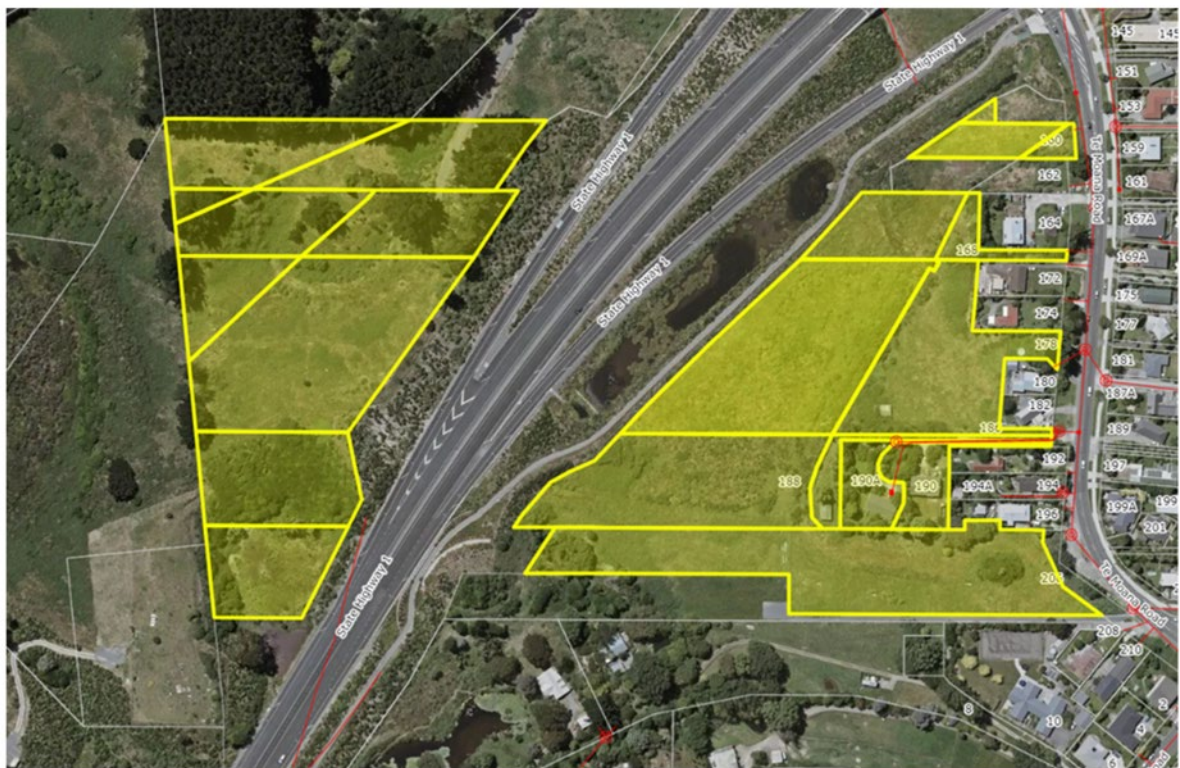




# TE MOANA INTERCHANGE CLUSTER, WAIKANAE, SITE SUBMISSION



PLAN CHANGE 2 SUBMISSION SEPT 2022

# CONTENTS

1. Submitter Details .....	3
2. Summary .....	3
3. Submission Scope.....	3
SUBMISSION.....	5
4. Site Profile .....	5
4.1 Site background .....	6
4.2 Boffa Miskell Greenfield Assessment 2022 .....	11
5. Commentary Plan Change 2.....	14
5.1 Giving effect to NPS-UD 2020 .....	15
We seek the following decision from KCDC.....	15
Annexures .....	16
Trade Competition .....	16
References and Sources .....	16

## 1. Submitter Details

Submitter	Landlink (and TBC)
Agent (Contact person)	Landlink Paul Turner/Marie Payne
Postal Address	[REDACTED]
Telephone	04 902 6161
Email	<a href="mailto:paul@landlink.co.nz">paul@landlink.co.nz</a> / <a href="mailto:marie@landlink.co.nz">marie@landlink.co.nz</a>
I would like my address for service to be my email	Yes
I have selected email as my address for service, and I would also like my postal address withheld from being publicly available [select box if applicable]	Yes

## 2. Summary

As part of the Kāpiti Coast Districts Councils (KCDC's) response to projected growth throughout the region they have recently developed 'Te tupu pai – Growing Well', a proposed approach for sustainable growth. Alongside the development of a growth plan local governments across the country have been working to implement requirements under NPS-UD resulting in a number of changes to District Plans through an Intensification Planning Instrument/Process (ISP/ISPP).. Sections 77G and 77N of the RMA require that District Plans of Tier 1 Authorities give effect to Policy 3 and 4 of the NPS-UD.

This is a submission on Kāpiti Coast Districts Councils Plan Change – Plan Change 2. This submission is provided based on the scope provided through the ISPP & IPI instrument and processes, although we note that this marries up with some of the work on the Growth Strategy (and underpinning data) we are submitting with a focus on the Plan Change 2 Submission remit and not beyond.

As a local and experienced land development advisor that has been operating along the Kāpiti coast for over a decade Landlink has built a wealth of knowledge which informs our day-to-day decisions, operations and longer-term strategies. As part of this process we want to use what we know about and local aspirations, development, infrastructure and demand to positively contribute to policy development and decisions which influence and will ultimately shape our community.

We appreciate the time pressures councils have been under to integrate these requirements and the amount of work involved. We believe that we can add value which should not be underestimated as part of this process and thank you for the opportunity to participate.

## 3. Submission Scope

The specific provisions of the proposed plan change that this submission relates to are:

- The rezoning of land parcels around the Te Moana Road and north of Greenaway Road – The 'Te Moana Interchange Cluster'- (as identified in Figure 1) as a residential through Plan Change 2.

This submission advocates that Plan Change 2 further investigates and subsequently includes the sites the sites (as shown in Figure 1) as residential through Plan Change 2. We believe investigations to date have significantly demonstrated the potential of this area for development.

We also note the importance of engagement with Iwi and Manu Whenua as part of this process, which is why further investigation is also advocated.

Hearing Submissions	
I wish to be heard in support of my submission	YES
I do not wish to be heard in support of my submission.	N/A
If others make a similar submission, I will consider presenting a joint case with them at a hearing.	YES
If others make a similar submission, I will not consider presenting a joint case with them at a hearing.	N/A

# SUBMISSION

## 4. Site Profile

Site Address	
Legal Description	West
	Parcel: Section 1 SO 491799
	Parcel: Section 1 SO 393712
	Parcel: Section 12 SO 491799
	Parcel: Section 3 SO 491799
	Parcel: Section 4 SO 491799
	Parcel: Section 13 SO 491799
	Parcel: Section 2 SO 491799
	Parcel: Section 5 SO 420198
	Parcel: Section 6 SO 420198
	Parcel: Section 27 SO 505437
	East
	Parcel: Section 9 SO 459355
	Parcel: Ngārara West A25B1B2A Block
	Parcel: Ngārara West A25B1B2B Block
	Parcel: Section 37 SO 505437
	Parcel: Section 20 SO 505437
	Parcel: Section 36 SO 505437
	Parcel: Section 21 SO 505437
	Parcel: Section 24 SO 505437
	Parcel: Section 10 SO 505437
	Parcel: Section 29 SO 505437
	Parcel: Section 35 SO 505437
	Parcel: Section 22 SO 505437
Study Area Reference (BM 2022)	WB-02
	WB-03

Record of Title	
Registered Interests	
Site Area	
District Plan	Kapiti Coast Operative District Plan 2021
District Plan Zone	General Rural Zone
District Plan Feature(s)	Coastal Environment
	Rules Dunes Precinct
	NZTA Designation
	Natural Gas (within 25m)
District Plan Hazard(s)	Flood Hazard - Ponding
	Flood Hazard – Residual Ponding
District Plan Transport Network Hierarchy	Local Community connector/Major Community Connector
Proposed Plan change 2	N/A

#### 4.1 Site background

Currently the site is zoned General Rural and is within the Rural Dunes Precinct. Given the general growing urbanisation surrounding the site and intensification directed to both the North East and West (through Proposed Plan Change 2) the site can be considered to be in a prime location to facilitate future residential development and provide opportunity for density as directed through the NPS -UD.

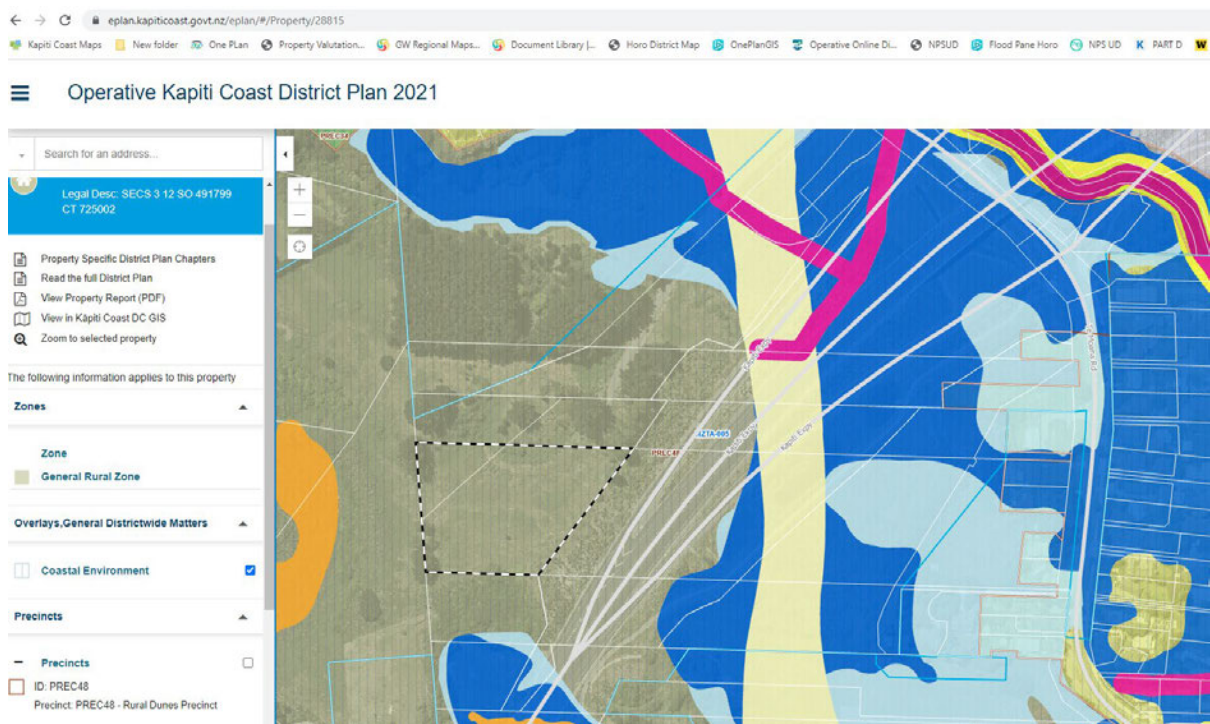
The current zoning is rural which is relatively restrictive in terms of allowing for future development however the sites historically rural profile has changed over time and current zoning has not kept pace. The surrounding areas have urbanised, and the expressway has largely changed the composition and use of land in the area. Many smaller land parcels have been created, many of which are currently under NZTA designation (and we understand are going through the disposals process)



FIGURE 1 SITE AREA



FIGURE 2 OPERATIVE KCDC DISTRICT PLAN PROVISIONS (INCLUDING PROPOSED PC2 ) 2021



Source: <https://eplan.kapiticoast.govt.nz/eplan/#/Property/7921>

## Zoning

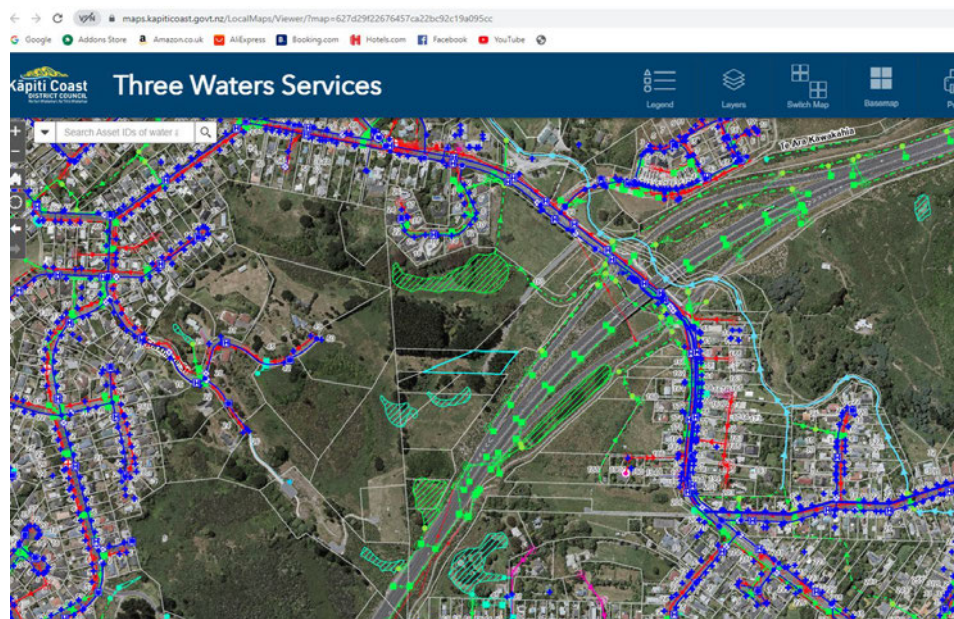
The site is close to a number of existing residential areas and established communities it also is subject to the flood hazards which are experienced throughout the Kapiti region. The current zoning no longer seems appropriate given the limited productive yield of the land, surrounding urbanisation (including the location of the expressway), surrounding ecological features and the present of potential natural wetlands onsite.

## Infrastructure

The site is not significantly developed but can readily tap in to and provide a resource for to facilitate future infrastructure development. The site is in prime position to facilitate and extension of the public wastewater network to the north west and could potential utilise the existing water network through extension.

The availability of nearby infrastructure demonstrates and reinforces the urban location of the site and the extent of the existing community.

FIGURE 3 THREE WATERS SE RVICES KCDC GIS 2022

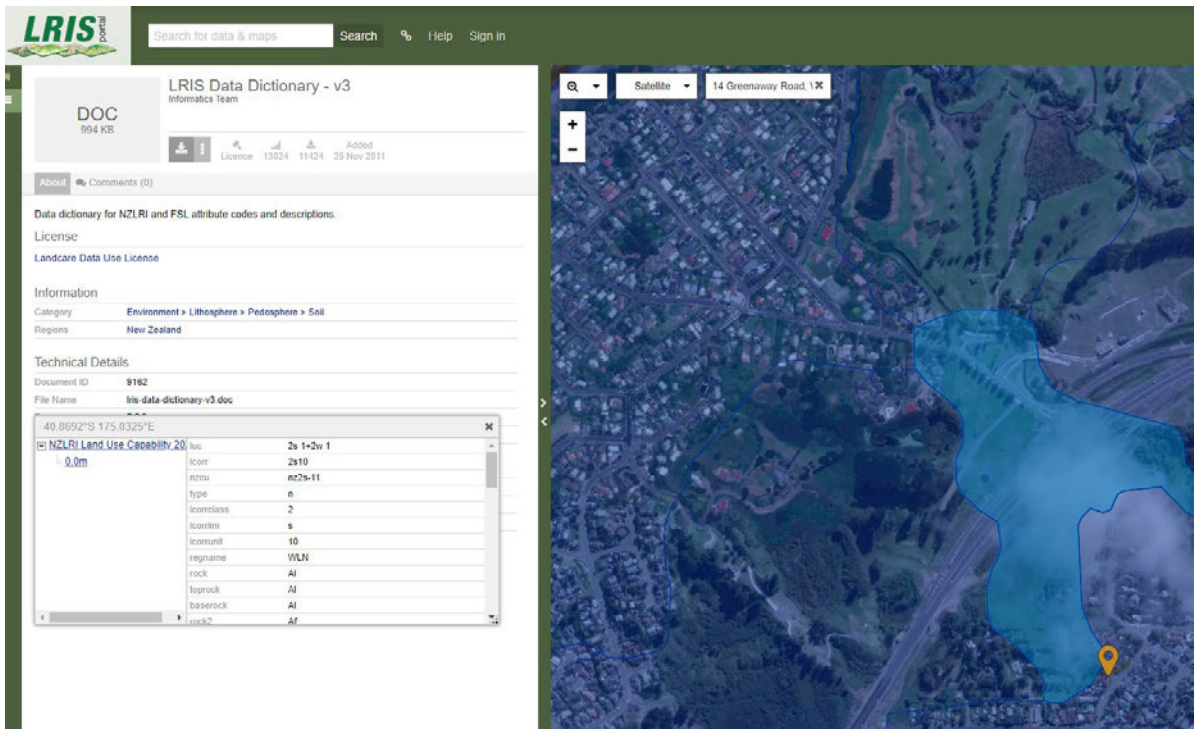


## Productive Activity Focus

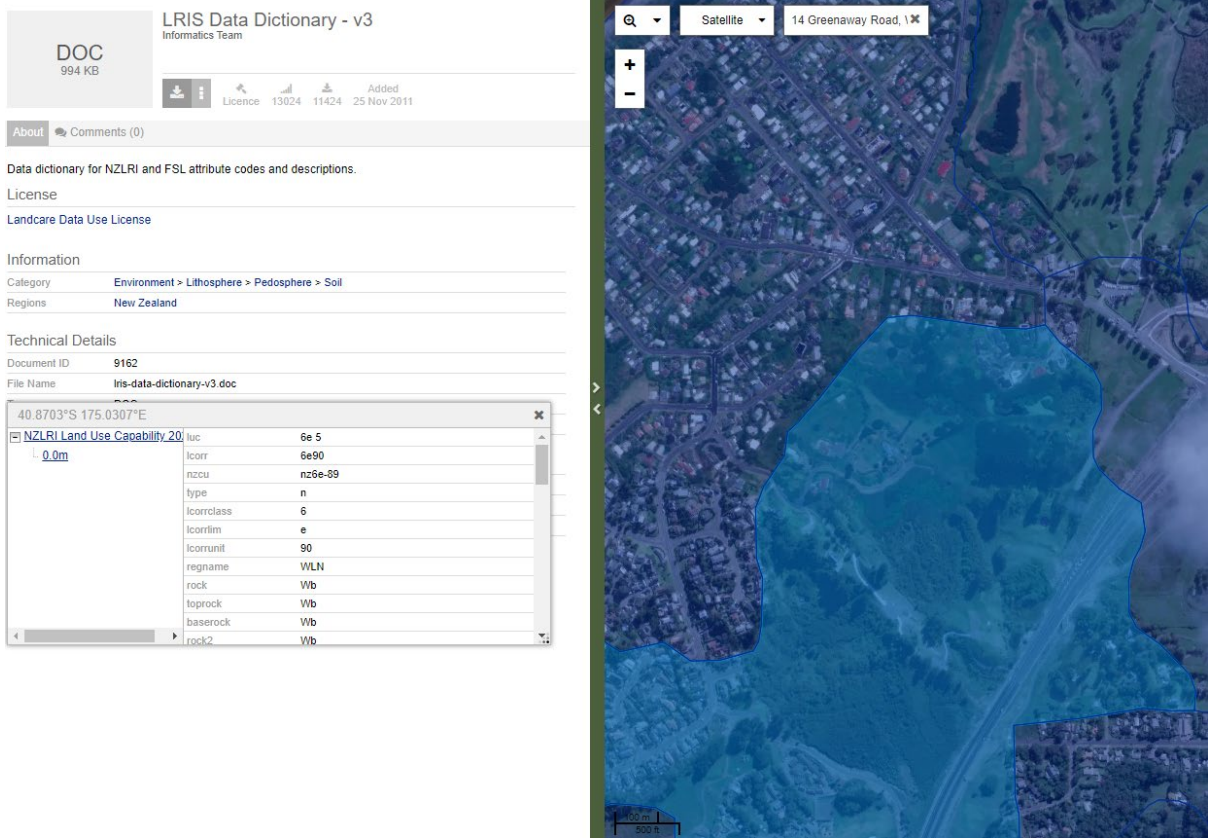
The land in this area was fragmented by urbanisation and through the development of the expressway which is now understood to be complete. The large lots which once existed have reduced to smaller land parcels impacting productive yield potential. Alongside this natural features and increasing urbanisation – compounded by the soil quality and its limit for uses all act as limitations to the lands use for productive purposes



FIGURE 4 NZLRI LANDUSE CAPABILITY MAPS 2021



As can be seen in Figures X & X below one area of the site is classed as having LUC- 6e 5 and the other 2s 1+2w 1 both demonstrated has having productive limitations or constraints. These issues may require further investigation which can be undertaken as required.



**2. LUC** is an expression of three parts recorded in combination (see interpretation below):

<b><i>LUC Class code</i></b>	<b><i>Description</i></b>
1	Land with virtually no limitations for arable use and suitable for cultivated crops, pasture or forestry
2	Land with slight limitations for arable use and suitable for cultivated crops, pasture or forestry
3	Land with moderate limitations for arable use, but suitable for cultivated crops, pasture or forestry
4	Land with moderate limitations for arable use, but suitable for occasional cropping, pasture or forestry
5	High producing land unsuitable for arable use, but only slight limitations for pastoral or forestry use
6	Non-arable land with moderate limitations for use under perennial vegetation such as pasture or forest
7	Non-arable land with severe limitations to use under perennial vegetation such as pasture or forest
8	Land with very severe to extreme limitations or hazards that make it unsuitable for cropping, pasture or forestry

<b><i>LUC subclass modifier</i></b>	<b><i>Description</i></b>
e	erosion susceptibility, deposition or the effects of past erosion damage first limits production
w	soil wetness resulting from poor drainage or a high water table, or from frequent overflow from streams or coastal waters first limits production
s	soil physical or chemical properties in the rooting zone such as shallowness, stoniness, low moisture holding capacity, low fertility (which is difficult to correct), salinity, or toxicity first limits production
c	climatic limitations such as coldness, frost frequency, and salt-laden onshore winds first limits production

## Access

There is a lot of potential for access to the site pending future residential access, obvious access points would be from Te Moana Road.

## Flood Hazard

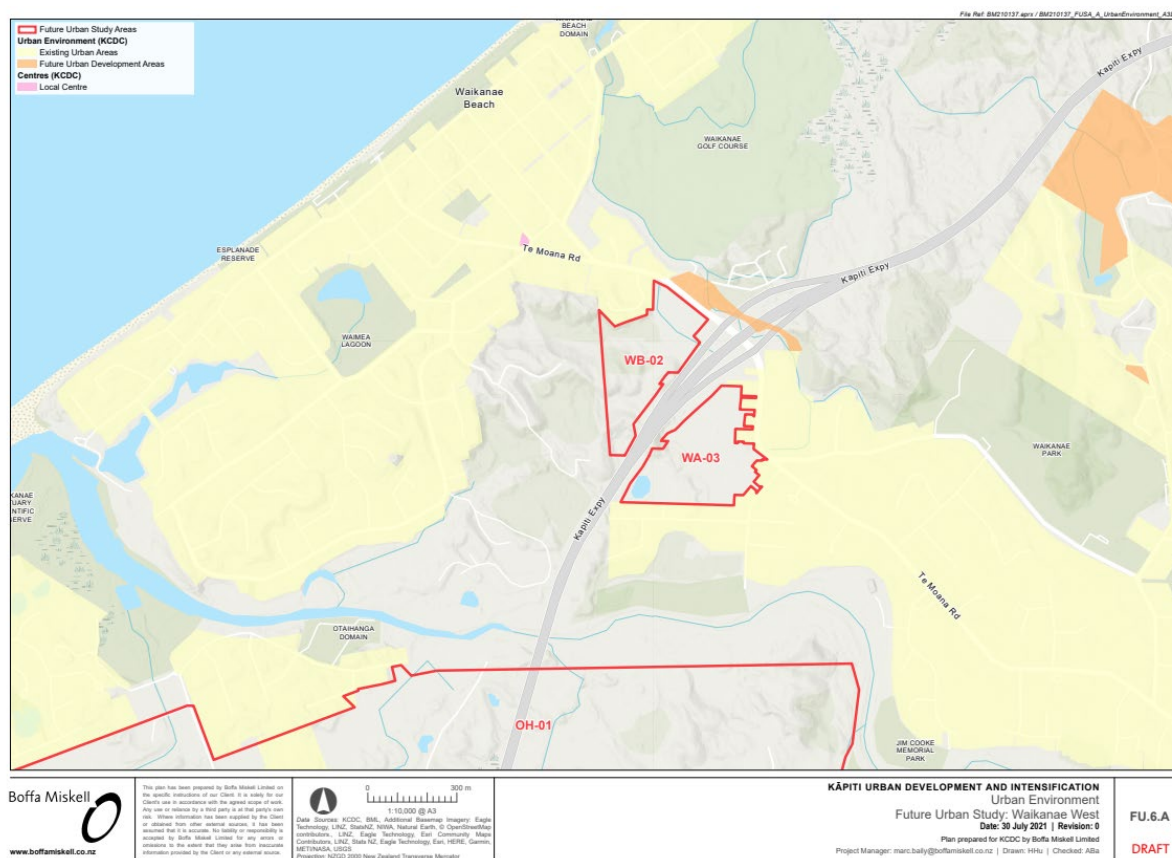
The site has a number of flood hazards identified through the district plan. These are a consideration of future development and there are a number of existing provisions and strategies to manage flood risk which is a nationwide/district wide issue. Given the nature of flood extents in the general area and throughout the existing residential zone the issues posed by flood risk should not inhibit a decision to rezone as they would be managed through any subsequent development.

## Liquefaction Constraint

It would not be supported that the consideration of liquefaction risk is a constraint that could be considered detrimental to the rezoning of the site to residential. Liquefaction risk is present throughout the country and is managed by a range of policy provisions including those in district plans and the Building Act/Consent process.

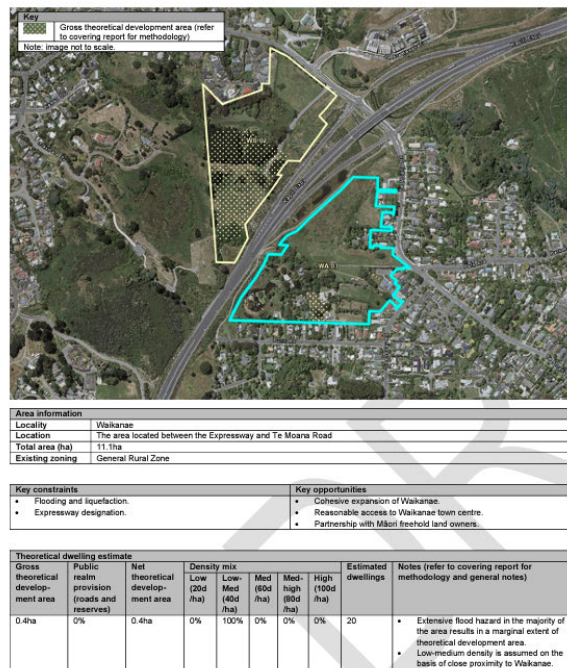
### 4.2 Boffa Miskell Greenfield Assessment 2022

FIGURE 6 BOFFA MISKELL WA-03 STUDY AREAS





## Future Urban Study Area WA-03

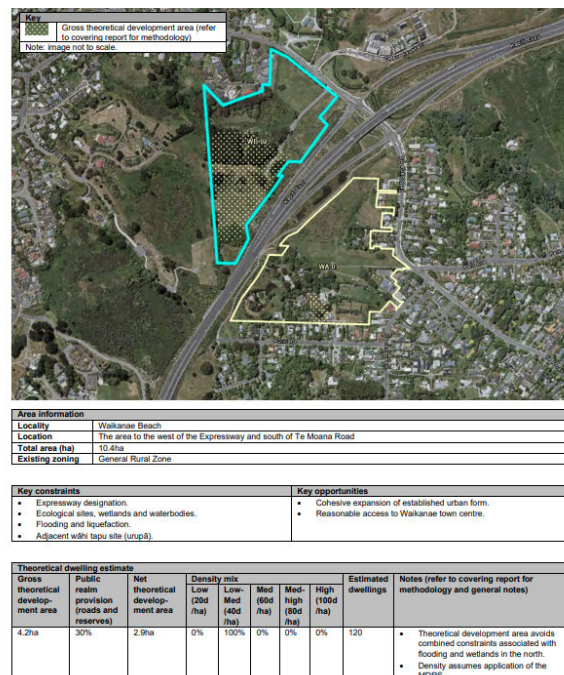


Criteria	Observations	Rating
Mana whenua values	<ul style="list-style-type: none"> <li>The headwaters of the Waimeha to the east of the area are recognised as a site of significant to Te Arawa ki Whakarangotai.</li> <li>There are a number of archaeological sites located throughout the area.</li> <li>The influence Takamore unupā and wāhi tapu site to the west is a significant consideration in terms of development of the area.</li> </ul>	
Iwi development aspirations	<ul style="list-style-type: none"> <li>The central portion of the area is Māori freehold land.</li> </ul>	
Urban form	<ul style="list-style-type: none"> <li>Development of the area would function as a cohesive consolidation of urban form at Waikanae.</li> </ul>	
Local neighbourhoods	<ul style="list-style-type: none"> <li>Development of the area would be an extension of the established neighbourhood at western Waikanae.</li> </ul>	
Activity centres	<ul style="list-style-type: none"> <li>The area has good access to the local centre on the corner of Te Moana Road and Waimeha Road, although this requires crossing the Expressway.</li> <li>Development of the area is likely to support the development of the existing local centre.</li> <li>Waikanae town centre is located approximately 3.5km to the east, along Te Moana Road.</li> <li>The nearest schools are at Waikanae to the east.</li> </ul>	
Residential development	<ul style="list-style-type: none"> <li>Extensive flood hazard covering most of the area reduces potential development. Potential to contribute to dwelling supply is marginal as a result.</li> <li>Location within urban Waikanae may encourage the development of a range of typologies.</li> </ul>	
Business land	<ul style="list-style-type: none"> <li>There is no existing business zoned land in the area.</li> </ul>	
Transport networks	<ul style="list-style-type: none"> <li>There is access to the area from Te Moana Road and Greenway Road.</li> <li>The area has immediate access to the Expressway via the adjacent interchange.</li> <li>There is an existing bus route that runs along Te Moana Road.</li> <li>There is reasonable access to Waikanae Station and town centre via active modes along Te Moana Road.</li> </ul>	
Infrastructure and servicing	<ul style="list-style-type: none"> <li>Existing water supply trunk and reticulation mains run along Te Moana Road adjacent to the area.</li> <li>Existing waste water reticulation runs along Te Moana Road adjacent to the area.</li> <li>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.</li> </ul>	
Natural ecosystem values	<ul style="list-style-type: none"> <li>There are no identified ecological sites within the area.</li> </ul>	
Water bodies	<ul style="list-style-type: none"> <li>There is a pond located in the south-western extent of the site.</li> <li>There are no identified special amenity landscapes in the area.</li> <li>The area has good access to open space Waikanae Park.</li> </ul>	
Landscape and open space values	<ul style="list-style-type: none"> <li>There are no listed heritage features in the area.</li> <li>There are a number of archaeological sites located throughout the area.</li> </ul>	
Heritage values	<ul style="list-style-type: none"> <li>There are no listed heritage features in the area.</li> <li>There are a number of archaeological sites located throughout the area.</li> </ul>	
Topography	<ul style="list-style-type: none"> <li>The topography of the area is flat towards Te Moana Road, and increasingly hilly towards the Expressway.</li> </ul>	
Natural hazards and land risks	<ul style="list-style-type: none"> <li>The majority of the area is identified as being subject to flood risk. High consequence hazard associated with the flooding of the Waikanae River in this location. Could be a potential 'fatal flaw' for development in this location.</li> <li>The south-western corner of the area is covered by the Expressway designation, although this could be reviewed with Waia Kotahi, and is not necessarily a constraint.</li> </ul>	
Land use compatibility	<ul style="list-style-type: none"> <li>A significant portion of the area is covered by the Expressway designation, although this could be reviewed with Waia Kotahi, and is not necessarily a constraint.</li> <li>Development is likely to have reverse sensitivity effects on the Expressway.</li> <li>The natural gas network runs through the western portion of the area.</li> <li>Established rural lifestyle development in the area may be resistant to urban development.</li> <li>The influence Takamore unupā and wāhi tapu site to the west is a significant consideration in terms of development of the area.</li> </ul>	
Highly productive land	<ul style="list-style-type: none"> <li>The eastern half of the area is identified as LUC 1, however it is relatively discontinuous with other potentially highly productive areas.</li> </ul>	
Climate change (low-carbon futures)	<ul style="list-style-type: none"> <li>Consolidation of existing urban form and connecting to established infrastructure services is likely to be less resource intensive.</li> <li>The area has good access to activity centres and regional public transport, with reasonable opportunities for access to these areas by active modes of transport.</li> </ul>	

Notes:

\* Feedback on mana whenua values and iwi development aspirations was obtained during the Council Officer workshop on the 19th of July. It is acknowledged that engagement with mana whenua will provide the basis for understanding mana whenua values and iwi development aspirations.

## Future Urban Study Area WB-02



Criteria	Observations	Rating
Mana whenua	<ul style="list-style-type: none"> <li>The Takamore unupā is located in the area, and there is a wider wāhi tapu area associated with this that covers the majority of the western half of the area.</li> <li>There are a number of archaeological sites located throughout the area.</li> <li>The influence Takamore unupā and wāhi tapu site to the west is a highly site, and there is likely to be sensitivity towards urban development near the site.</li> </ul>	
Urban form	<ul style="list-style-type: none"> <li>Development of the area would function as a cohesive consolidation of urban form at Waikanae, although constraints associated with the site mean that development is likely to establish away from Te Moana Road.</li> </ul>	
Local neighbourhoods	<ul style="list-style-type: none"> <li>Development of the area would be an extension of the established neighbourhood at Waikanae Beach.</li> </ul>	
Activity centres	<ul style="list-style-type: none"> <li>The area has good access to the local centre on the corner of Te Moana Road and Waimeha Road.</li> <li>Development of the area is likely to support the development of the existing local centre.</li> <li>Waikanae town centre is located approximately 4km to the east, along Te Moana Road.</li> <li>The nearest schools are at Waikanae to the east.</li> </ul>	
Residential development	<ul style="list-style-type: none"> <li>Combined constraints in the area limit the theoretical development area, and as a result the potential to contribute to housing supply is marginal.</li> </ul>	
Business land	<ul style="list-style-type: none"> <li>There is no existing business zoned land in the area.</li> </ul>	
Transport networks	<ul style="list-style-type: none"> <li>There is access to the area from Te Moana Road, Flaxmere Street and Gales Road.</li> <li>The area has immediate access to the Expressway via the adjacent interchange.</li> <li>There is an existing bus route that runs along Te Moana Road.</li> <li>There is reasonable access to Waikanae Station and town centre via active modes along Te Moana Road.</li> <li>Some parts of Te Moana Road include a cycle lane.</li> </ul>	
Infrastructure and servicing	<ul style="list-style-type: none"> <li>Water supply and waste water reticulation extent in to the area via Flaxmere Street.</li> <li>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.</li> </ul>	
Natural ecosystem values	<ul style="list-style-type: none"> <li>There are a number of identified ecological sites associated with wetlands in the area.</li> <li>There is a QEII covenant site located in the north of the area.</li> </ul>	
Water bodies	<ul style="list-style-type: none"> <li>There are a number of significant wetlands located throughout the area.</li> <li>A tributary to the Waikanae River is located in the south-western extent of the area.</li> <li>The Waimeha Stream is located to the north of the area. A drain that flows to the stream runs through the north of the area.</li> </ul>	
Landscape and open space values	<ul style="list-style-type: none"> <li>There are no identified special amenity landscapes in the area.</li> <li>The area has good access to open spaces within Waikanae Beach, as well as coastal open space.</li> </ul>	
Heritage values	<ul style="list-style-type: none"> <li>There are no listed heritage features in the area.</li> <li>There are a number of archaeological sites located throughout the area.</li> </ul>	
Topography	<ul style="list-style-type: none"> <li>The area is relatively hilly.</li> </ul>	
Natural hazards and land risks	<ul style="list-style-type: none"> <li>North eastern and south-western parts of the area are identified as being subject to flood risk. High consequence hazard associated with the flooding of the Waikanae river in this location.</li> <li>The majority of the area is identified as being subject to high liquefaction risk.</li> <li>There is a SLUR site located along the northern extent of the area.</li> </ul>	
Land use compatibility	<ul style="list-style-type: none"> <li>A significant portion of the area is covered by the Expressway designation, although this could be reviewed with Waia Kotahi, and is not necessarily a constraint.</li> <li>Development is likely to have reverse sensitivity effects on the Expressway.</li> <li>Established rural lifestyle development in the area may be resistant to urban development.</li> <li>Significant presence of unupā and wāhi tapu sites over much of the western extent of the area.</li> </ul>	
Highly productive land	<ul style="list-style-type: none"> <li>The north-eastern portion of the area is identified as LUC 1, however it is relatively discontinuous with other potentially highly productive areas.</li> </ul>	
Climate change (low-carbon futures)	<ul style="list-style-type: none"> <li>Consolidation of existing urban form and connecting to established infrastructure services is likely to be less resource intensive.</li> <li>The area has good access to activity centres and regional public transport, with reasonable opportunities for access to these areas by active modes of transport.</li> </ul>	

**We advocate that further investigation can also be undertaken through the area (which is captured as areas WB-02 and WB-03) focusing on:**

- Technical assessments



- *Re-evaluated flood risk analysis post expressway development (refer*
- *Councils updated flood risk modelling)*
- *Productive land limitations*
- *Infrastructure provisions*
- *Engagement with Iwi and manu whenua to develop greater understanding of any heritage concerns in relation to the site*
- *Geotechnical and liquefaction issues*
- *Consideration on the disposal of land from NZTA – now the express way is complete*

It is not evident that any further investigation was undertaken into the site as part of the process or as Proposed Plan Change 2 has progressed.

## 5. Commentary Plan Change 2

Plan change 2 has identified 13 small sites which are proposed to be rezoned from their current zoning to 'General Residential'. We understand this activity is to give effect the relevant policies in NPS -UD in particular ensuring planning decisions that contribute to a well-functioning urban environment and ensuring sufficient development capacity to meet demand through the district plan. The inclusion of this site as part of the residential zone would contribute to the implementation of NPS-UD policies and have wider benefits for the community in providing future development potential. We believe any potential adverse effects could be managed through other development provisions and that the constraints previously identified are not sufficient reason to preclude this site from re-zoning through Plan Change 2.

The rationale for the recommendation in this report is summarised in the points below, more information can be provided on any of these points as required. We have further assessed relevant policies of the NPS-UD against our recommendation. We further note the importance of discussion with Iwi around the viability of this proposal with the relevant cultural considerations.

- **Prime location** – The site lies is situated centrally within established and increasingly urbanising areas. This includes the Waikanae Beach Community and proposed intensification precinct to the west and Waikanae Town centre to the east. Along Te Moana Road and the beach community and in the surrounds there are also a range of amenities and services to support the community e.g. childcare/schools/shops/parks – we note the future provision of further amenities through the Ngārara Development. We also note that the site is also 'well connected' being within close proximity of local bus routes and a short distance to both the express way and train station.
- **Alignment, context and urban form** - Although currently within the rural zone the character and context of the area is changing and being increasingly urbanised. In particular the site is within close proximity to a proposed intensification precinct and local centre. The rural zoning of this site no longer appears pragmatic and in keeping with the central policy direction driving intensification in existing and established Urban areas.

Consideration should be given to the fact the site is not a submersed rural site but an area on the fringes of an existing residential area. The existing rural lots are notably fragmented with numerous smaller lots and subdivisions taking place in the surrounds over the last couple of decades. Due to this fragmentation it is unlikely that the site will be practically used in a productive capacity particularly given the surrounding residential uses and the location of a nearby ecological site/wetlands..

- **Feasible management of constraints** – In its response previous submissions response council noted that this site was 'subject to a range of constraints' (Appendix B Summary of submissions on Draft PC 2 2022). We are aware there are a number of considerations in relation to the site which will require a planned and strategic management approach, but we do not believe these amount to 'sufficient complexity' (KCDC 2022) and as such should not be considered reasonable impediments to shorter term development or for the purpose of rezoning in this context. We think that some further analysis in to this site and the issues identified as 'key constraints' would easily demonstrate ways in which concerns around development could be overcome.

- **Would provide a notable contribution** – Given the existing development in the area and the site area of approximately 10ha this change request could result in significant contribution to housing supply which would support the district in meeting its housing aspirations. The Boffa Miskell studies indicated a Theoretical dwelling estimate of sites WA-03 and WA-02 of approximately 150 dwellings (which is believed was modest given potential overstatement of site constraints).
- **‘Ready to go infrastructure’** – Future development on site can be facilitated through existing infrastructure and this site also has the potential to provide key future infrastructure.
- **Risk Management** – We note that a change of ‘zone’ alone will not automatically enable substantial development on this site and that future development will be subject to a number of national, regional and local district plan provisions (particularly given the flood hazard/qualifying matter). With that in mind consideration around the ‘constraints’ ,which we understand have contributed to the decision to exclude this site from Plan Change 2, would be managed and risks mitigated accordingly. Consideration should be given to this factor when making decisions around rezoning, at this point in time rezoning would provide opportunity for the future development whilst maintaining key levers for sustainable management.

## 5.1 Giving effect to NPS-UD 2020

We believe that the changes proposed in this submission have the potential to give effect to the below policies of the NPS-UD 2020

- Policy 1 – Incorporating the recommendation to proposed plan change 2 will contribute to a well-functioning urban environment. The site is already part of an established, growing and well connected urban environment with little practical rural production potential due to the surrounding urbanisation of the area.
- Policy 2 – Can contribute to sufficient development capacity to meet demand for housing in the short term.- It is very uncertain that the proposal to rezone 13 small areas will provide sufficient short term capacity to give effect to Policy 2 this site has the potential facilitate new dwellings of different types enabling choice whilst carefully managing any constraints
- Policy 3 – There is a requirement for Local Authorities to enable increased densities and urban form which is commensurate with the level of commercial activity and community services in the surrounds. It not longer appears suitable to retain this site as an part of the ‘rural zone’ given surround activities and development.

## 6.0 We seek the following decision from KDC

We request that the ‘Te Moana Interchange Cluster’ is rezoned as residential through plan change 2 process.

We also note the importance of further investigation and engagement with Iwi around this proposal.

## 7.0 Annexures

### Trade Competition

<p><b>Trade Competition</b> <i>[select the appropriate wording]</i></p> <p>If you are a person who could gain an advantage in trade competition through the submission, your right to make a submission may be limited by <a href="#">clause 6(4)</a> of Part 1 of Schedule 1 of the Resource Management Act 1991.</p> <p>I could <input type="checkbox"/> / I could not <input checked="" type="checkbox"/> gain an advantage in trade competition through this submission.</p> <p><i>If you could gain an advantage in trade competition through this submission, please complete the following:</i></p> <p>I am <input type="checkbox"/> / I am not <input checked="" type="checkbox"/> directly affected by an effect of the subject matter of the submission that—</p> <p>(a) adversely affects the environment; and</p> <p>(b) does not relate to trade competition or the effects of trade competition.</p>
--

### References and Sources

Kāpiti Coast Urban Development Greenfield Assessment *Boffa Miskell* 2022

Source: <https://www.kapiticoast.govt.nz/media/UDGADraft.pdf> [Accessed 13/09/2022]

Spatial Application of NPS-UD intensification policies Kāpiti coast district *Boffa Miskell*: 2022

Source:

[https://www.kapiticoast.govt.nz/media/wnic5k0t/pc2\\_s32\\_appendix\\_e\\_spatialapplicationpolicy3.pdf](https://www.kapiticoast.govt.nz/media/wnic5k0t/pc2_s32_appendix_e_spatialapplicationpolicy3.pdf)

KCDC Three Waters GIS

<https://maps.kapiticoast.govt.nz/LocalMaps/Viewer/?map=627d29f22676457ca22bc92c19a095cc> [Accessed 10/03/2022]

Operative Kāpiti Coast District Plan 2021

Source: <https://eplan.kapiticoast.govt.nz/eplan/#Rules/0/216/1/0/0> [Accessed on 14/09/2022]

New growth strategy emphasises compact urban form and good design Kāpiti Coast District Council Feb 2022

Source: <https://www.kapiticoast.govt.nz/whats-on/news/2022/new-growth-strategy-emphasises-compact-urban-form-and-good-design/> [Accessed 14/09/2022]

Appendix B Summary of submissions on Draft PC 2 2022 Kāpiti Coast District Council 2022

Source:

[https://www.kapiticoast.govt.nz/media/04bbdt13/pc2\\_s32\\_appendix\\_b\\_draftpc2feedback.pdf](https://www.kapiticoast.govt.nz/media/04bbdt13/pc2_s32_appendix_b_draftpc2feedback.pdf) [Accessed on 14/09/2022]

National Policy Statement on Urban Development 2020 Updated May 2022 *Ministry for the Environment* 2022

Source: <https://environment.govt.nz/publications/national-policy-statement-on-urban-development-2020-updated-may-2022/> [Accessed 14/09/2022]



**From:** [Marie Payne](#)  
**To:** [Mailbox - District Planning](#)  
**Cc:** [Paul Turner](#)  
**Subject:** Plan Change 2 Submission  
**Date:** Tuesday, 27 September 2022 4:56:32 pm  
**Attachments:** [image002.png](#)  
[image004.png](#)  
[Plan Change 2 Site Submission Te Moana Interchange Cluster.pdf](#)

---

Hi,

Please find the attached submission in relation to Proposed Plan Change 2.

Kind regards,

Marie



**Marie Payne**  
Senior Planner + [Landlink Ltd](#)  
04-902-6161

