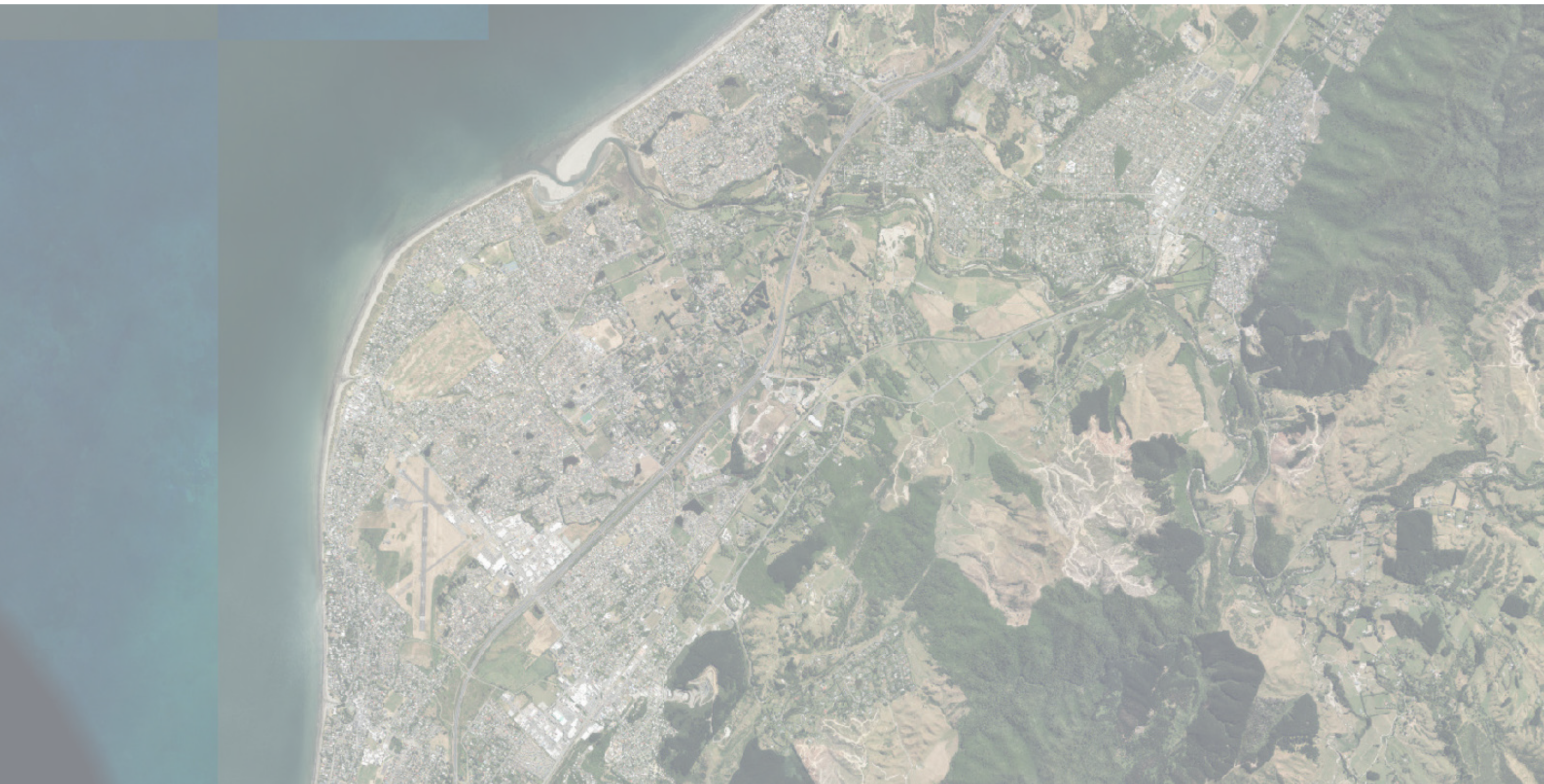




SPATIAL APPLICATION OF NPS-UD INTENSIFICATION POLICIES

KĀPITI COAST DISTRICT

JUNE 2022





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BIBLIOGRAPHIC REFERENCE FOR CITATION:

Boffa Miskell, 2022. *Spatial application of NPs-UD intensification policies - Kāpiti Coast District*. Report by Boffa Miskell Limited for Kāpiti Coast District Council.

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STATUS: FOR INFORMATION	Revision / version: 1 Issue date: June 2022

INTRODUCTION

PURPOSE

The National Policy Statement on Urban Development 2020 (the NPS-UD) directs intensification within and around centres zones and rapid transit stops in Tier 1 urban environments.

Specifically, policy 3(c) directs that:

District plans enable... building heights of at least 6 storeys within at least a walkable catchment of the following:

- (i) existing and planned rapid transit stops;*
- (ii) the edge of city centre zones;*
- (iii) the edge of metropolitan centre zones.*

And, policy 3(d) directs that:

District plans enable... within and adjacent to neighbourhood centre zones, local centre zones and town centre zones (or equivalent), building heights and density of urban form commensurate with the level of commercial activities and community services.

The purpose of this document is to illustrate how these policies have been interpreted spatially in the Kāpiti Coast district.

To achieve this purpose, this document outlines the following:

- Interpretation of policies 3 as it applies to the Kāpiti Coast District;
- A description of the methodology outlining how the spatial extent of the application of these policies has been determined, following a 3-step process;
- A series of maps that cover the urban areas of the district from north to south, showing how each step of the methodology has been applied to identify the areas within which intensification is to be enabled under policies 3(c) and 3(d).

APPLICATION OF POLICIES 3(C) AND 3(D) TO THE KĀPITI COAST DISTRICT

The Kāpiti Coast District Plan provides for a centres-based approach to managing the location of commercial activities and community services across the district. The District Plan adopts a logical hierarchy of centres zones based on the planned level of commercial activities and community services intended to be located within each type of centre.

The centres hierarchy in the Kāpiti District is defined as follows:

Metropolitan centre zone	Paraparaumu
Town centre zones	Ōtaki Main Street
	Ōtaki Railway Station
	Waikanae
	Paraparaumu Beach
Local centre zones ^{1,2}	Raumati Beach
	Waikanae Beach
	Kena Kena
	Mazengarb
	Meadows
	Raumati South
	Paekākāriki

In addition to the centres hierarchy, the Kāpiti Coast also includes a number of rapid transit stops. These are:

Rapid transit stops ³	Paekākāriki station
	Paraparaumu station
	Waikanae station

Both policies 3(c) and 3(d) require intensification to be enabled within a calculated proximity to the range of centres zones and rapid transit stops. For policy 3(c), this proximity is referred to as a “walkable catchment”, and for policy 3(d) the concept of adjacency is used. For simplicity, the walkable catchment approach is used to calculate the spatial application of both policies, with the size of the walkable catchment being adjusted to suit the relative position of the centre within the centres hierarchy. This approach is considered appropriate because:

- The planned level of commercial activities and community services increases up the centres hierarchy, so it is appropriate that the size of the walkable catchment also increases;
- The outcome of this approach is that a greater level of intensification will be enabled around centres that are higher up the hierarchy. This reinforces the centres hierarchy, as well as the centres-based approach and consolidation of centres sought by the District Plan.

As a result, the following walkable catchment distances have been used to calculate the spatial application of policies 3(c) and 3(d) to the Kāpiti Coast District:

	Walkable catchment
Metropolitan centre zone	800m ⁴
Rapid transit stops	800m ⁵
Town centre zones	400m
Local centre zones	200m

These distances are consistent with the distances identified for intensification areas in *Te tupu pai*, the District Growth Strategy.

The parameters outlined above are used to identify areas within which which policies 3(c) and 3(d) of the NPS-UD apply in the Kāpiti District, following the methodology outlined in the next section. The identified “intensification areas” generated as a result of this methodology can be used to define the spatial extent within which intensification provisions in the district plan are applied.

¹ An additional site zoned Local Centre on the corner of the Parade and Paneta Street in Paekākāriki is not included as it is not identified in the centres hierarchy, and it is proposed to be rezoned as General Residential Zone.

² The District Plan refers to some precincts within the Waikanae North Development Area and the Ngarara Development Area being considered as “local centres”. These areas do not meet the definition of a Local Centre Zone under the NPS-UD, so have not been included.

³ Ōtaki railway station does not meet the definition of an existing or planned rapid transit stop. Ōtaki railway station is not served by an existing rapid transit service.

⁴ The Ministry for the Environment considers 800m to be the minimum size walkable catchment for use by Tier 1 local authorities implementing policy 3(c). Refer: Ministry for the Environment. 2020. *Understanding and implementing intensification provisions for the National Policy Statement on Urban Development*. Wellington: Ministry for the Environment. pp.23-24.

METHODOLOGY

METHODOLOGY SUMMARY

Policies 3(c) and 3(d) of the NPS-UD require intensification to be enabled within *at least* a walkable catchment of the Metropolitan Centre Zone and rapid transit stops, and adjacent to the town and local centre zones¹. Policy 4 of the NPS-UD provides an exception to this where qualifying matters apply.

Note that there is no prescribed way for calculating a walkable catchment, or for identifying areas subject to intensification based on walkable catchments². The methodology outlined in this document represents a practical approach to the identification of intensification areas based on walkable catchments.

A three-step methodology was followed in order to identify the areas within the district where intensification would be enabled under policy 3(c) and 3(d). These steps are:

- Step 1: calculate walkable catchments. Note that this step was undertaken in-house by KCDC, and the methodology used by KCDC is included in this report.
- Step 2: identify qualifying matters that overlap the walkable catchments.
- Step 3: identify areas for intensification that are located within at least the walkable catchment identified in step 1, and that exclude the local qualifying matter areas identified in step 2.

The following sections provide a detailed description of how each of these steps were applied.



¹ There are no neighbourhood centre zones in the Kāpiti Coast District Plan.
² The Ministry for the Environment has provided some high level guidance on identifying intensification areas based on walkable catchments. This guidance is referred to where appropriate.

METHODOLOGY

STEP 1: CALCULATE WALKABLE CATCHMENTS

Walkable Catchment methodology

The Walkable Catchment maps were created by the Kapiti Coast District Council GIS team. The maps show the areas that can be reached on foot from rapid transit stops and from the edge of Metropolitan Centre, Town Centre and Local Centre zones. The methodology behind these maps is described below. The software ArcGIS Pro was used by the GIS team to do this work.

1. Created a Kapiti walking network

Before walking areas can be determined, a digital GIS walking network needs to be created. The KCDC GIS team did not have an existing walking network and enlisted a student to help with this task. He used the KCDC Aerial Photography (2021, 7.5cm per pixel) to manually digitise the walking network. The following walking route types were created:

- Footpaths
- Zebra crossings
- Controlled road crossings
- Uncontrolled road crossings
- Walking tracks
- Bridges
- Tunnels



Figure 1 - Walking Network in Paraparaumu

2. Determined starting points (points to measure distance from)

Before a walkable catchment can be created, the points that we are measuring distance from need to be known. These were determined as follows:

- **Train stations**
These often have more than one entrance point. Each entrance point was used as a starting point when measuring distance.



Figure 2 - Starting Points for Paraparaumu Train Station

- **Metropolitan Centre / Town Centre Zones / Local Centre Zones**
As these zones show an area rather than one single location, the starting points for these areas were taken to be the intersection of the walking network and the edge of these areas.



Figure 3 - Starting Points for Metropolitan Centre Zone

3. Performed network analysis

The walkable catchments were determined by performing GIS network analysis for each rapid transit stop and for each Metropolitan, Town Centre, and Local Centre zone. The inputs to this tool that were used each time were as follows:

- Walking network
- Starting points
- Distance
 - 200m from edge of Local Centre zones
 - 400m from edge of Town Centre zones
 - 800m from edge of Metropolitan zone
 - 400m and 800m from train stations

As the areas being measured are relatively flat, slope was not taken into consideration.

This tool created polygons (areas) showing how far a person could walk along the walking network from the starting points.

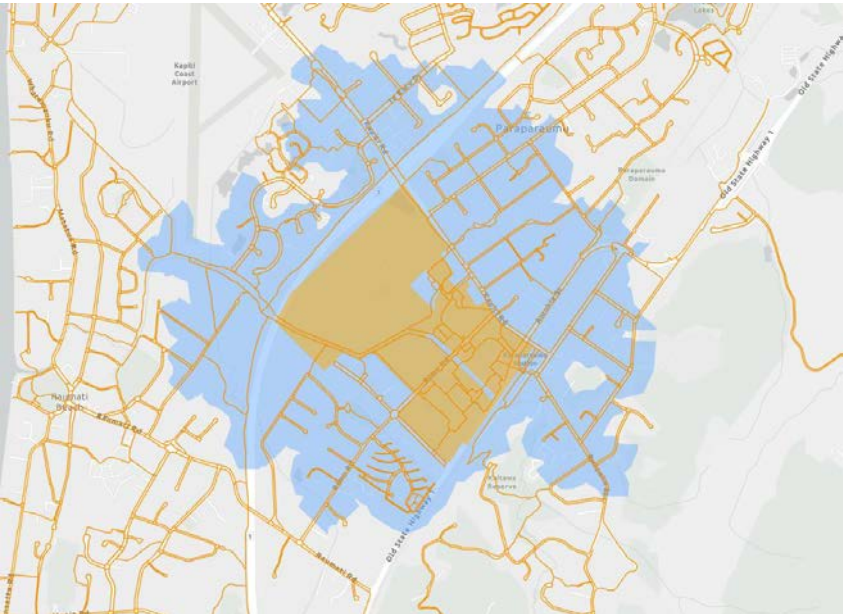


Figure 4 - Walking Catchment (blue) for the Metropolitan Centre Zone (orange)

METHODOLOGY

STEP 2: IDENTIFY QUALIFYING MATTERS

Policy 4 of the NPS-UD provides that:

District plans applying to tier 1 urban environments modify the relevant building height or density requirements under Policy 3 only to the extent necessary to accommodate a qualifying matter in that area.

There are a range of qualifying matters that apply to urban environments throughout the district¹. Qualifying matters are managed in different ways through district plan provisions. Many qualifying matters are managed through district-wide rules that apply as an overlay to underlying zone rules. Other qualifying matters are managed through precincts within zones that provide for localised alterations to height and density standards.

The purpose of this step is to identify the qualifying matters that inform the shape of intensification areas within the walkable catchments.

The following section outlines:

- Qualifying matters that inform the shape of intensification areas; and
- Qualifying matters that do not inform the shape of intensification areas, as they are otherwise appropriately managed through district wide provisions.

Qualifying matters that inform the shape of intensification areas

The following qualifying matters inform the shape of intensification areas. These have been identified because the qualifying matter specifically provides for lower building heights or densities, so it would be inconsistent to include the qualifying matter within the intensification area; or the qualifying matter has an enduring presence (for example, the Kāpiti Expressway) that makes it impractical to include it within the intensification area.

- Areas potentially susceptible to coastal erosion hazard (the Coastal Qualifying Matter Precinct);
- Scheduled outstanding natural features and landscapes;
- The General Industrial Zone;
- The Mixed Use Precinct of the Airport Zone;
- The Airport Buffer and Airport Core Precincts of the Airport Zone;
- The Open Space Zones;
- The spatial extent (defined by property boundaries) of Nationally Significant Infrastructure, which includes:
 - The Kāpiti Expressway;
 - The North Island Main Trunk railway corridor.

Qualifying matters that do not inform the shape of intensification areas

The following qualifying matters do not inform the shape of intensification areas, because development is managed by district-wide District Plan provisions associated with each matter, or the matter does not apply to an area subject to policy 3 of the NPS-UD:

- The National Grid (does not apply to areas covered by policy 3);
- The high-pressure gas pipeline (does not apply to areas covered by policy 3);
- Flood hazard category areas;
- Fault avoidance areas (does not apply to areas covered by policy 3);
- Scheduled historic buildings, structures, sites or areas;
- Scheduled notable trees;
- Scheduled places and areas of significance to Māori;
- Scheduled ecological sites;
- Scheduled key indigenous trees.

¹ Refer to the S32 Evaluation Report for a full description of qualifying matters relevant to the plan change.

METHODOLOGY

STEP 3: IDENTIFY INTENSIFICATION AREAS

Intensification areas are identified based the calculation of walkable catchments (step 1) and the identification of qualifying matters (step 1).

The Ministry for the Environment guidance on applying the intensification policies of the NPS-UD suggests that the application of a sensible zoning pattern will mean that intensification areas will not always match walkable catchments perfectly¹. This will be particularly apparent at the edge of a walkable catchment.

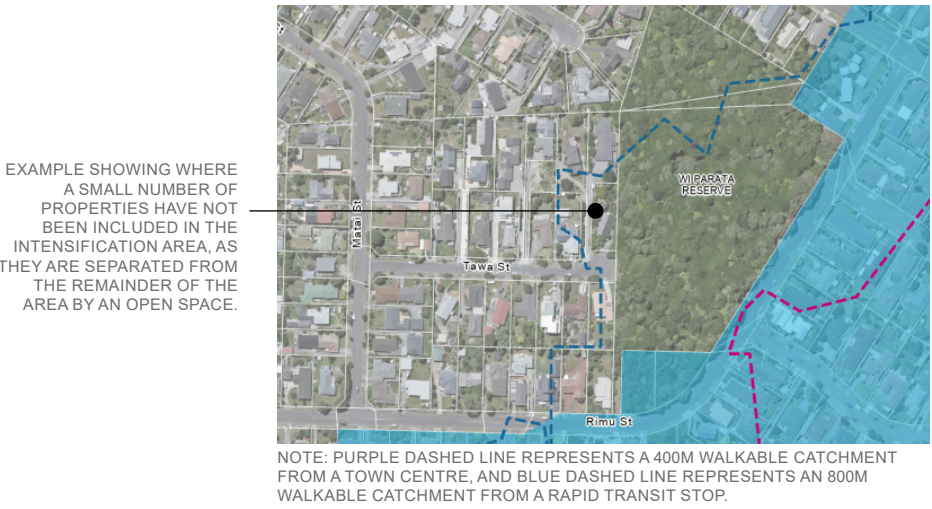
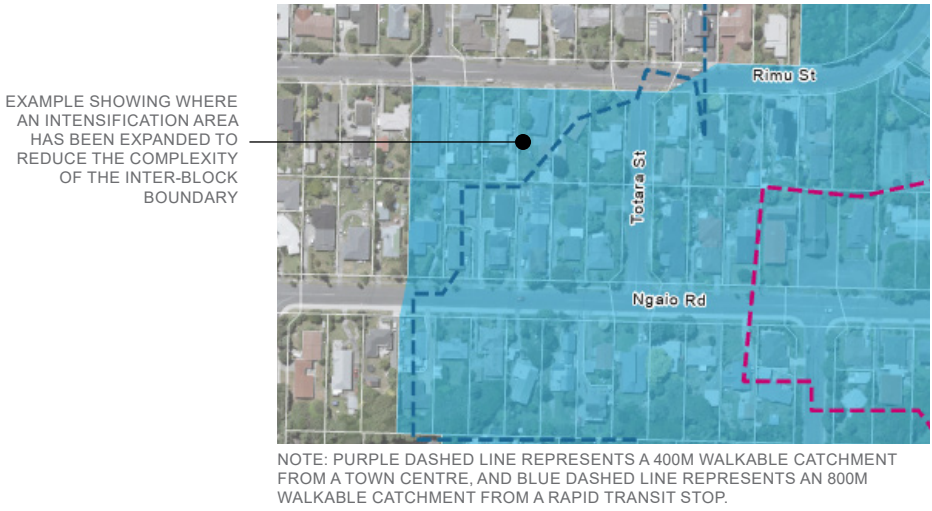
To ensure the application of a sensible zoning pattern, the following series of principles have been used to guide the identification of the edge of intensification areas:

1. The edge of the intensification area conforms to property boundaries.
2. Where the road boundary of any property is located within a walkable catchment, it is included within the intensification area (unless principle 4 applies).
3. Achieving a sensible zoning pattern may require the intensification area to expand beyond the walkable catchment boundary. Situations where this would be appropriate include:
 - Where the walkable catchment covers a significant majority of an urban block, the intensification area would be expanded to cover the full extent of the block;
 - Where a walkable catchment creates a complex or lengthy inter-block boundary, the intensification area would be expanded to a logical mid-point that results in a simpler inter-block boundary (this would also serve to reduce the extent of private property boundary located at the edge of an intensification area).
4. In some limited instances it may be appropriate to exclude properties that are otherwise located within a walkable catchment on the basis that:
 - There are only a small number of properties; and
 - They are separated from the remainder of the intensification area by a feature such as a road, open space or river.

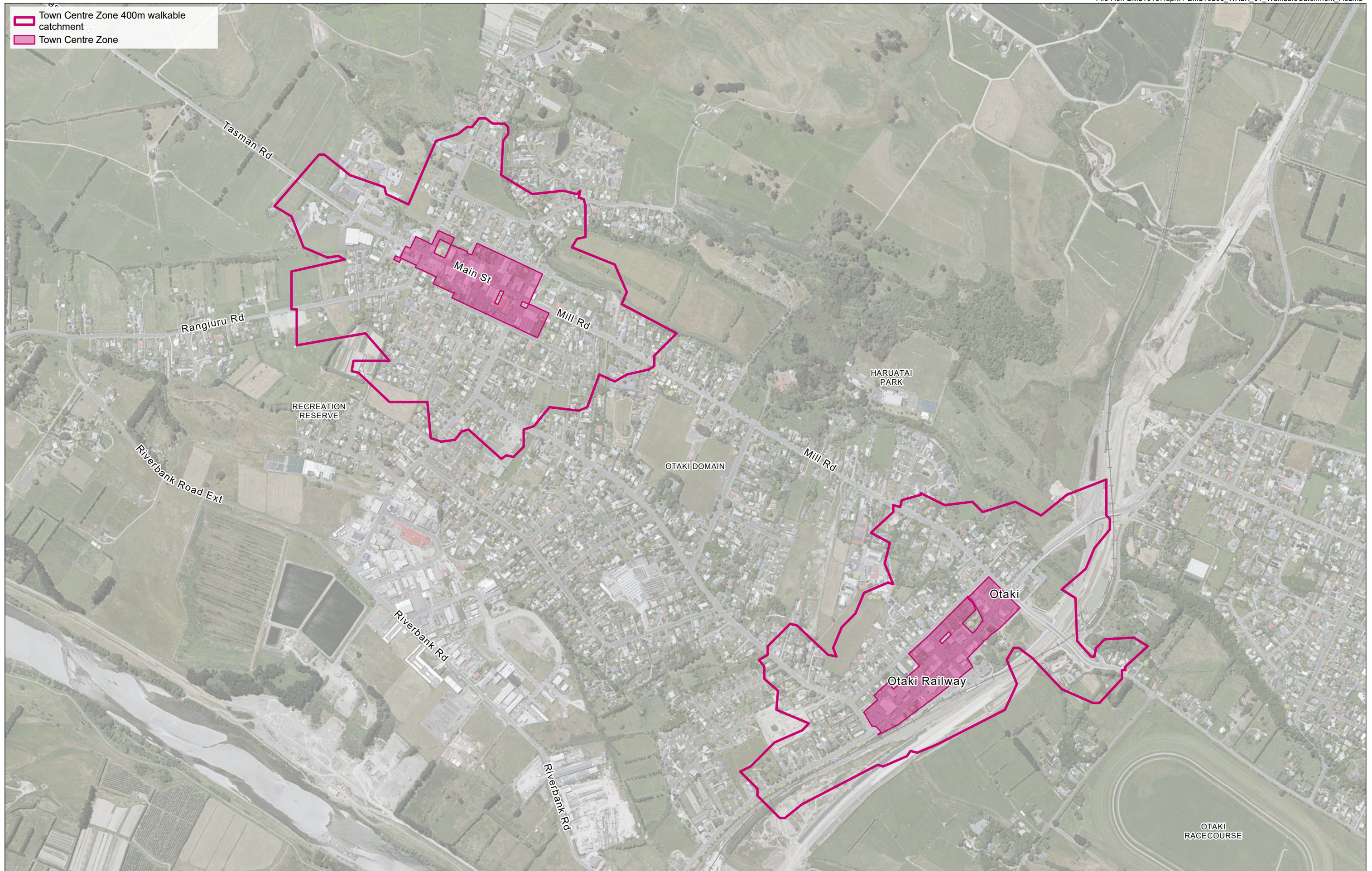
Where there are notable differences between the walkable catchment boundary and the boundary of the intensification area, these are annotated

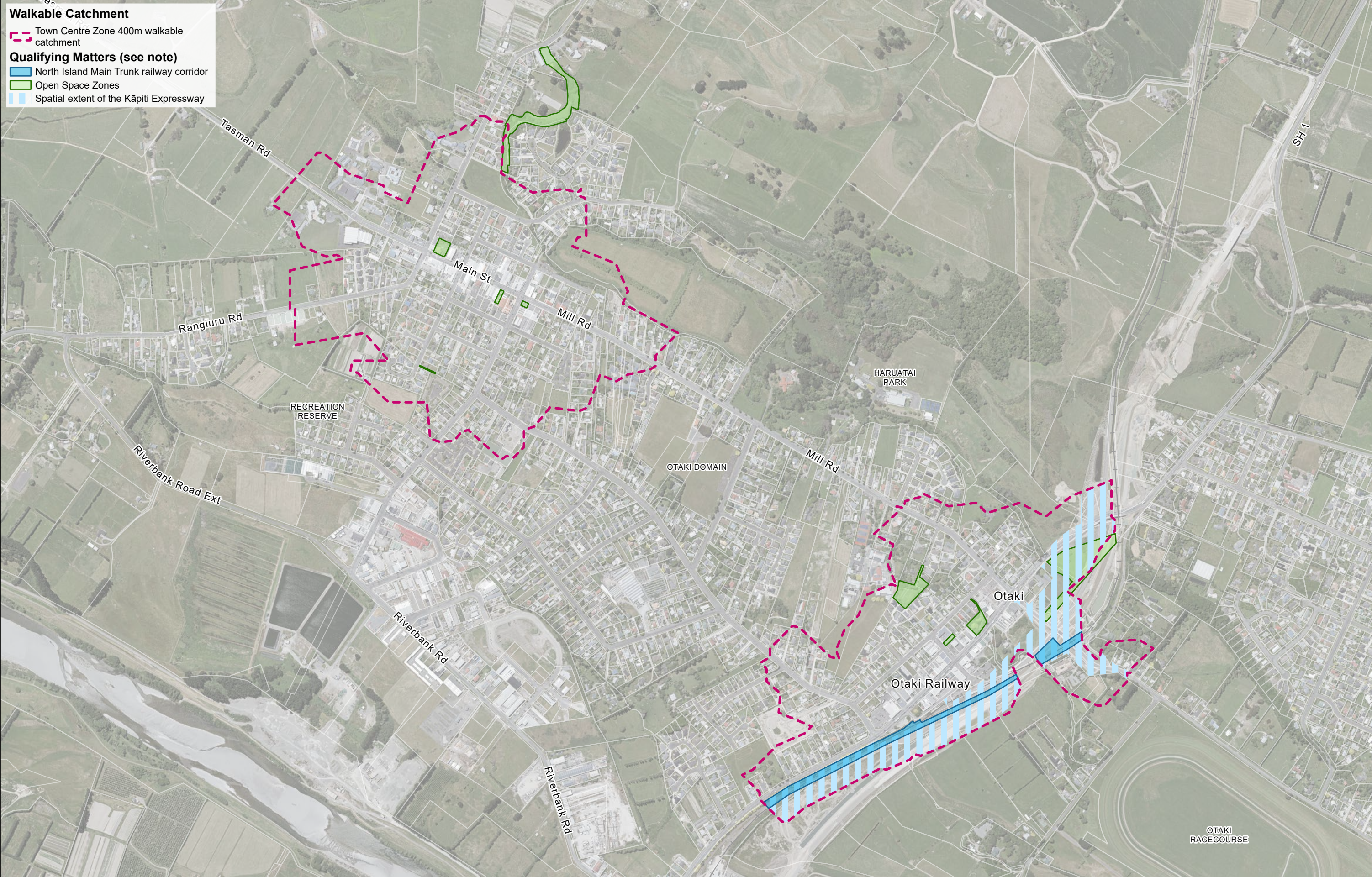
The following parts of the walkable catchment were excluded from being identified as an intensification area:

- The following non-urban environment zones were excluded:
 - The General Rural Zone;
 - The Rural Production Zone;
 - The Rural Lifestyle Zone;
 - The Future Urban Zone.
- Qualifying matters identified in step 2 were excluded, where the approach has been noted to exclude these matters from intensification areas.



¹ Ministry for the Environment. 2020. *Understanding and implementing intensification provisions for the National Policy Statement on Urban Development*. Wellington: Ministry for the Environment. p54.





Walkable Catchment

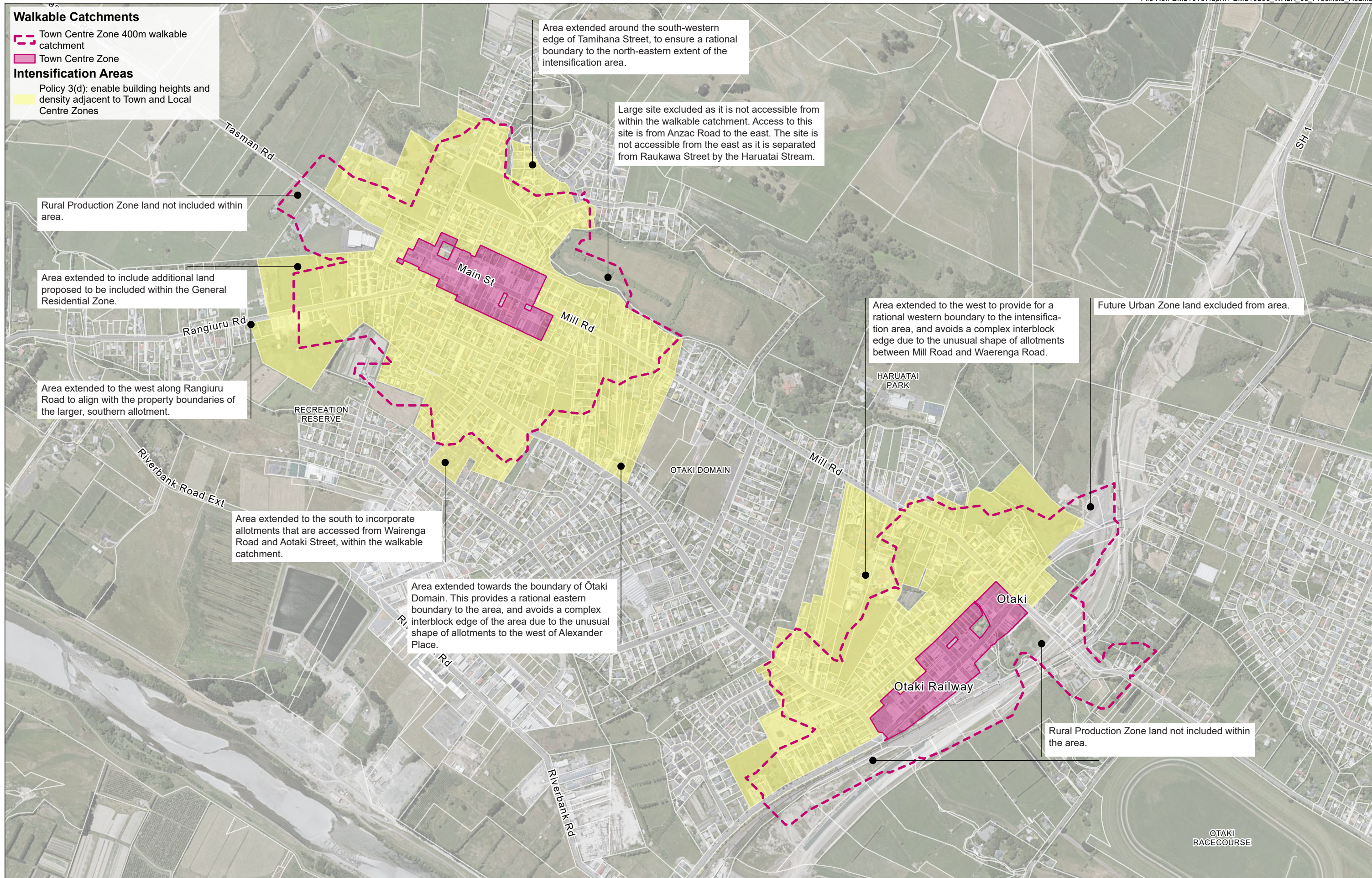
Town Centre Zone 400m walkable catchment

Qualifying Matters (see note)

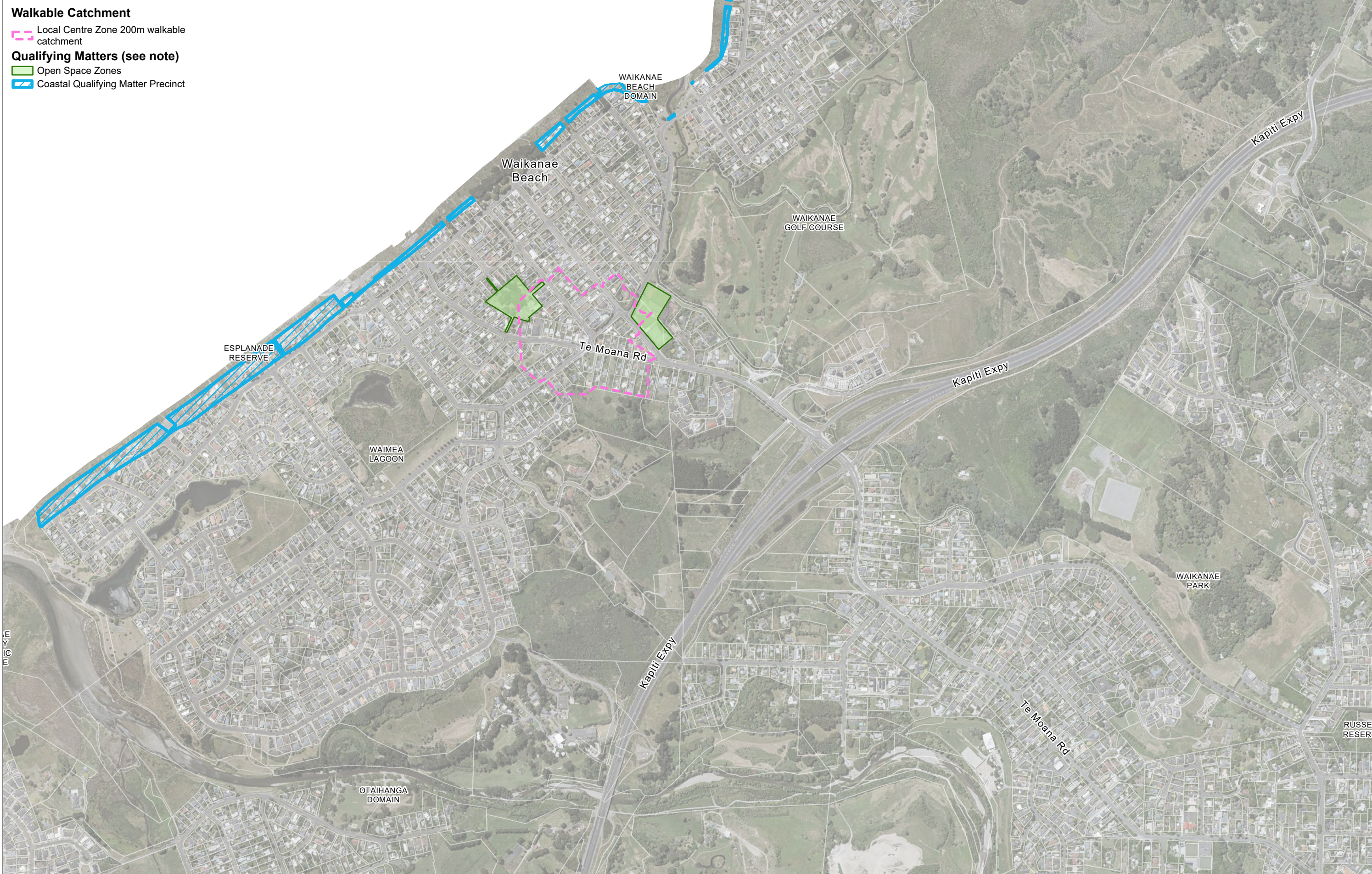
North Island Main Trunk railway corridor

Open Space Zones

Spatial extent of the Kāpiti Expressway







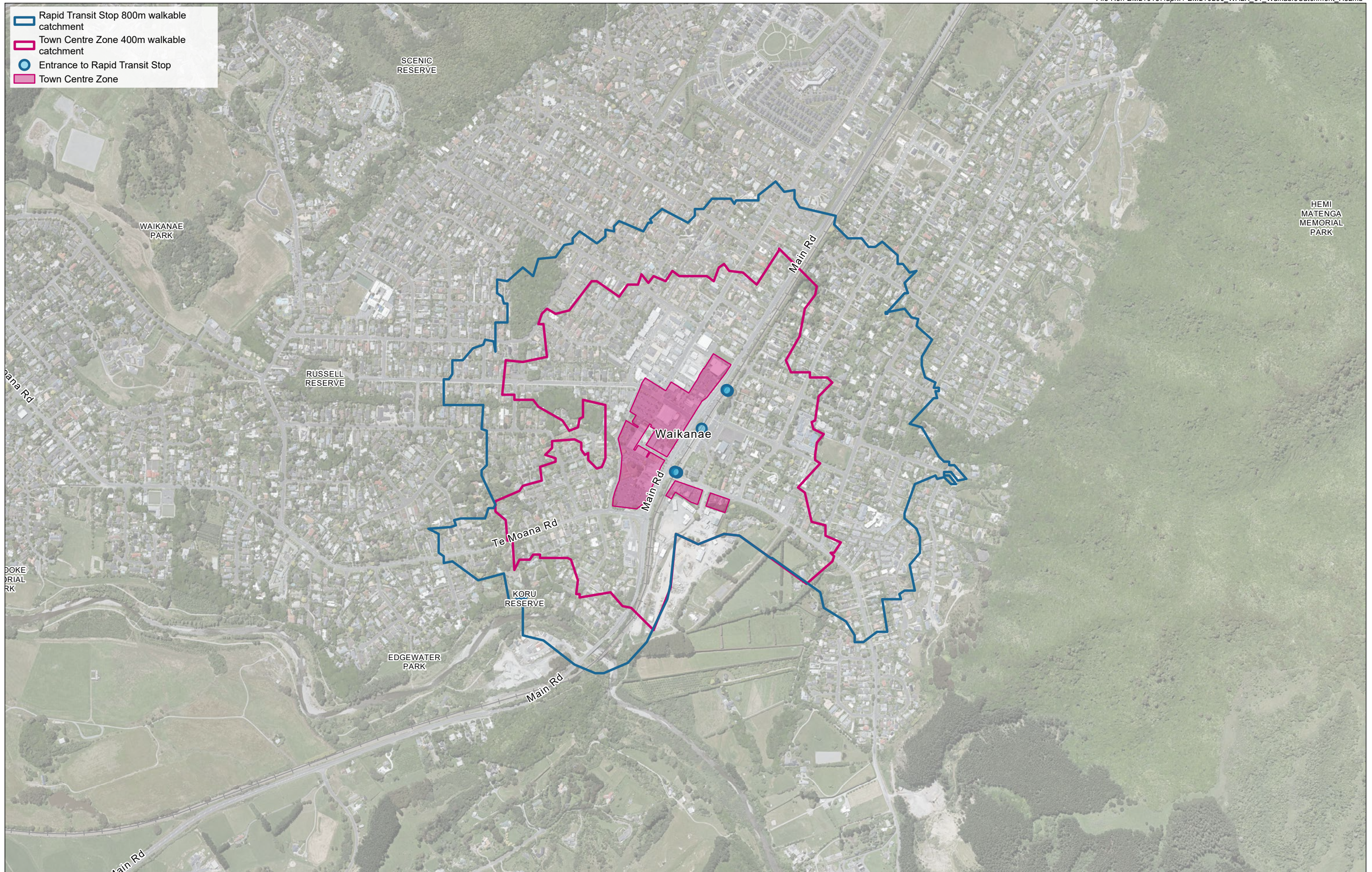
Walkable Catchments

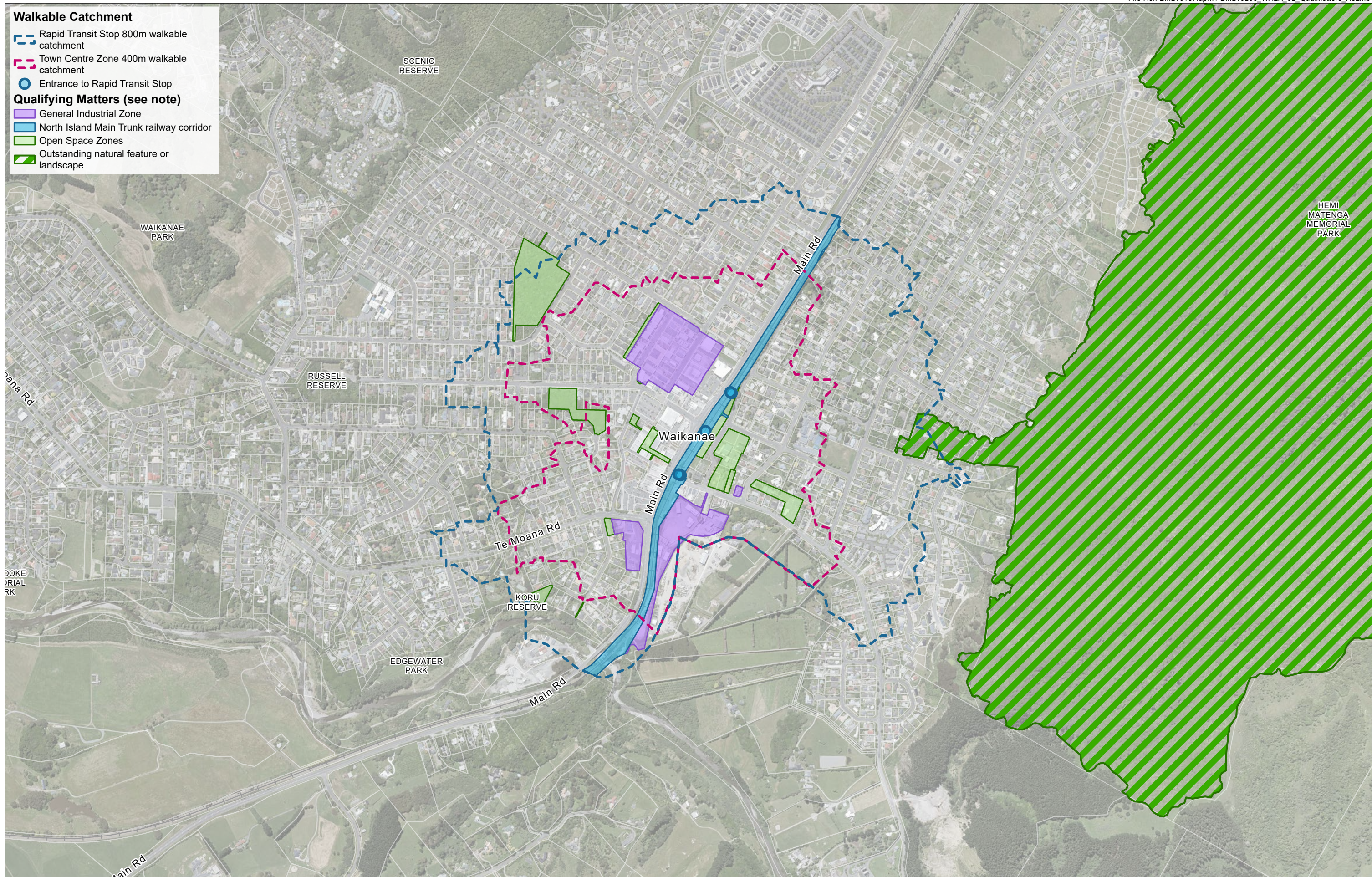
- Local Centre Zone 200m walkable catchment
- Local Centre Zone

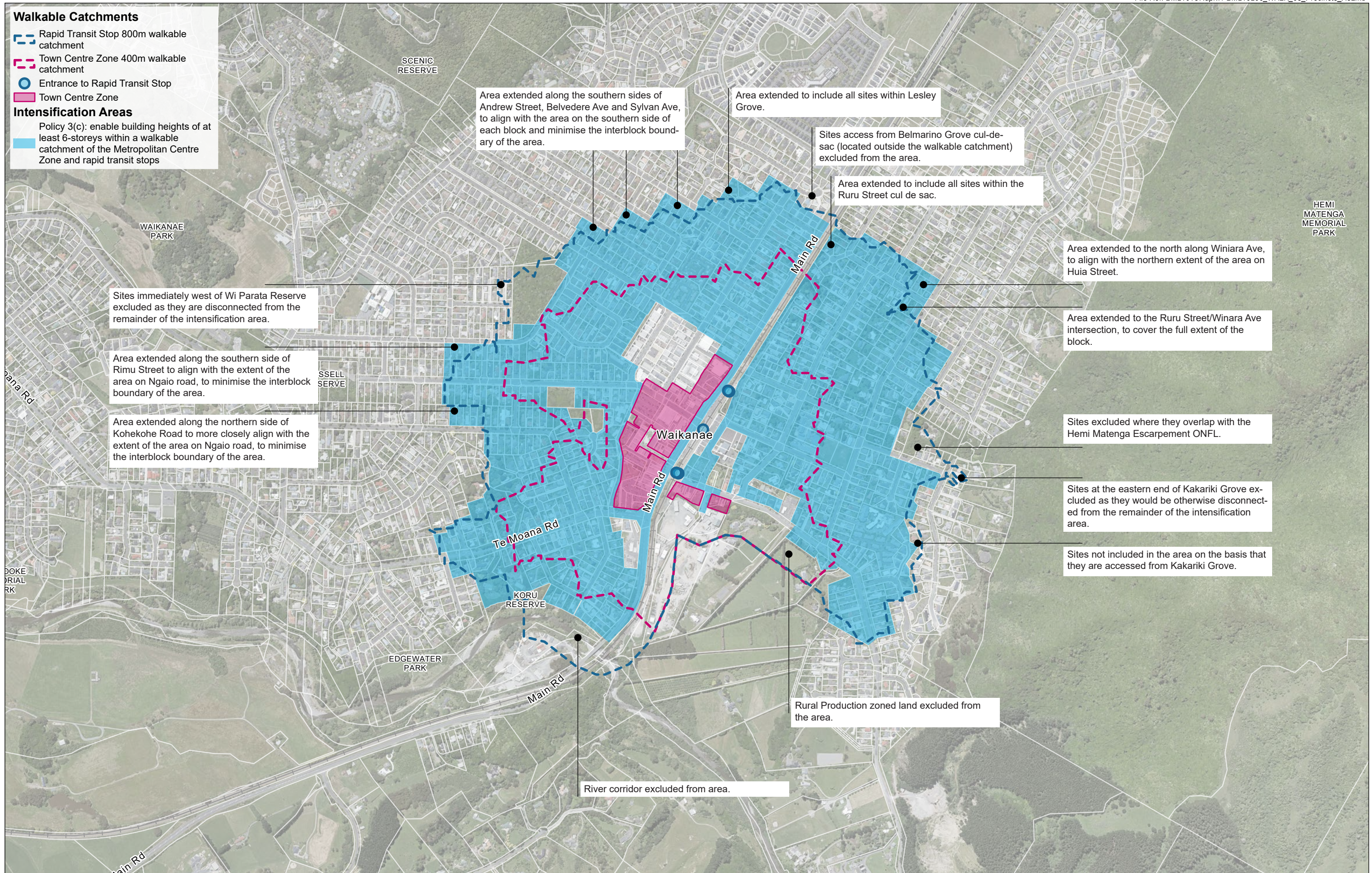
Intensification Areas

Policy 3(d): enable building heights and density adjacent to Town and Local Centre Zones









- Town Centre Zone 400m walkable catchment
- Local Centre Zone 200m walkable catchment
- Town Centre Zone
- Local Centre Zone

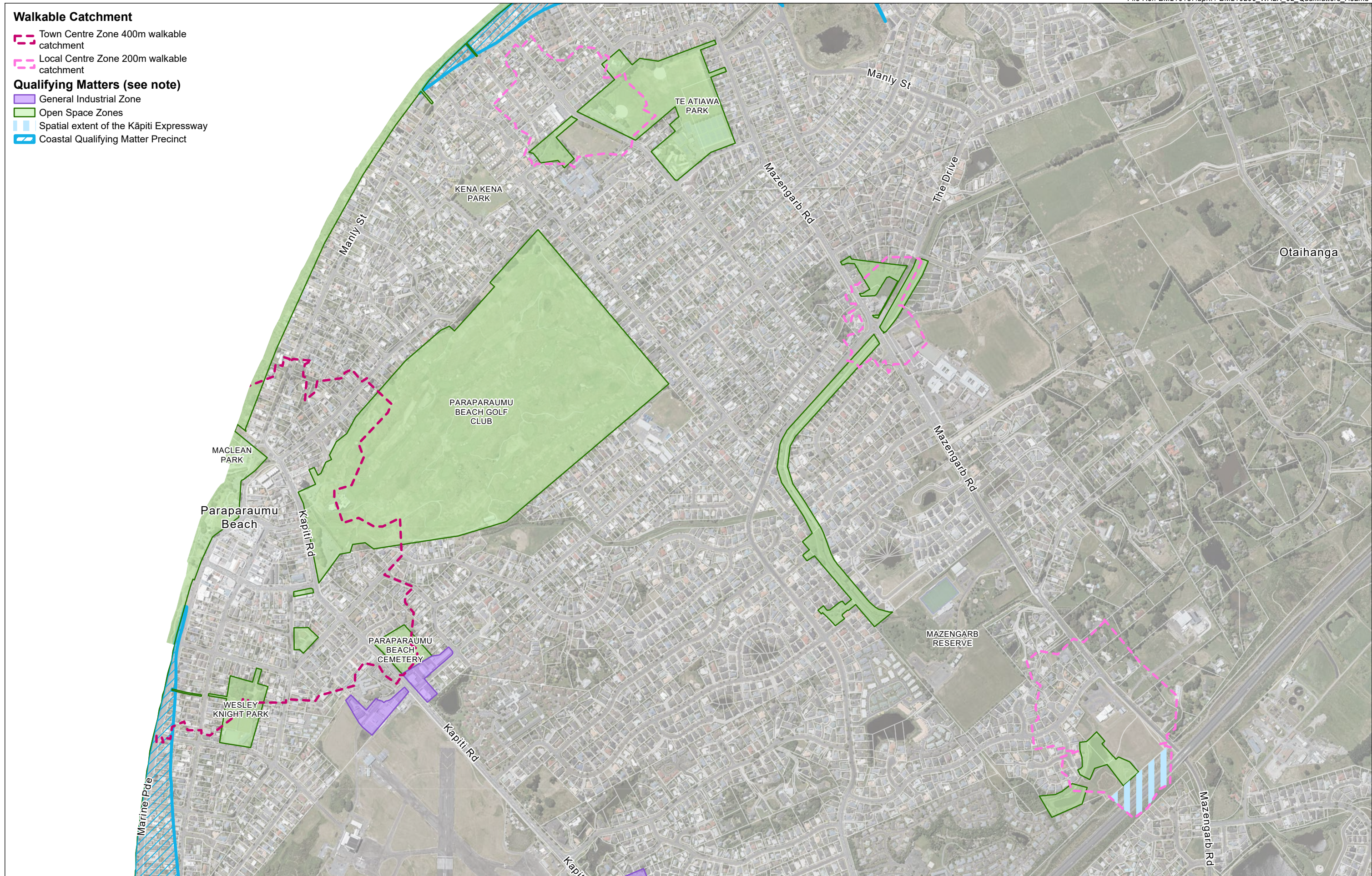


Walkable Catchment

- Town Centre Zone 400m walkable catchment
- Local Centre Zone 200m walkable catchment

Qualifying Matters (see note)

- General Industrial Zone
- Open Space Zones
- Spatial extent of the Kāpiti Expressway
- Coastal Qualifying Matter Precinct



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Data Sources: KCDC, BML, Additional Basemap Imagery: Esri Community Maps Contributors, LINZ, Stats NZ, Eagle Technology, Esri, HERE, Garmin, METI/NASA, USGS

Projection: NZGD 2000 New Zealand Transverse Mercator

Note: these maps only show those qualifying matters that inform the shape of intensification areas. Other qualifying matters that do not inform the shape of intensification areas are not shown on these maps. Refer to step 2 of the methodology for further information.

KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Step 2: Identify Qualifying Matters

Paraparaumu Local Centres

Date: 01 June 2022 | Revision: 0

Plan prepared for KCDC by Boffa Miskell Limited

Project Manager: hamish.wesney@boffamiskell.co.nz | Drawn: ABa

QM.4

Walkable Catchments

- Town Centre Zone 400m walkable catchment
- Local Centre Zone 200m walkable catchment
- Town Centre Zone
- Local Centre Zone

Intensification Areas

Policy 3(d): enable building heights and density adjacent to Town and Local Centre Zones

Area extended to Manly Street to provide for a cohesive end to the block.

Area extended to Watson Drive to provide for a cohesive end to the block.

Area extended to the Manly Street/Mahana Road intersection, to cover the full extent of the block.

Sites at the end of Martin Road excluded as they would otherwise not be cohesively connected to the intensification area.

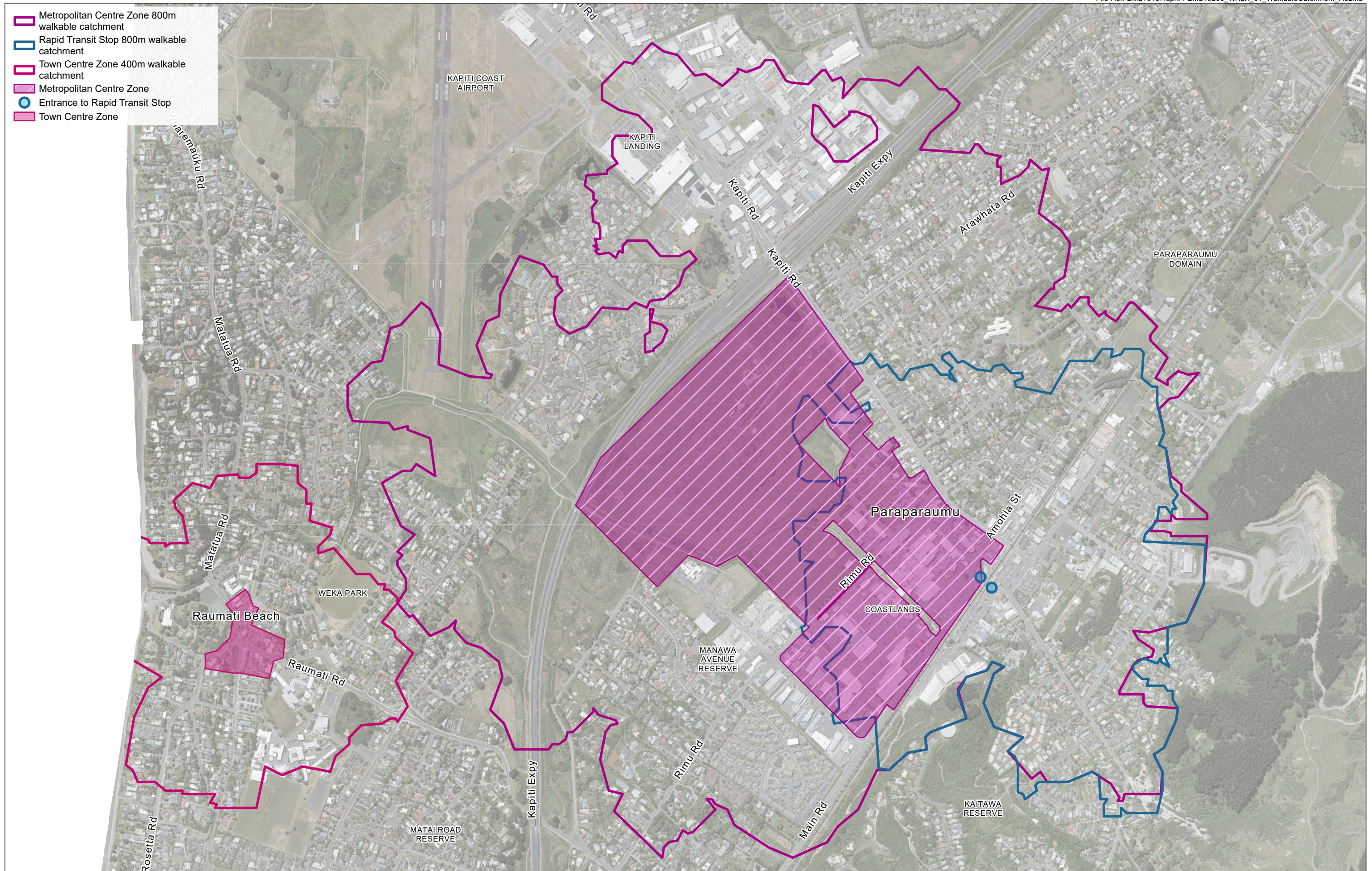
Area extended around The Avenue to provide a cohesive northern edge to the intensification area.

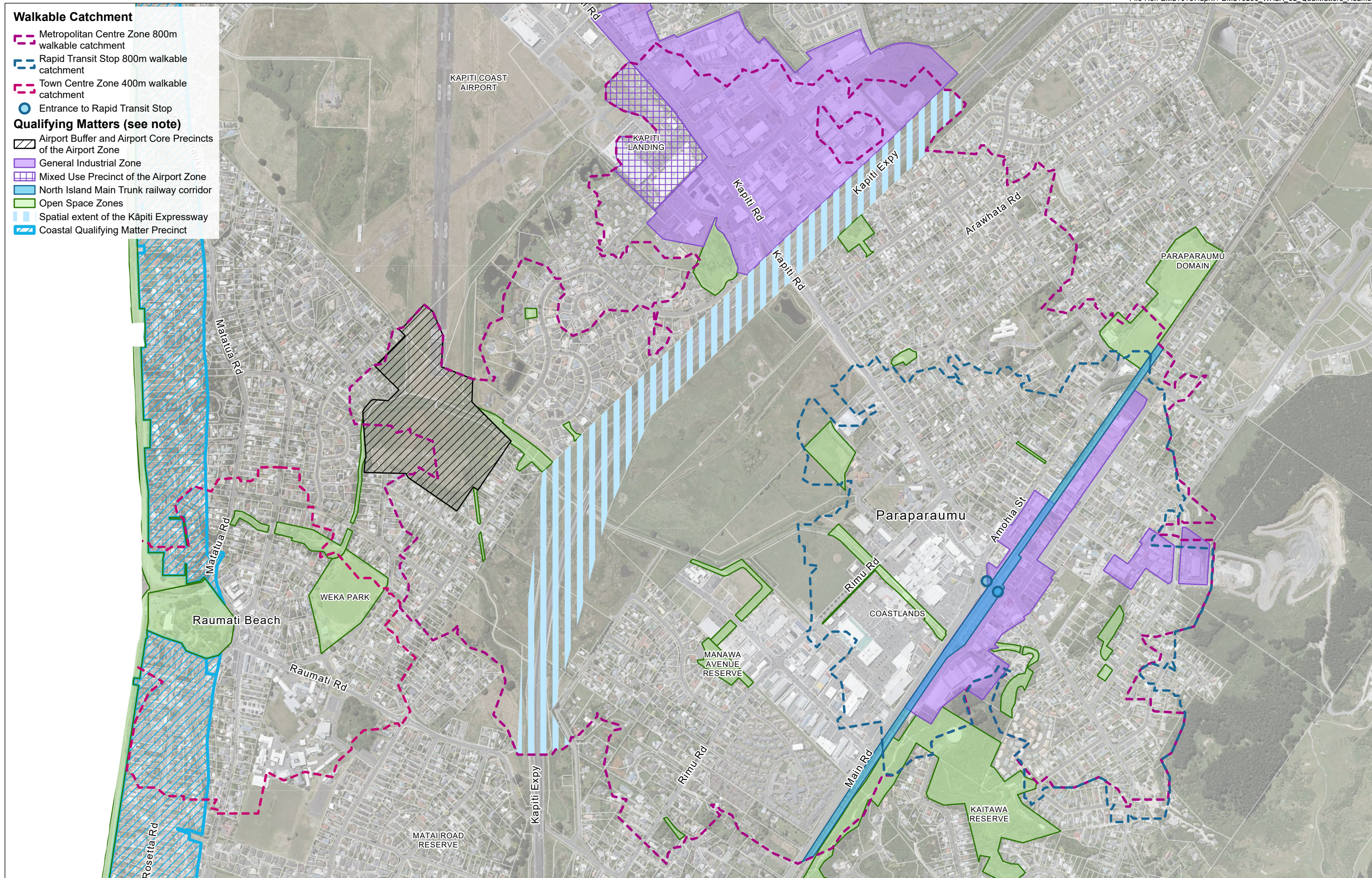
Area extended to the south along Rosewood Place, to ensure a cohesive southern edge to the intensification area.

Areas excluded as they are access off Celtic Way, which is located outside of the walkable catchment.

Rural Lifestyle zoned land excluded from the area.

Area extended to Toru Road, to cover the full extent of the block.





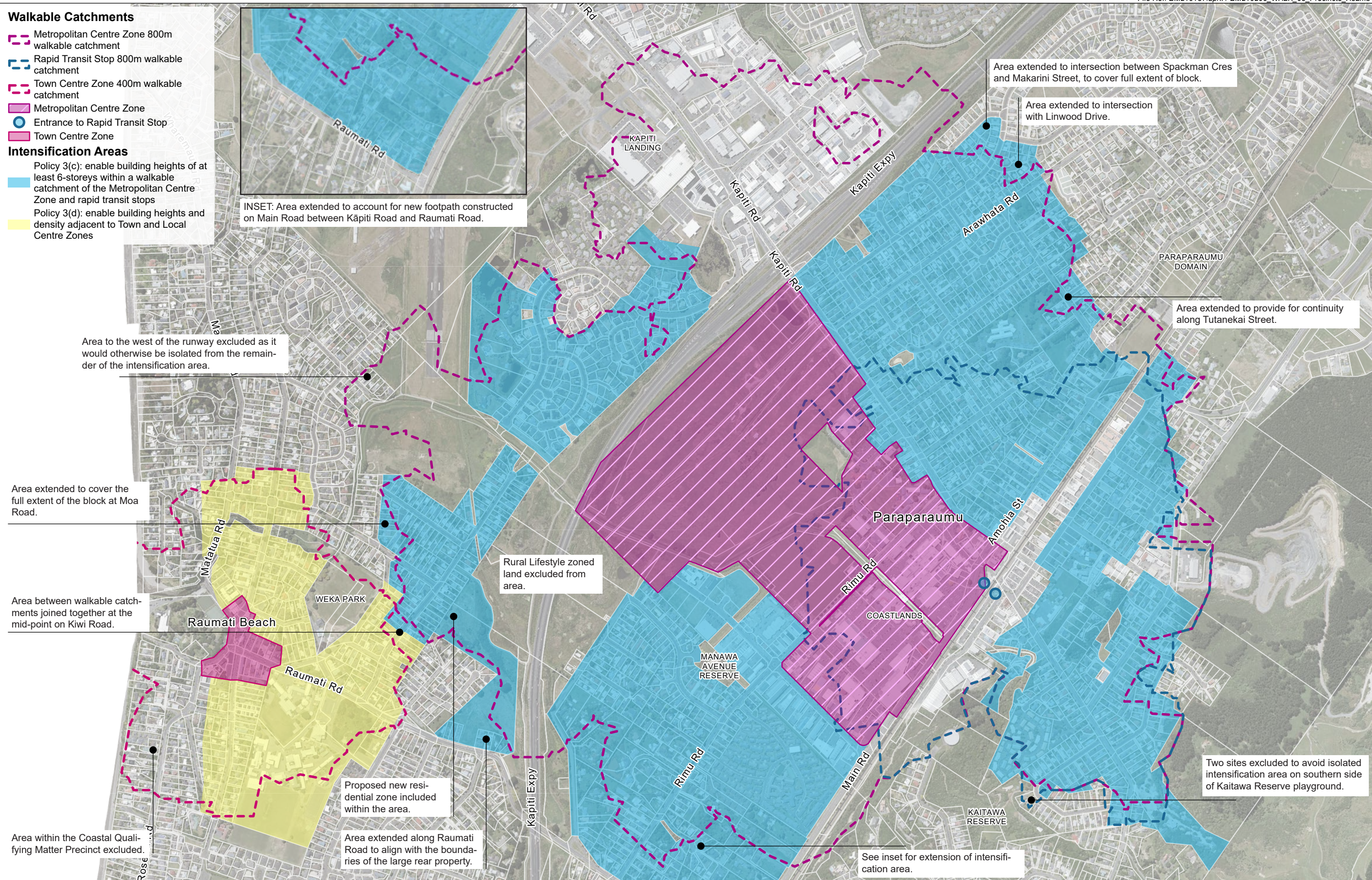


Walkable Catchments

-  Metropolitan Centre Zone 800m walkable catchment
-  Rapid Transit Stop 800m walkable catchment
-  Town Centre Zone 400m walkable catchment
-  Metropolitan Centre Zone
-  Entrance to Rapid Transit Stop
-  Town Centre Zone

Intensification Areas

-  Policy 3(c): enable building heights of at least 6-storeys within a walkable catchment of the Metropolitan Centre Zone and rapid transit stops
-  Policy 3(d): enable building heights and density adjacent to Town and Local Centre Zones



- Local Centre Zone 200m walkable catchment
- Local Centre Zone



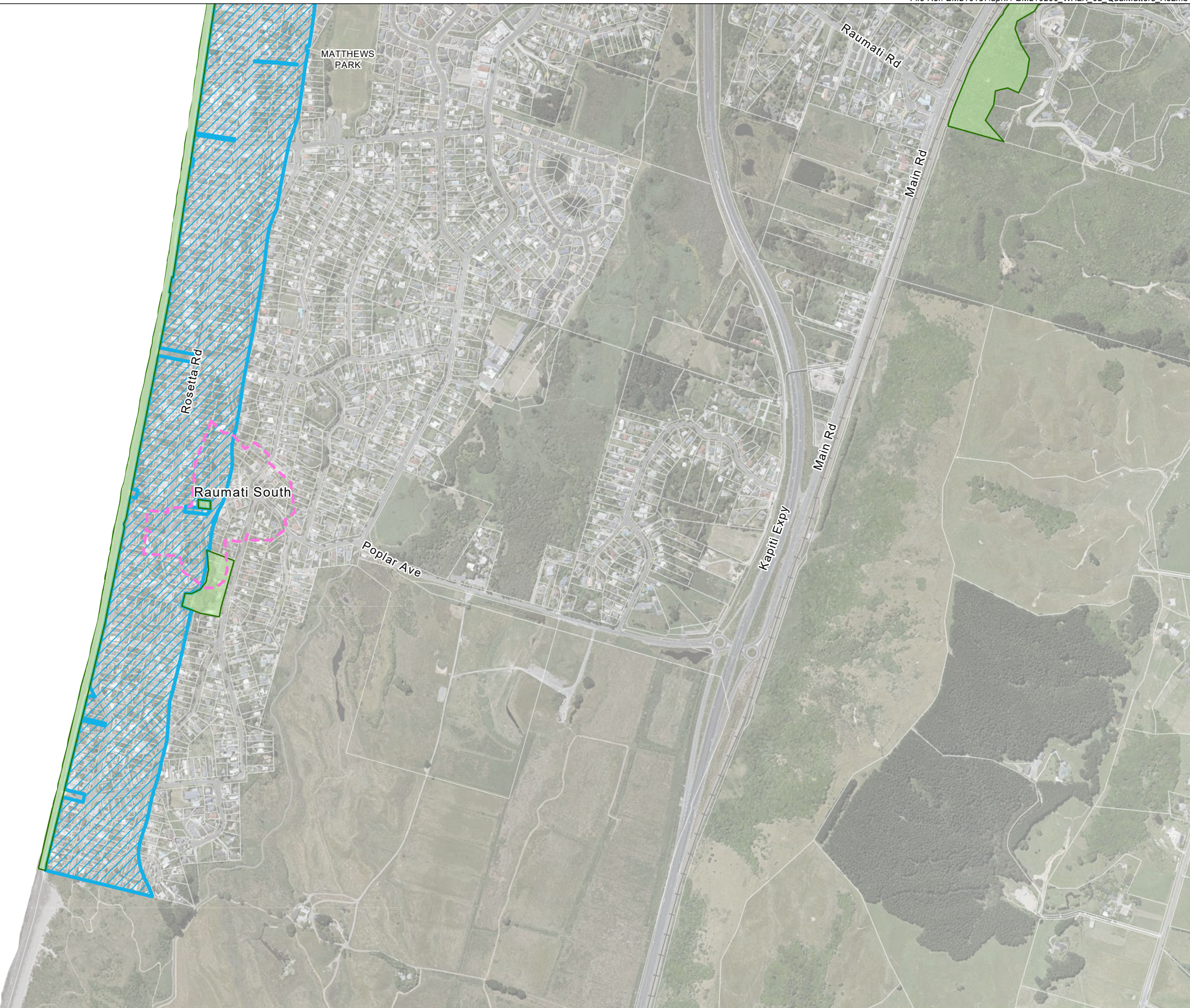
Walkable Catchment

Local Centre Zone 200m walkable catchment

Qualifying Matters (see note)

Open Space Zones

Coastal Qualifying Matter Precinct



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KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Step 2: Identify Qualifying Matters

Raumati South

Date: 01 June 2022 | Revision: 0

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QM.6

Walkable Catchments

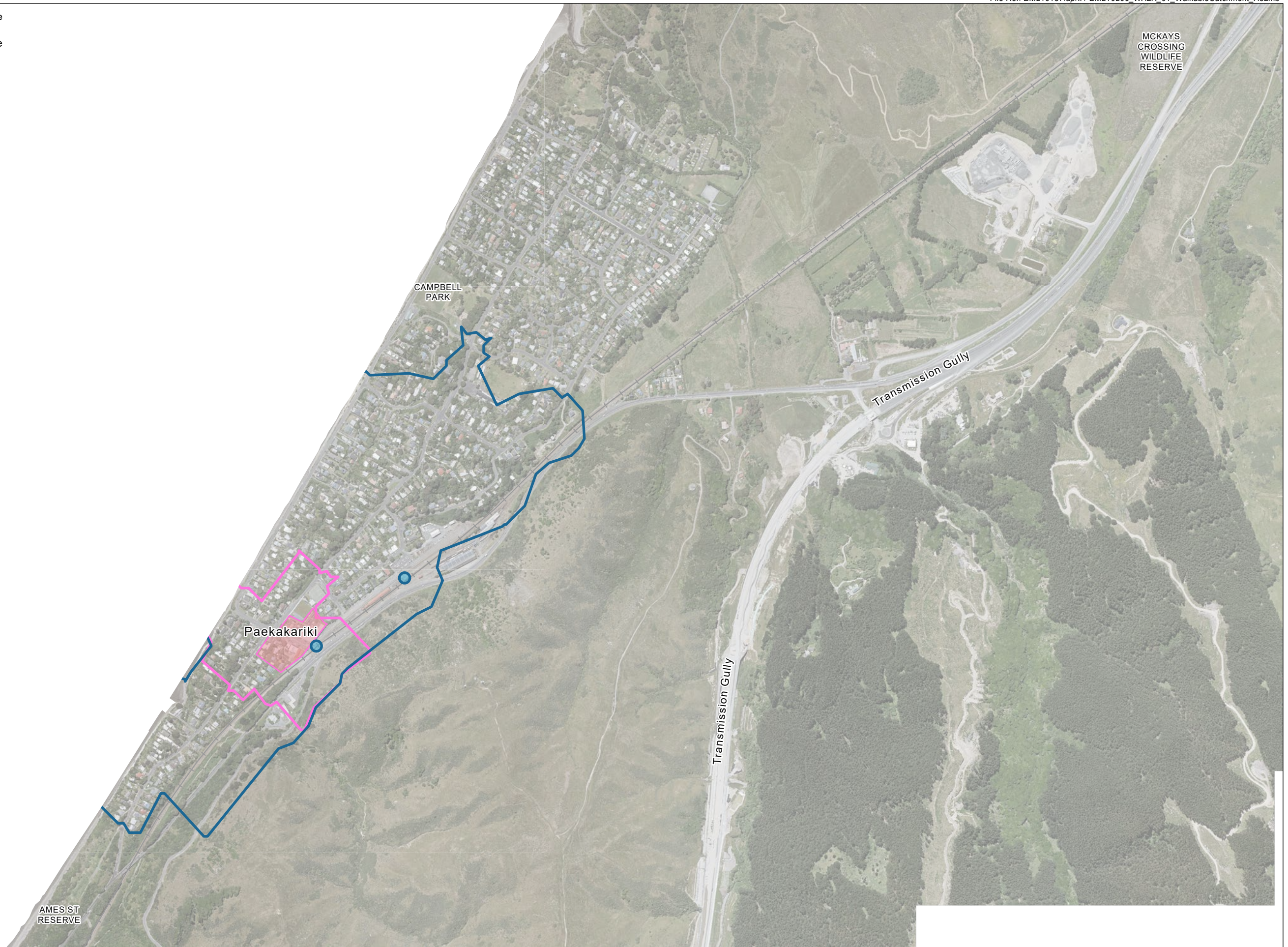
- Local Centre Zone 200m walkable catchment
- Local Centre Zone

Intensification Areas


- Policy 3(c): enable building heights of at least 6-storeys within a walkable catchment of the Metropolitan Centre Zone and rapid transit stops
- Policy 3(d): enable building heights and density adjacent to Town and Local Centre Zones






- Rapid Transit Stop 800m walkable catchment
- Local Centre Zone 200m walkable catchment
- Entrance to Rapid Transit Stop
- Local Centre Zone

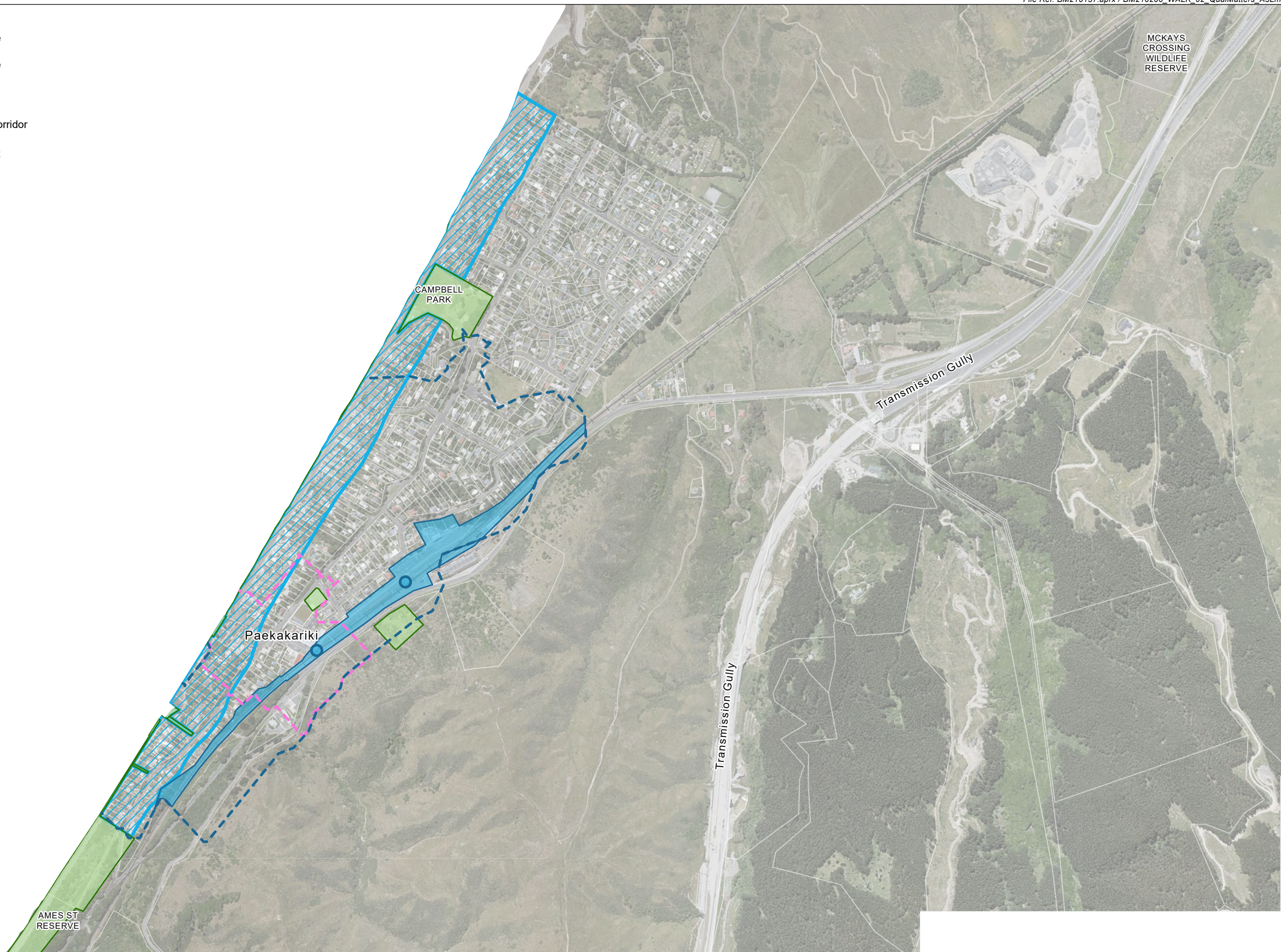


Walkable Catchment

-  Rapid Transit Stop 800m walkable catchment
-  Local Centre Zone 200m walkable catchment
-  Entrance to Rapid Transit Stop

Qualifying Matters (see note)

-  North Island Main Trunk railway corridor
-  Open Space Zones
-  Coastal Qualifying Matter Precinct



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Projection: NZGD 2000 New Zealand Transverse Mercator

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KĀPITI URBAN DEVELOPMENT AND INTENSIFICATION Step 2: Identify Qualifying Matters

Paekakariki Station

Date: 01 June 2022 | Revision: 0

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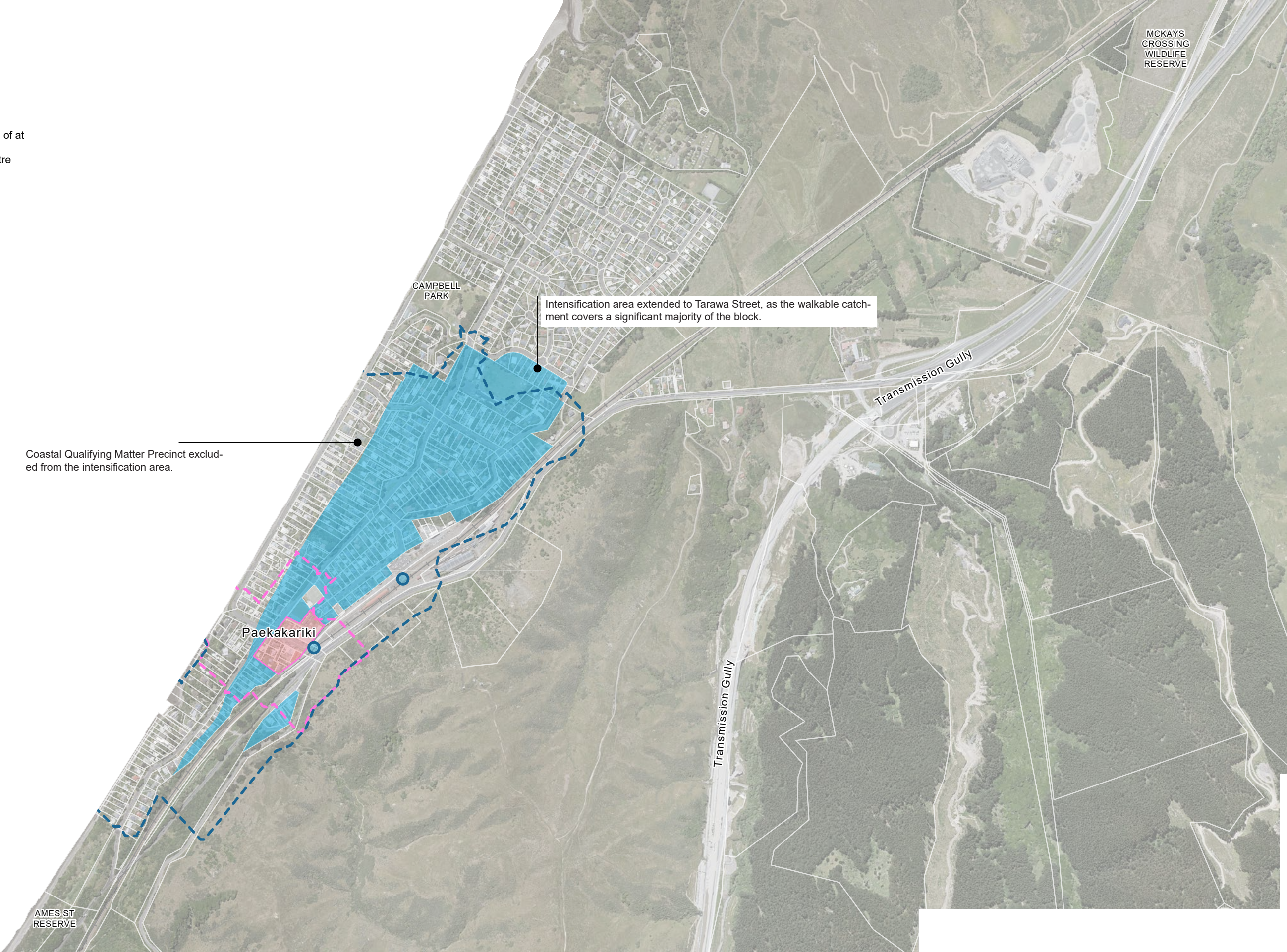
QM.7

Walkable Catchments

- Rapid Transit Stop 800m walkable catchment
- Local Centre Zone 200m walkable catchment
- Entrance to Rapid Transit Stop
- Local Centre Zone

Intensification Areas

Policy 3(c): enable building heights of at least 6-storeys within a walkable catchment of the Metropolitan Centre Zone and rapid transit stops



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Boffa Miskell is a leading New Zealand professional services consultancy with offices in Auckland, Hamilton, Tauranga, Wellington, Christchurch, Dunedin and Queenstown. We work with a wide range of local and international private and public sector clients in the areas of planning, urban design, landscape architecture, landscape planning, ecology, biosecurity, cultural heritage, graphics and mapping. Over the past four decades we have built a reputation for professionalism, innovation and excellence. During this time we have been associated with a significant number of projects that have shaped New Zealand's environment.

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