented nature of the FUZ, low access to centres, and the location on the urban edge is may result in a low diversity of housing types.The northern extent of area 3 has recently been subdivided for very low density development, so is unlikely to be redeveloped in the short to medium term.	
Business land	<ul style="list-style-type: none">There is no existing business land within the zone.There appears to be no sensitive business activities at the boundary of the zone.	
Transport networks	<ul style="list-style-type: none">Primary access to areas 1 and 3 is via Ngārara Road. Area 2 is accessed via Ngā Manu Reserve Road, which is a cul-de-sac located off Ngārara Road.All areas have relatively good access to the Expressway.Development would have good access to existing active modes along the Expressway.The area is not serviced by public transport. Residents would have access to Waikanae train station, although distance to the station may encourage driving to the station. This may put pressure on park and ride facilities.	
Infrastructure and servicing	<ul style="list-style-type: none">All areas have access to water supply, except for area 2.All areas have access to existing waste water reticulation, except for area 3.Depending on scale, development in the area may trigger upgrades to the existing waste water plant, and/or pipes and pump stations between the area and the plant.There are open stormwater drains that run through areas 1, 2 and 3. These drains run in to the Ngārara stream. Urban development in the area is likely to increase discharges to these drains.	
Natural ecosystem values	<ul style="list-style-type: none">There are no identified KCDC ecological sites located in any of the areas.Area 3 is located between KCDC ecological sites associated with the Te Harakiki Swamp (to the north) and the Ngā Manu Sanctuary (to the south)There is a wetland located in area 2.	

Issue (note 1)	Observations	Rating
Water bodies	<ul style="list-style-type: none">Part of the wetland associated with Ngā Manu sanctuary is located in area 2.Tributary drains to the Ngārara stream run through areas 1 and 3.The Waimeha Stream runs through area 4.Area 3 is located between a wetland associated with the Te Harakiki Swamp (to the north) and wetlands associated with the Ngā Manu Sanctuary (to the south).	
Landscape and open space values	<ul style="list-style-type: none">Areas 1, 2, 3 and 5 are located within a special amenity landscape associated with the Ngārara dunes.The Otaki Cemetery is located adjacent to the zone, to the south west.The area has reasonably good access to open space at Ngā Manu reserve and Waikane Park.	
Heritage values	<ul style="list-style-type: none">There are no listed heritage sites located within the area.There are several archaeological sites located around the expressway. The likelihood of archaeological discovery is relatively high.	
Topography	<ul style="list-style-type: none">Areas 1, 2 and 3 are relatively undulating, although there is some flatter land located in the southern extent of area 3.	
Natural hazards and land risks	<ul style="list-style-type: none">Area 1 is subject to some areas of flood ponding hazard.The eastern half of area 2 is subject to flood storage hazard.The western extent of area 3 is subject to some flood ponding and stream corridor hazard.The full extent of area 4 is subject to multiple flood hazards.All areas are identified as areas of high liquefaction potential.	
Land use compatibility	<ul style="list-style-type: none">There are likely to be reverse sensitivity effects associated with the expressway in areas 1, 2 and 4.The National Grid overlaps the eastern edges of areas 3 and 5, and runs close to the western edge of area 2.The natural gas network runs through area 4.	
Land ownership	<ul style="list-style-type: none">Existing land ownership varies in complexity depending on the area.Area 1 is comprised of 2 large private landholdings, and the Crown, which owns a large block of land adjacent the expressway. The access road to Ngā Manu is held by a trust.Area 2 is comprised of 1 large landholding, with the access road being held by a trust.Area 3 is held privately in 19 separate lots varying in size and all held privately.Area 4 is owned predominately by the Crown, with a block of land being owned by KCDC.	
Climate change (low-carbon futures)	<ul style="list-style-type: none">Growth has low access to existing centres, schools, commercial activities and community services. Development in the area is likely to rely on private vehicle trips to access basic services.	

Method

The observations above are intended to provide a broad assessment of the potential constraints and opportunities associated with development of the zone. The series of maps included in this document provide the information base for this assessment. Constraints and opportunities are identified for each issue, and a high-level assessment has been made for each issue in accordance with the following traffic light system:

Description	Rating
The area is relatively free of constraints, or there are some constraints but these could be readily managed without notable impacts on development yield or costs. Development in the area may also be an opportunity to ameliorate existing issues or achieve positive outcomes.	
The area has some constraints, and management of the constraints are likely to have impacts on the cost, complexity or timing of development. Development in the area may maintain or aggravate existing issues in the area.	
The area is heavily constrained, and management of the constraints are likely to have a significant impact on the cost, complexity or timing of development. Development in the area is likely to significantly aggravate existing issues in the area.	

Notes

- Issue categories are based on the assessment framework used to undertake the qualitative assessment of both the Greenfield Growth Areas and Urban Intensification Areas. For a detailed description of the assessment framework, refer: Boffa Miskell Limited. *Kāpiti Coast Urban Development Intensification Assessment: Assessment of Potential Intensification Areas*.
- The observations outlined in this assessment are based on publicly available sources (as identified in the Mana Whenua map). There may be other mana whenua or iwi development considerations that are not identified.
- This assessment has been undertaken as a high-level desktop exercise only.



Future Urban Zone Theoretical Dwelling Estimate

Future Urban Zone	Location	Total Area (ha)	Gross Theoretical Development Area (ha)	Public realm provision (roads and other reserves) (%)	Net Theoretical Development Area (ha)	Density Distribution								Theoretical dwelling estimate	Notes
						Rural Lifestyle (1du/ha)		Very-low (10du/ha)		Low (20du/ha)		Medium-Low (40du/ha)			
						% of Net Potential Development Area	Estimated Dwellings	% of Net Potential Development Area	Estimated Dwellings	% of Net Potential Development Area	Estimated Dwellings	% of Net Potential Development Area	Estimated Dwellings		
WAIKANAĒ NORTH															
Waikanae FUZ Area 1	Waikanae (intersection between Ngarara Road and Ngā Manu Reserve Road)	10.2	5.4	30%	3.8	0%	-	0%	-	0%	-	100%	150	150	- Gross theoretical development area avoids mapped constraints including flood hazard areas, wetlands, and waterways. - Estimate assumes application of the MDRS.
Waikanae FUZ Area 2	Waikanae (Nga Manu Reserve Road, to the north-west of Ngā Manu Reserve)	1.9	0.9	0%	0.9	100%	1	0%	-	0%	-	0%	-	1	- A very-low density has been assumed given the small size of the site, the presence of existing wetlands, and the location of the site between the Ngarara Development Area and the General Rural Zone. - It is assumed that no public realm provision is required on the basis of the small size of the site and the existing access available.
Waikanae FUZ Area 3	Waikanae (Ngarara Road and Jacks Bush Road, to the north-east of Ferndale)	19.6	14	30%	9.8	0%	-	0%	-	0%	-	100%	390	390	- Gross theoretical development area avoids mapped constraints including flood hazard areas, wetlands, and waterways. - Estimate assumes that recent development will be re-developed over the long term. - Estimate assumes application of the MDRS.
Waikanae FUZ Area 4	Waikanae (North-east of Te Moana Road, both sides of the Expressway interchange)	2.1	0	0%	0.0	0%	-	0%	-	0%	-	0%	-	-	- No dwellings on the basis that the area is unlikely to be appropriate for residential development.
Waikanae FUZ Area 5	Waikanae (112 Ngarara Road)	0.2	0.2	0%	0.2	0%	-	0%	-	0%	-	100%	10	10	- Due to the small size of the site, it is assumed that the entire area has been considered as a net theoretical development area. - Estimate assumes application of the MDRS.

