

In the matter of the Resource Management Act 1991, Subpart 6
concerning Intensification Streamlined Planning Process

And

In the matter of Plan Change 2, a Council-led proposed plan change to the
Kapiti Coast District Plan under the Resource Management
Act 1991, Schedule 1 Subpart 6

**STATEMENT OF EVIDENCE OF ELLIOTT THORNTON ON BEHALF OF THE
APPLICANT**

Dated: 10 March 2023

INTRODUCTION

1. My name is **Elliott James Thornton**.
2. I am a Principal Planner at Cuttriss Consultants Limited with over 18 years experience in urban and environmental planning working for both Local Government, Central Government and private consultancy both in New Zealand and Australia, including over 5 years resource management experience in New Zealand.
3. I have the following qualifications and experience relevant to the evidence I shall give:
 - I have a Bachelor of Urban and Environmental Planning from Griffith University (Australia);
 - I am a Full Member of the New Zealand Planning Institute and former Full Member of the Planning Institute of Australia.
 - I have extensive experience in the preparation of Structure Plan and experience in providing input into and review of Plan Changes;
 - I have experience in greenfield master planning including work on the Aotea development in Porirua, Lincolnshire Farm in Wellington City and various largescale residential subdivision in Brisbane, Australia including Stockland, Pallara.

Code of conduct

4. I confirm that I have read the Code of Conduct for expert witnesses contained in the Environment Court Practice Note 2014. This assessment has been prepared in compliance with that Code, as if it were evidence being given in Environment Court proceedings. Unless I state otherwise, this assessment is within my area of expertise and I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Purpose and scope of the evidence

5. The purpose of my evidence is to provide detailed information in support of the rezoning of the block of land along Ratanui and Otaihanga Roads, Paraparaumu.
6. Given the time constraints associated with there being 5 concurrent notified Plan Changes in the Wellington Region, I do not intend to outline my

evidence in detail in this document, but refer you to the appended report prepared by Cuttriss Consultants Ltd and reviewed by myself.

7. I do however, intend to summary the key points from the report which are outlined below.

EXECUTIVE SUMMARY

8. The site is suitable for rezoning under the Intensification Streamlined Planning Process (ISPP) as enabled by Section 77G(4) of the Resource Management Act 1991 (RMA).
9. The ISPP formed part of the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021, which had bi-partisan support with the explicit purpose to accelerate the provision of housing supply to improve New Zealand's housing affordability. In particular, it enables quicker implementation of the National Policy Statement for Urban Development 2020 (NPS-UD), the implementation of the Medium Density Residential Standards (MDRS), and enabled Council's to rezone land for residential purposes more quickly than through the Schedule 1 process of the RMA.
10. The land proposed for rezoning represent 'infill' in that it is located between land that is already zoned General Residential to the north, east and west.
11. It has suitable ground conditions for residential development, infrastructure is readily available, and is largely free of natural hazards such as flooding. The site also has good frontage to the existing roading network.
12. The rezoning this land would be consistent with the NPS-UD and aid in meeting the housing needs required to accommodate 32,000 people over the next 30 years¹.
13. The site was identified in the Te Tupu Pai Growth Strategy as medium priority greenfield growth area. The Growth Strategy was adopted by Kāpiti Coast District Council on the 24 February 2022 and draws on the Housing and Business Assessment. Medium growth is defined by the NPS-UD as meaning between 3 and 10 years, which in effect means that to meet the current growth projections for the District, the land is needed for residential

¹ <https://www.kapiticoast.govt.nz/your-council/projects/draft-strategies-and-policies/growth-strategy/>

purposes from 2025 onwards, which would be unachievable if the rezoning were to be considered under the Schedule 1 process.

14. The site is able to be serviced by infrastructure, as outlined in the appended Infrastructure Report and has good connectivity with existing roading network and can accommodate an expansion to public transport services as demand warrants.
15. The site is relative free from natural hazards, with the exception of some localised ponding and a stream corridor, which is already managed through the existing Natural Hazards chapter of the District Plan.
16. The site has limited ecological or scenic amenity values that can't be adequately addressed through existing provisions of the District Plan or the Proposed Natural Resource Plan (PNRP) in the case of wetlands.
17. The northern portion of the site is mapped as having a Land Use Capability (LUC) of 3, however the National Policy Statement for Highly Productive Land (NPS-HPL) does not apply to land that is identified in a growth strategy for urban purposes within the next 10 years as is the case here, nor should land be mapped as Highly Productive Land where it would form geographically isolated pockets which is currently the case as the land to the north, east and west is zoned for residential activities.
18. A Structure Plan has been prepared for the site which could form an appendix to the District Plan showing indicatively how the site could development, including an indicative local connector route through the site linking Ratanui Road with Otaihanga Road.
19. The proposal aligns well with the NPS-UD in that it would provide additional housing supply needed to meet the District's housing needs and:
 - plan enabled
 - infrastructure ready (3.2(2)(b))
 - feasible and reasonably expected to be realised (3.2(2)(c)), and
 - meet the expected demand plus appropriate competitiveness margin ((3.2(2)(d)).
20. It is noted that the rezoning of the land is not opposed by Council, but that they would prefer it to proceed via the standard Schedule 1 process as it doesn't meet tests they set for rezoning of land under the ISPP. It is noted

that these 'tests' have no statutory standing under the RMA which as outlined above provides for rezoning as part of the ISPP.

21. Notwithstanding, it is our view that the proposal meets both of the tests set by Council in any case as we do not see the site as being overly complex or have any constraints that can not already be considered at resource consent stage under the existing District Plan District-wide Rules, or the PNRP, and there has been ample opportunity for the public to have input into the process including via the Environment Select Committee process for the enactment of the legislation which gave rise to the ISPP, and notification of Plan Change 2 including multiple opportunities to provide submissions to the Council and further submissions to the Independent Hearings Panel (IHP).
22. Overall, we consider the site to be an excellent candidate for rezoning under the ISPP with very few constraints and would make a significant contribution to meeting the District's projected growth, and give effect to the NPS-UD.
23. Please refer to the attached Further Information Relating to Submission on PC2, Infrastructure Report and Structure Plan.



Elliott Thornton, BUrbEnvPlan, MNZPI
Principal Planner, Cuttriss Consultants Ltd.
10 March 2023

FURTHER INFORMATION RELATING TO SUBMISSION ON PC2 - REF S043

On behalf of our clients, we prepared a submission (dated 14 September 2022, Ref: 38 / S043) to Kāpiti Coast District Council (KCDC) seeking to have land along Ratanui and Otaihanga Roads, Paraparaumu (herein, the site) re-zoned General Residential as part of Plan Change 2 (PC2) which gives effect to the Government's Medium Density Residential Standards (MDRS) and National Policy Statement on Urban Development's (NPS-UD) intensification policies.

Most specifically, it gives effect to section 77G(4) of the Resource Management Act 1991 (RMA) which specifically enables tier 1 territorial authorities to create new residential zones to give effect to the NPS-UD using the Intensification Planning Instrument (IPI).

It is our opinion that the site is well suited for residential development. The land has suitable ground conditions for residential development, infrastructure is readily available, and is largely free of natural hazards such as flooding. The site also has good frontage to the existing roading network. As such, rezoning this land would be consistent with the NPS-UD and aid in meeting the housing needs required to accommodate 32,000 people over the next 30 years¹.

The below information addresses the matters requested by the Independent Hearings Panel (IHP) considering Plan Change 2 under the IPI regarding the rezoning of the property. The below information also responds to the KCDC's view that while they agree that the site is well suited for rezoning to General Residential, the rezoning is better suited to a full Schedule 1 process under the RMA, than than the IPI.

The report is structured as follows:

- Part 1: A description of the site and the current and proposed zoning;
- Part 2: The suitability of the site for General Residential zoning;
- Part 3: The appropriateness of including the proposed zoning within PC2.

PART 1: The site

On review of our original submission, we have subsequently reconsidered the extent to which our client's site, and the adjacent land, should be rezoned General Residential.

The revised area we consider suitable for rezoning under the IPI to General Residential comprises approximately 52 hectares of land along Ratanui and Otaihanga Roads (Figure 1).

The purpose of the revised rezoning is to not leave small isolated pockets of land as Rural Lifestyle that would otherwise be completely surrounded by General Residentially zoned land.

To this extent, the proposed area to be rezoned effectively represents 'infill' development, by virtue of filling in the portion of land currently zoned Rural Lifestyle but currently bordered by residential development to the immediate east (Paraparaumu North), west (Otaihanga), and north which is then bounded by the Waikanae River and recreational land (including a

¹ <https://www.kapiticoast.govt.nz/your-council/projects/draft-strategies-and-policies/growth-strategy/>

walking/cycling track providing access to Paraparaumu along the rivers edge). There are generally rural lifestyle allotments to the south of the site.

The Rural Lifestyle Zoning of the site under the Operative District Plan (ODP) provides for 'lifestyle' subdivisions to enable people to live in a rural environment. This current zone is generally associated with land with relatively low productive potential. The relevant standards stipulate that subdivisions create allotments with a minimum individual allotment area of 4000m² and a minimum average area of 1ha.

If the site is rezoned General Residential Zone (under PC2), it would enable development that has no minimum allotment size where containing an existing house or associated approved land use consent or a minimum allotment size of 450m² where creating vacant allotments. Higher density development, aligning with the MDRS is provided for in this zone.

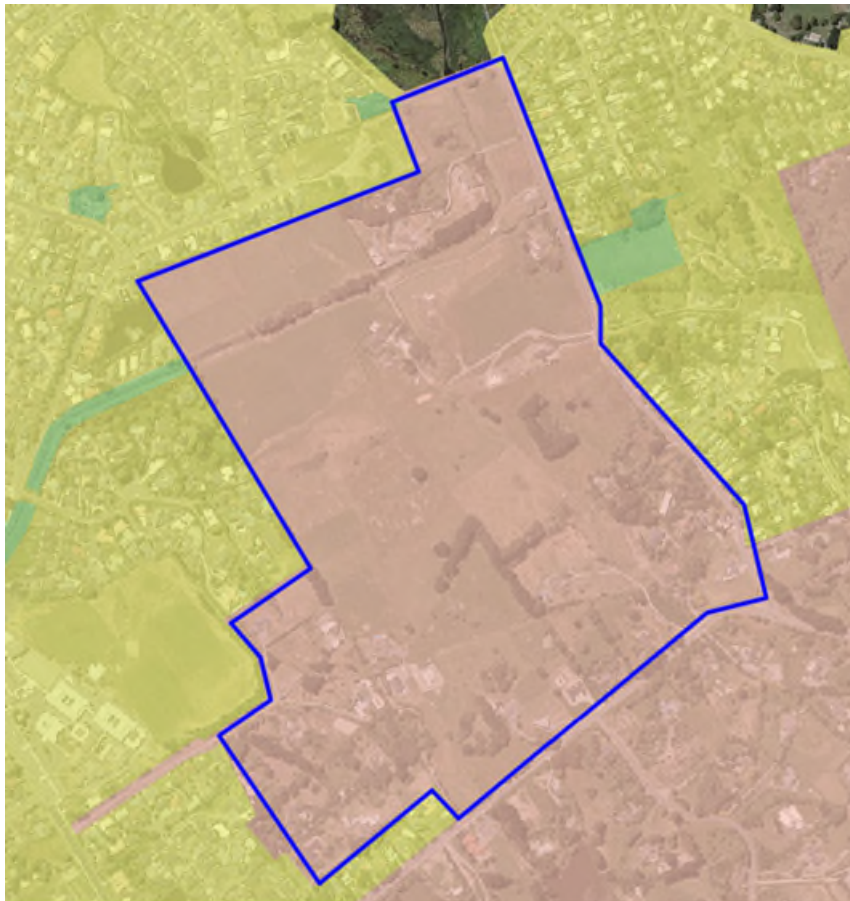


Figure 1. Aerial view of the site subject to this report showing the current zoning under the District Plans (yellow - General Residential, red – Rural Lifestyle Zone).

The site is bordered by Otaihanga Road to the north east and Ratanui Road to the south east. Residential dwellings are located to the north and west and Paraparaumu College is located approximately 400m to the west of the site.

The existing properties that comprise the site are zoned as Rural Lifestyle and as such, the land consists of agricultural pasture with low density residential dwellings and associated accessways. A number of tree stands and shelter belts are located across the site.

The Mazengarb Stream flows across the northern most reach of the site and an open channel stormwater drain flows within the southern reaches of the site. While no assessments of existing wetlands have been made for this site as part of this project, a likely natural wetland has been identified on the eastern site boundary, within the 54 Otaihanga Road property. There are three excavated landscape ponds located within the 73 and 81 Ratanui Road properties.

The site consists predominantly of low sand dunes with two significant sand dunes located at the western side of the site at approximately 14 and 15 metres above mean sea level. The most northern portion of the site is the lowest at 2 metres above mean sea level and is subject to a ponding hazard.

There are a number of shelter belts and stands of trees on site. There are no significant native trees located on the site.

Ratanui Road and the eastern portion of Otaihanga Road is described as a Local Community Connector and is a two lane road with a formed width of over 8 metres. There is a metal footpath located on the western side of the road and this connects to the cycleway/pedestrian walkway alongside the Expressway. It provides connections to the Old State Highway and Mazengarb Road and both of these intersections are controlled with a roundabout. Mazengarb Road is a Major Community Connector and the Old State Highway is still designated as a State Highway as the revocation process has not yet been completed.

The western extent of Otaihanga Road is a two lane road with a formed width of over 8 metres and a concrete footpath on the eastern side.

PART 2: Suitability of the site for residential development

The proposed rezoning of the site represents a sensible extension of urban development in a very much already residential area. As mentioned above, while rezoning of this nature is typically associated with greenfield development, in practice, it represents infill as it nearly completely surrounded by other land that is zoned General Residential. The extend of the zone to the south is bounded by Ratanui Road which would represent a physical barrier and transition between the urban environment to the north, and rural lifestyle to the south.

The site has already been identified in the Te Tupu Pai Growth Strategy (The Growth Strategy) as medium priority greenfield growth area. The Growth Strategy was adopted by Kāpiti Coast District Council on the 24 February 2022 and draws on the Housing and Business Assessment. Medium growth is defined by the NPS-UD as meaning between 3 and 10 years, which in effect means that to meet the current growth projections for the District, the land is needed for residential purposes from 2025 onwards (see Figure 2 below).



Figure 2. Medium term growth area identified in Te Tupu Pai.

If the land were not rezoned as part of the IPI, it is unlikely that a Plan Change under the Schedule 1 process would be complete by 2025 to meet the growth projections.

In carrying out The Growth Strategy, the KCDC would of presumably done some preliminary work in identifying the land as being potentially suitable for residential purposes from 2025 onwards. This is further supported by the section 32 Evaluation Accompanying PC2 that supports the proposed plan change. As part of the Evaluation Report which includes a number of appendices, analysis of land constraints for residential development was carried out by Boffa Miskell (Appendix N, 7 July 2022). This analysis identifies the site is part of a larger 'theoretical development area' identified as OH-01 in the "Kāpiti Coast Urban Development Greenfield Assessment" and is identified as Priority Group 2A, and having low to moderate constraints. The Urban Development Greenfield Assessment identifies a number of 'avoidance constraints' when identifying 'theoretical development areas', and the Site is identified as avoiding all of these constraints.

In determining the suitability of the land for residential development we've considered:

- Infrastructure and the ability to service residential development including three waters, power and telecommunications;
- Transport infrastructure including the surrounding roading networks and proximity to existing public transport, or ability to extend public transport to service the development;
- Proximity to amenities or ability to provide for future amenities including open space and local conveniences;
- Presence of any natural hazards including seismic, flooding and storm surge;
- Any ecological features of high value including the presence of significant indigenous vegetation, landscape features and wetlands;

- Productive capability of the land; and
- Effects of climate change on the proposed rezoning.

These aspects are all addressed in more detail below.

Infrastructure

The site subject to this report can be readily serviced by infrastructure. Services are readily available at both Ratanui and Otaihanga Roads as summarised below. For greater detail regarding servicing refer to the appended infrastructure report.

- Wastewater gravity mains are located across the frontage of 65-97 Ratanui Road (150mm diameter) and also across the frontage of 24-90 Otaihanga Road (ranging from 150mm – 225mm diameter in size).
- A 100mm diameter watermain terminates at the western edge of 65 Ratanui Road and a 375mm diameter main is located on the southern side of Ratanui Road for the full length of the subject properties. A 300mm diameter watermain is located on the western side of Otaihanga Road for the full length of the subject properties.
- Stormwater disposal will need to be on site and could be catered for with a mixture of ground soakage, constructed wetlands or attenuation ponds/tanks. The water table will be relatively high in the low-lying parts of the properties and therefore soakage will not be possible in all areas.
- Power and telecommunications are readily available at the road frontage. Any residential development is likely to require additional transformers to provide sufficient power supply.

Based on the above, the area is able to be readily serviced by infrastructure, with the design of the servicing to be determined at resource consent stage.

Transportation

Ratanui Road and the eastern portion of Otaihanga Road is a Local Community Connector Routes which as per Table TR-Table 7 of the District Plan provide main access through suburbs, connect local centres and may experience relatively high traffic volumes.

The site having frontage to Ratanui Road and Otaihanga would under the District Plan and is a two lane road with a formed width of over 8 metres. There is a metal footpath located on the western side of the road and this connects to the cycleway/pedestrian walkway alongside the Expressway. It provides connections to the Old State Highway and Mazengarb Road and both of these intersections are controlled with a roundabout. Mazengarb Road is a Major Community Connector and the Old State Highway is still designated as a State Highway as the revocation process has not yet been completed.

The western extent of Otaihanga Road is a two lane road with a formed width of over 8 metres and a concrete footpath on the eastern side.

The site therefore can be connected to good roading network. The pro

With regards to public transport, there is no public transport directly available to the site. However, a bus stop is available nearby on Mazengarb Road which is serviced by the No. 262 route to Paraparaumu Beach, Paraparaumu College, and Paraparaumu Station. It is a short

bus journey to Paraparaumu Station which then provides rail access to the wider Wellington Region. It is considered that Ratanui Road could readily provide additional public transport services designed to account for increased growth in the future.

Proximity to amenities

The site is reasonably located to a number of existing commercial amenities providing current or having potential for retail activities including:

- 1.5km Jolly Miller Pub
- 2.8km Kena Kena Shops
- 900m Meadows Precinct
- 800m to the Mazengarb Medical centre

The site is also well located to take advantage of open space networks including:

- 250m Waikanae River
- 500m Otaihanga Domain
- 2.3km Te Atiawa Domain
- 3km Paraparaumu Gold Course

There are two schools within the catchment being:

- 1.1km Paraparaumu College
- 2.6km Kena Kena School

Natural Hazards

Seismic

The site is not located over any known fault lines, however the site is likely to largely comprise of sand with some peat typical of lower lying areas which can be susceptible to liquefaction in a seismic event which is typical of residentially zoned land within the District. To address the hazards associated with liquefaction, a report will be required for any new buildings to inform foundation requirements, however this is already common practice within much of the District and doesn't preclude the land as being suitable for residential development.

Flooding

The site is largely flood free with 24 Otaihanga Road containing the largest proportion of flooding which both stream corridor and ponding hazards. Some localised ponding is shown on 73, 97, 105 and 115 Ratanui Road along with the stream corridor hazard as well (see Figure 3 below).

Where flooding is present, this can be easily addressed through the existing provisions of the ODP under the Natural Hazards rules of which typically require the raising floor levels above the 1% annual exceedance probability (AEP) where the identified flood hazard is ponding under Rule NH-FLOOD-R3, or by avoiding more hazardous flooding such as locating buildings within the stream corridor under Rule NH-FLOOD-R2. Compliance with either of these rules does not hinder the efficient use of the site for residential purposes.

With regards to earthworks on flood prone land, this is also already addressed by the ODP by requiring flood modelling to ensure that earthworks is appropriately managed to not cause worsening of flooding elsewhere, usually by carrying out compensatory earthworks, or by alternative construction techniques such as piling to enable the unimpeded flow of flood waters.

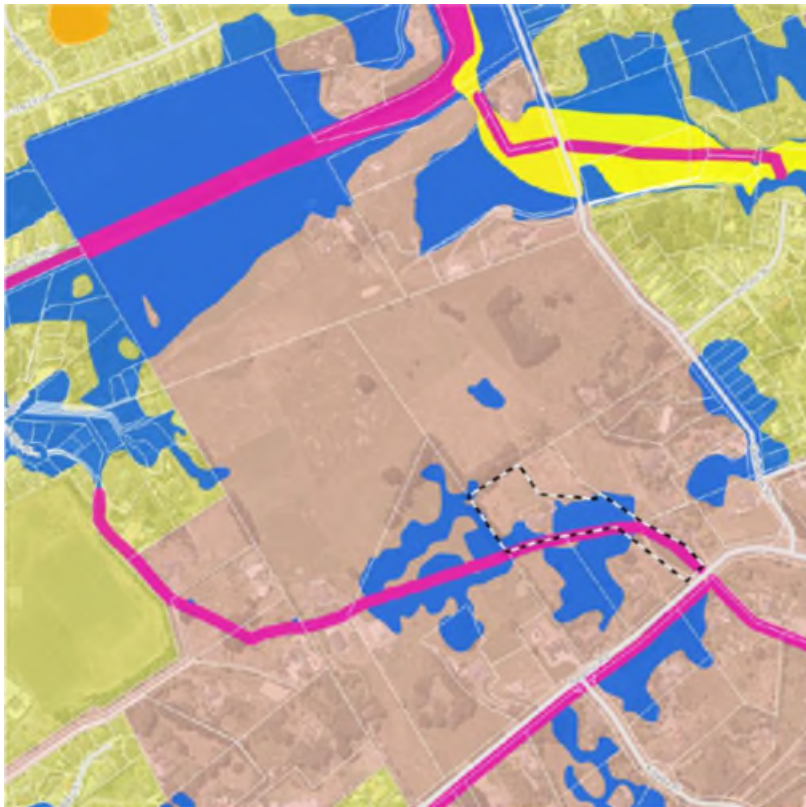


Figure 3. Flood hazards - Ponding (blue) and Stream Corridor (pink)

Coastal

The site is sufficiently located away from the coast to be impacted by coastal hazards such as sea level rise or storm surge.

Ecological Features

The site is already highly modified environment containing a mix of rural lifestyle dwellings, pasture vegetation and there are a number of shelter belts and stands of trees on site.

Most notably, there are no significant native trees or stands of vegetation located on the site and any effects can be addressed under the existing Ecosystems and Indigenous Biodiversity Chapter.

Wetlands

It is noted that low lying areas can contain attributes that could constitute wetlands as defined under the National Policy Statement for Freshwater Management (NPS-FM), however given the highly modified nature of the existing environment, these are not likely to be widespread.

The presence of small, local wetlands is common within the District including the General Residential Zone and dealt with on a site by site basis as required by the National Environment Standard for Freshwater Management (NES-FM) and the Greater Wellington Regional Council's Proposed Natural Resources Plan (PNRP), and not the District Plan.

Rural Production

It is noted that the northern portion of the site is identified by Manaaki Whenua Landcare Research as having a Land Use Capability (LUC) 3, which is considered by the National Policy Statement for Highly Productive Land (NPS-HPL) as being highly productive land. However, most of the site is not considered highly productive land (HPL) having a LUC greater than 3 (see Figure 4 below).

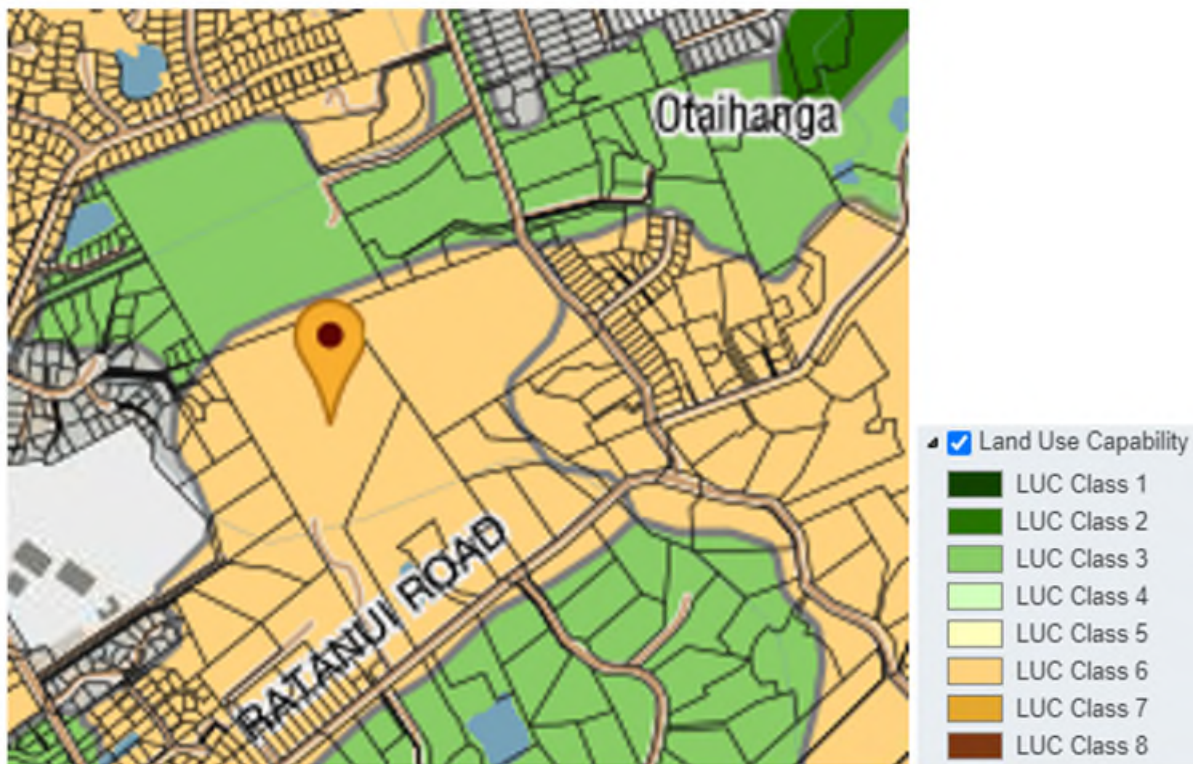


Figure 2. Highly Productive land mapping.

Irrespective, the NPS-HPL does not apply to land that is identified a Future Growth Strategy as being suitable for residential purposes within the next 10 years. As the land is identified as medium priority which is defined in the NPS-UD as being within the next 3-10 years, the NPS-HPL does not apply to any residential purpose or subdivision within the subject site and therefore can not be mapped as HPL.

Notwithstanding, even if the site were not identified in the Growth Strategy, the NPS-HPL enables the rezoning of highly productive land where the area the rezoning of is over small, discrete areas of LUC 1, 2, or 3 land if they are separated from any large and geographically cohesive area of LUC 1, 2, or 3 land (3.4(5)(d))².

² National Policy Statement for Highly Productive Land 2022 Page 9

With regards to the remaining part of the site identified as LUC 3, this land will be a small, discreet area of LUC 3 land that would be geographically isolated by the surrounding residentially zoned land and therefore not form a large cohesive area. As such, it should not be mapped as HPL.

Climate Change

The land is suitably located to be resilient to the effects of climate change, being located away from the coast and can offer an alternative to provide residential development if retreat is required, noting that a large portion of the District's residentially zoned land is located within close proximity to the coast.

The New Zealand Coastal Policy Statement 2010 emphasises the importance of locating subdivision and greenfield developments away from areas prone to coastal hazard risks (including climate change) to avoid increasing the risk. This land is less sensitive to climate change impacts on our coast. Additionally, it can be ensured that a stormwater system is developed in a way that is sensitive to our environment.

PART 3: The appropriateness of including the proposed zoning within PC2.

As outlined in the introduction, the ability for the IHP to rezone land under the IPI is explicit under section 77G(4) of the RMA which was amended under the Resource Management (Enabling Housing Supply and Other Matters) Amendment Act 2021 (RM-EHS) which had bi-partisan support of both the Labour and National Parties and passed into law on the 20 December 2011.

The intent of the Act was to bring forward and strengthen the provision of the NPS-UD to help increase housing supply in our urban areas.

To achieve this, it introduced a specific process to facilitate the increasing housing supply called the Intensification Streamlined Planning Process (ISPP) and enables the intensification outcomes of the NPS-UD to be achieved a year earlier than would otherwise have been the case³.

The use of the ISPP to enable additional housing supply was purposeful and specially aimed with the purpose to avoid uncertainty and lengthy timeframes associated with the standard Schedule 1 processes under the RMA for plan changes and enable an increase in available housing supply, and land, than would otherwise have been achievable under the Schedule 1 process.

More specifically, the Minister for the Environment gave explicit direction to KCDC to use the ISPP⁴ and notify decisions on the IHP recommendations by 20 August 2023.

This proposed rezoning is entirely consistent with the intent of the RM-EHS and there is nothing within the RMA or the RM-EHS that directs the KCDC or IHP otherwise use the Schedule 1 process which as mentioned would otherwise delay the provision of additional

³ [Housing intensification enabled by RMA Amendment Act | Ministry for the Environment](#)

⁴ [The Resource Management \(Direction for the Intensification Streamlined Planning Process to the First Tranche of Specified Territorial Authorities\) Notice 2022 - 2022-sl1594 - New Zealand Gazette](#)

housing supply, which is inconsistent with the intent of the RMA-EHS and purpose of the NPS-UD which is addressed in more detail below.

National Policy Statement on Urban Development 2020

As per clause 3.2(2) of the NPS-UD, KCDC must provide sufficient development capacity. To meet the definition of sufficient, the development capacity must be:

- plan enabled
- infrastructure ready (3.2(2)(b))
- feasible and reasonably expected to be realised (3.2(2)(c)), and
- meet the expected demand plus appropriate competitiveness margin ((3.2(2)(d)).

Each of these points were outlined in the original submission and are discussed in greater detail below.

Plan-enabled

Clause 3.4(1) of the NPS-UD, defines “plan-enabled” in relation to medium term capacity as land that is either zoned for housing currently, or is zoned for housing in a Proposed District Plan.

As already mentioned above, The Growth Strategy identified the majority of this block of land as a medium-priority growth area. This is a clear indication that KCDC have already identified the land as being appropriate for urban development in the medium term (3 – 10 years, i.e. 2025-2032), and is required to meet the expected demand for housing within this period. It should also be noted that as per Policies 55 and 56 of Proposed Plan Change 1 to the Wellington Regional Policy Statement (notified 19 August 2022), urban development, and plan changes within rural areas should be consistent with Te Tupu Pai.

Appendix B of the section 32 report⁵ identifies the site as being of sufficient size and complexity to require a comprehensive approach through a future plan change, rather than as part of PC2. However, the section 32 report does not provide any evidence or national direction to determine the suitability of using the ISPP or Schedule 1 processes for rezoning of land.

As noted previously, the RM-EHS specific purpose to give effect to the NPS-UD and section 77G(4) of the RMA gives the IHP the ability to consider rezoning land residential, without any caveats or criteria. To give effect to the NPS-UD and the intent of the RM-EHS to increase housing supply, we consider the rezoning of this area, identified as a medium-priority area, would be best recognised through the current plan change process for the following reasons:

- The time frames involved with a standard plan change process and slow and would likely delay the residential use of this land beyond the medium-priority timeframe, even if that process were to begin tomorrow. The information and evidence required to demonstrate that this land is suitable to be zoned as residential as part of PC2 is available now and we do not consider it of such complexity that it would require an entirely separate process, nor do we consider it to be ‘ad-hoc rezoning’ as it is already recognised in The Growth Strategy as land which has been identified for greenfield development. As such, in order to appropriately realise the residential potential of this

⁵ Section 32 Evaluation Report: Appendix B – Summary of Public Feedback on Draft PC2 (Page 20)

land to meet medium-term demand and purpose of the NPS-UD, we consider it appropriate to recognise the residential potential of this land now, through the current plan change process.

- Not rezoning the land as now would otherwise likely result in further fragmentation of the land into lifestyle blocks, similar to what has already started to occur. This will limit the ability to provide more cohesive future urban development and limit the potential of this land meet the demand for housing. Based on the current Rural Lifestyle zoning, the standards specify a minimum lot size of 4,000m² and an average area requirement of 1 ha across any subdivision, which will limit the ability of the land to accommodate urban growth in the future.

As such, in order to meet Policy 2 of the NPS-UD the land should be rezoned General Residential as part of PC2 in order to meet clause 3.4(1)(b) of the NPS-UD.

Infrastructure-ready

As per clause 3.2(2)(b) of the NPS-UD, KCDC must provide sufficient development capacity that is infrastructure-ready. The site already meets the definition of being infrastructure-ready under clause 3.4(3) of the NPS-UD in that there is already adequate existing development infrastructure. This includes:

- Network infrastructure including power, telecommunications, wastewater and water services are already running along Otaihangā Road and along the southwestern corner of Ratanui Road; and
- Transportation infrastructure with roads abutting two sides of the site, access to the site and connectivity through the property can be easily achieved.

An Infrastructure Report has been prepared to demonstrate how the site is infrastructure-ready and suitable for residential development.

Feasible and reasonably expected to be realised

As per clause 3.2(2)(c) of the NPS-UD, KCDC must provide sufficient development capacity that is feasible and reasonably expected to be realised. We consider that there is no indication that development of the site for residential purposes would not be feasible or reasonably expected to be realised, for the following reasons:

- The demand for housing in the District is a need to accommodation population growth of 32,000 within the next 30 years.
- Suitable infrastructure to support residential development is available.
- The surrounding context is already zoned General Residential, and typical residential amenities are readily available in the adjacent area.
- The ground conditions for development of the site is suitable for development comprising primarily of sand, with some pockets of peat present.
- The site is largely flood free as shown in Figure 3 below with the northern extent adjacent to The Drive experiencing some ponding.

Meet expected demand plus appropriate competitive margin

As per clause 3.2(2)(d) of the NPS-UD, KCDC must provide sufficient development capacity that to meet expected demand plus appropriate competitive margin (i.e. excess capacity).

In PC2, KCDC have included some land as proposed to be rezoned General Residential that was not previously zoned residential under the ODP in accordance with s77G(4) of the RMA. However, this was only to a *modest degree*, as noted by the IHP in Minute 1 (11/11/2022)⁶. The proposed new General Residential Zones were limited to a small amount in Ōtaki and some in North Waikanae and Paraparaumu. This did not reflect the high-priority or medium-priority greenfield growth areas identified in The Growth Strategy.

A number of submissions requested additional land be rezoned as General Residential, however, a review of the Planning Officers report suggests that very few of these recommendations were accepted into PC2.

Additional residential zones resulting from the submissions were limited to three sites on Milne Drive adjacent to the airport (Rural Lifestyle Zone to General Residential Zone), parts of some sites on Ngarara Road (Future Urban Zone to General Residential Zone, subject to further flood risk assessment) and 18 Huiawa Street, Waikanae (Open Space to General Residential).

As already mentioned, the site has been identified by Council as a medium priority grown area. Clause 3.22 of the NPS-UD requires that in addition to expected demand, a 20% margin be applied to provide for competition.

It is noted that PC2 enables further intensification of existing residential areas via the Medium Density Residential Standards (MDRS). This “brownfield” style of development generally relies on existing housing stock being demolished to enable more intensive development. The additional cost barriers for developers, and fragmented ownership of existing residential land means that brownfield development has been limited in the District. Following a review of the recent resource consents lodged with KCDC, it is clear that the implementation of the MDRS through PC2 has not resulted in a significant increase in resource consent applications to create new housing. As such, rezoning larger areas to facilitate greenfield development is likely to be a much more efficient way to meet the objectives and policies of the NPS-UD.

Overall, we consider that the land that KCDC have proposed to be re-zoned to become residential in accordance with s 77G(4) of the RMA does not appear to be providing for expected demand plus an appropriate competitive margin.

In reviewing the documents relating to PC2, namely those that respond to our original submission, (in addition to non-statutory documents such as The Growth Strategy and the Kāpiti Coast Urban Development Greenfield Assessment) it is apparent that KCDC do not disagree that the site between Ratanui and Otaihangā Roads is suitable for future residential development. Rather, the disparity in opinion relates to whether this is appropriately captured as part of PC2.

KCDC noted in PC2: Council Officers Planning Evidence⁷ that the tests by which they determined whether the proposed re-zoning was in scope of PC2, were:

1. whether the proposed plan change is altering the status quo in the District Plan

⁶ Minute No. 1 – Point [40], Page 8

⁷ Plan Change 2 – Council Officers’ Planning Evidence. Page 221

2. whether affected persons have had a real opportunity to participate in the process.

We note that the tests identified in the evidence are not a test under the RMA or RM-EHS and therefore are entirely criteria set by KCDC themselves which we consider inconsistent with the purpose of the RM-EHS and NPS-UD.

Test 1

Notwithstanding, we have considered the rezoning of the site against the tests set by KCDC.

In addressing the first test, Council considered how sites proposed for re-zoning met the set of criteria outlined in section 5.2.3 of the Section 32 report. The criteria are listed and discussed below:

- *The site is located next to an urban area that is connected to infrastructure services;*

As discussed throughout this report, and supported by the appended infrastructure report, the site is surrounded by existing urban areas and can be readily connected to existing infrastructure.

- *The site has a relatively low degree of constraints (and any existing constraints can be managed through existing District Plan rules);*

The site has a low degree of constraints as discussed throughout this report.

- *The site is not sufficiently large or complex enough to require a “structure planned” approach;*

Appendix B of the Section 32 report does not disagree that this land could be zoned residential, but rather considers that it is of a sufficient size and complexity to require a comprehensive approach to planning (such as structure planning) in order to enable cohesive future urban development, rather than ad-hoc rezoning. The report states it would be more appropriate to consider these areas through a future urban development plan change, rather than as part of PC2.

We also understand that KCDC hoped to identify sites that could be rezoned without any further amendments to the District Plan.

We do not disagree with the statement that it would likely require a structure plan. In fact, the land is of sufficient size to provide for residential development, local shops, a park, etc. and would benefit from a structure plan. However, we do not believe that this should prevent this site being included from the PC2 process.

The purpose of the RM-EHS was to provide for the acceleration of housing development residential areas. A short timeframe was purposely given to enable councils to rezone land to expedite the supply of urban land. The NPS-UD directs that a local authority must provide at least sufficient development capacity to meet demand for housing.

PC2 provides for this to be realised and suitable land should not be excluded simply because a structure plan may be required. This could readily be included as an Appendix within the District Plan without requiring additional amendments to the General Residential chapter.

Medium-priority growth is identified as growth within the next 3-10 years, any independent plan change could take three or more years to process through the system, thus in order to

otherwise achieve the intention of the growth strategy, an independent plan change would be required almost immediately. It seems impractical to play catch up in the provision of residential development opportunities, when suitable blocks of land have been identified and the Intensification Planning Instrument process is an effective one by which this can be realised (the intentions of the growth strategy, the NPS-UD, the RMA s77).

More likely, any intervening years before a necessary plan change to rezone this site, would see more evidence of subdivision and fragmentation to lifestyle blocks, thus compromising the eventual outcome of residential housing in an area clearly suitable for expanding urban development in the area.

- *The site would provide a notable contribution to plan-enabled housing supply, or where this is not the case, re-zoning is appropriate to regularise the area into the surrounding zoning pattern.*

The Growth Strategy also indicates KCDC's intent to provide a compact urban area that does not compromise open space for recreation, environmental restoration, or productive use.

The subject site would contribute to a compact urban area, being adjacent to Paraparaumu North and Otaihanga. It is also considered that there is limited recreational opportunities provided by the privately owned land. Environmental restoration, through protection of the sand dunes and provision of park space around wetlands would be possible through a structure plan. Additionally, the site has the advantage of using mainly existing infrastructure.

We consider that the subject site would be a suitable contribution to plan-enabled housing supply, particularly as KCDC have already identified this for medium-priority greenfield growth area, and that the land can be re-zoned without the need for any consequential or supporting amendments to other provisions in the District Plan to manage site-specific issues.

Test 2

In addressing the second test, Council considered whether affected persons have had a real opportunity to participate in the process.

In the Council Officers' Planning Evidence, the author indicates that they consider that the submission "only marginally passes the second test, because the site is of such a size that it is uncertain how many people are affected by the change and whether they have had sufficient opportunity to participate."

We accept that by virtue of the ISPP process, the proposed rezoning would not have undergone the same level of consultation as under the usual Plan Change process. However, we consider that the purpose of the ISPP is to streamline the process and expedite the supply of urban land, which will consequently limit the overall consultation.

Persons had opportunities to submit in response to the recommendation in Appendix B of the section 32 report in which comments were made on the proposal prior to notification (thus available at the time of notification), or at the further submissions stage. The Council Officers Planning Report notes that the comments in section 32 Appendix B were vague with regards to this proposal, however, this is considered to be clear in stating the land, the intention, and brief reasoning (noting reasoning is not essential to a potential submitter knowing the submission or recommendation exists).

Furthermore, the overall process involved here was heavily publicised following the national directive. Interested persons would have been aware of the process (and the generally publicised intention to increase urban development capacity).

CONCLUSION

In summary the site represents some of the most appropriate land in Kapiti for rezoning for residential development. There are very limited flood hazards over the property, infrastructure is readily available and suitable access locations can be established. The Growth Strategy advises the land is suitable for residential development and has adopted it as a medium growth area. While we consider it should be a high priority, regardless of priority the land is suitable for development.

Rezoning this land is consistent with the NPS-UD as it will add to the development capacity, satisfying Councils requirements to provide or realise development capacity along with enabling enhanced competitiveness which will assist with housing affordability.

Prepared by:



Ashleigh Wharam,
Senior Planner

Reviewed by:



Elliott Thornton,
Principal Planner

Authorised for Release:



Nicola Todd,
Director / Surveyor

NOTES:

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2. DIMENSIONS AND AREAS SHOWN ON THIS SCHEME PLAN WILL BE SUBJECT TO FINAL LAND TRANSFER SURVEY
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LEGEND

- BOUNDARY
- - - - - OPEN CHANNEL



ISSUED

PROJECT

PROPOSED STRUCTURE PLAN FOR LOT 4 DP 58017, LOT 3 DP 497389,
LOT 1 DP 392466, 65, 73 & 117 RATANUI ROAD, PARAPARAUMU
EXISTING SITE









CLIENT

REVISION DETAILS		NAME	DATE
A	ADDITIONAL DATA ADDED	NKT	03/23
B	ADDITIONAL DATA ADDED	NKT	03/23

SCALE A1 1:2000		REDUCED SCALE A3 1:4000	
FIELDWORK	NAME	DATE	DRAWING NUMBER
DESIGNED	NKT	03/23	23163 SCH
DRAWN	JAO	03/23	
CHECKED	NKT	03/23	SHEET 1 OF 3 SHEETS
REVISION		B	

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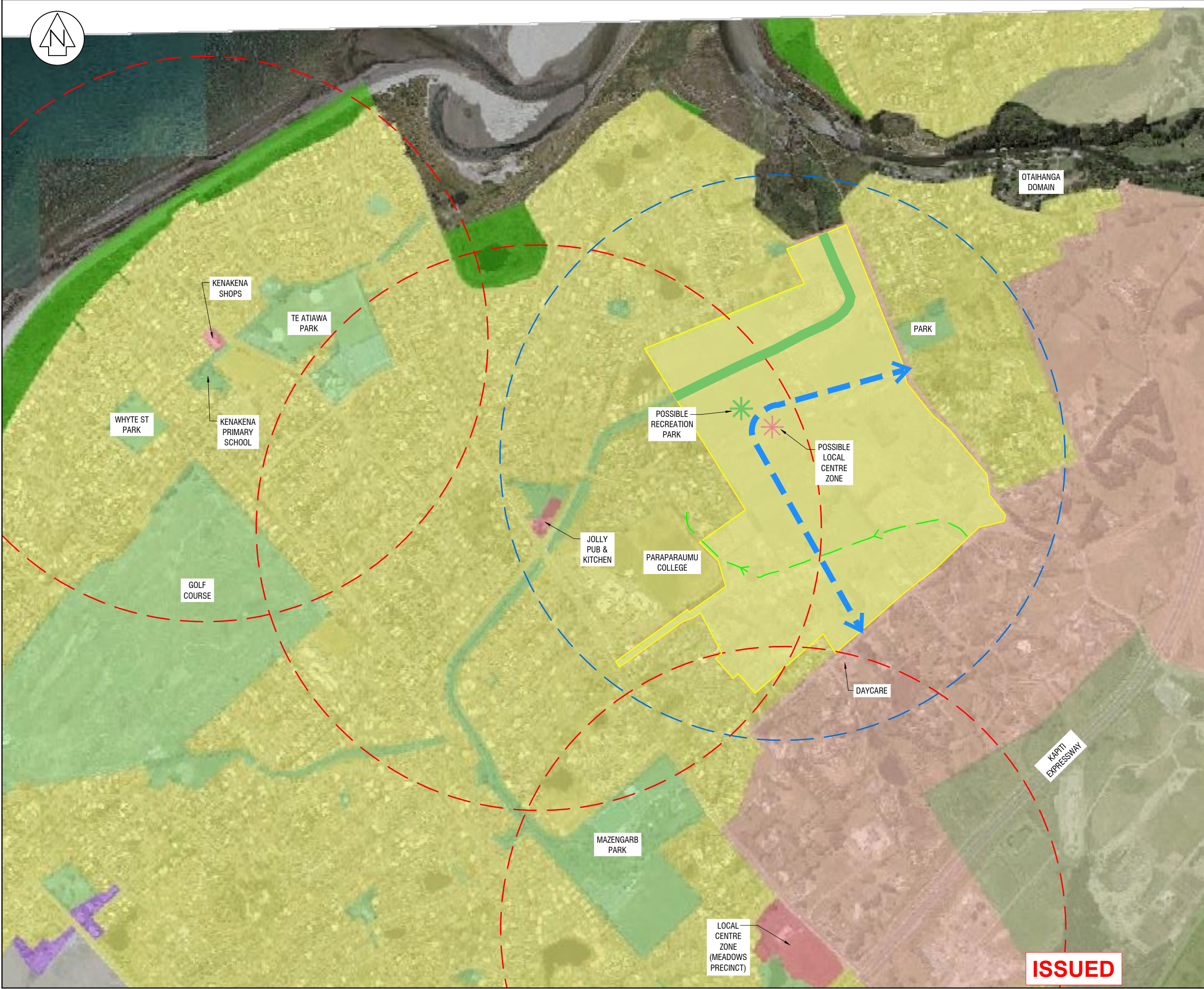


LEGEND	
	BOUNDARY
	POSSIBLE ROAD
	OPEN CHANNEL
	POSSIBLE PEDESTRIAN LINK
	POSSIBLE LOCAL CENTRE
	POSSIBLE RECREATION PARK
	GENERAL RESIDENTIAL ZONE
	PROPOSED OPEN SPACE ZONE

REVISION DETAILS		NAME	DATE
A	ADDITIONAL DATA ADDED	NKT	03/23
B	ADDITIONAL DATA ADDED	NKT	03/23

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SCALE A1 1:2000		REDUCED SCALE A3 1:4000	
FIELDWORK		DRAWING NUMBER	
DESIGNED	NKT 03/23	23163 SCH	
DRAWN	JAO 03/23		
CHECKED	NKT 03/23		
SHEET 2 OF 3 SHEETS		REVISION	B



REVISION DETAILS		NAME	DATE
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B	ADDITIONAL DATA ADDED	NKT	03/23

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LEGEND	
	BOUNDARY
	POSSIBLE ROAD
	OPEN CHANNEL
	POSSIBLE LOCAL CENTRE
	POSSIBLE RECREATION PARK
	GENERAL RESIDENTIAL ZONE
	RURAL LIFESTYLE ZONE
	PROPOSED OPEN SPACE ZONE
	EXISTING 800m WALKABLE CATCHMENT
	PROPOSED 800m WALKABLE CATCHMENT

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CLIENT

PROJECT


PROPOSED STRUCTURE PLAN FOR LOT 4 DP 58017, LOT 3 DP 497389, LOT 1 DP 392466

65, 73 & 117 RATANUI ROAD, PARAPARAUMU

LOCAL CENTRE OVERVIEW

SCALE		REDUCED SCALE	
A1 - 1:5000		A3 - 1:10000	
DRAWING NUMBER		SHEET	
23163 SCH		3 OF 3 SHEETS	
FIELDWORK	NAME	DATE	REVISION
DESIGNED	NKT	03/23	B
DRAWN	JAQ	03/23	
CHECKED	NKT	03/23	

ISSUED



Engineering Infrastructure Report to Support Plan Change Submissions S043, S052, S091, S093 – Ratanui & Otaihanga Roads, Paraparaumu

Ref: 23163

10 March 2023

Prepared for:

Shane Murland, Catchpole Wynne Ltd and Bellabby Ltd
65 Ratanui Road
Otaihanga

PLAN CHANGE SUBMISSION – RATANUI & OTAIHANGA ROADS, PARAPARAUMU

Cuttriss Consultants Ltd. (Cuttriss) have been engaged by Shane Murland, Catchpole Wynne Ltd and Bellabby Ltd to investigate and report on the existing and proposed infrastructure required as part of their further evidence to support their submissions on Proposed Plan Change 2 (PC2). The submissions seek the re-zoning of the block of land bordered by Ratanui and Otaihanga Roads from rural to residential. We have also identified further opportunity to rezone the remaining rural land within the area bordered by Ratanui and Otaihanga Roads to Residential. It is also noted that in the future there may be provision for a local centre zone within the site. We detail our findings and report below.

In summary, the proposal involves the re-zoning of approximately 68.65 hectares of land located within eastern Paraparaumu. The land is currently zoned as Rural Lifestyle Zone and this report supports the rezoning the land to Residential Zone for future development. A high-level structure plan is attached to this report for reference. Future development will likely consist of a combination of stand-alone and medium density residential housing and light commercial. Higher densities may also be achieved within proximity of the local neighbourhood zones.

Future development of this area involves earthworks, construction of roads and pathways and installation of services alongside the construction of stormwater infrastructure such as ponds and wetlands.

1. PREAMBLE

This report has been prepared to accompany plan change submissions to the Kapiti Coast District Council (KCDC) on PC2, which seeks a change in zoning from Rural Lifestyle to Residential for the land located at 65, 75 & 117 Ratanui Road, Paraparaumu.

This report should be considered as a high-level assessment of the existing infrastructure located adjacent to the land considered for re-zoning and possible future infrastructure solutions for future development within the site. Future development will be subjected to the resource consenting and engineering approval processes, at which time further detail will be provided to support the proposed solutions. This report provides:

- An assessment of available Council infrastructure; and
- A description of how the proposed development may be serviced.

As proposed by Plan Change 2, the basis for future land development design within the Kapiti Coast District is the KCDC's "Land Development Minimum Requirements 2022" (LDMR). This adopts NZS4404:2010 (New Zealand Standard for Land Development and Subdivision Engineering) with some local amendments.

As the formation of possible future development is not known, this report will only provide a high level description of potential earthworks that may take place on this site. Generally, the basis for the control of erosion and sediment from earthworks is the GWRC's Best Practice Guidelines '*Erosion and Sediment Control Guide for Land Disturbing Activities in the Wellington Region*' (February 2021) (ESCG).

2. DOCUMENTS

The following documents and plans have been referenced or observed in the preparation of this report:

- KCDC Land Development Minimum Requirements 2022 (LDMR);
- KCDC GIS information available from the KCDC website;
- KCDC Standard Drawings;
- NZS4404:2010 - 'Land Development and Subdivision Infrastructure';
- Compliance Document for New Zealand Building Code – Clause E1: Surface Water;
- Greater Wellington Regional Council Te Pane Matua Taiao - Erosion and Sediment Control Guide for Land Disturbing Activities in the Wellington Region;
- The New Zealand Geotechnical Database (NZGD) website
- Scheme Plan drawing set: 23163 SCH prepared by Cuttriss (see attached at **Appendix A**);

3. LOCATION AND SITE DESCRIPTION

The site is bordered by Otaihanga Road to the north east and Ratanui Road to the south east. Residential dwellings are located to the north and west and Paraparaumu College is located west of the site. 153, 155, 157, 157A and 159 Mazengarb Road have access to Mazengarb Road.

The existing properties that comprise the site are zoned as Rural Lifestyle and as such, the land consists of agricultural pasture with low density residential dwellings and associated accessways. A number of tree stands and shelter belts are located across the site.

The Mazengarb Stream flows across the northern most reach of the site and an open channel stormwater drain flows within the southern reaches of the site. While no assessments of existing wetlands have been made for this site as part of this project, a likely natural wetland has been identified on the eastern site boundary, within the 54 Otaihanga Road property. There are three excavated landscape ponds located within the 73 and 81 Ratanui Road properties.

Further assessment of the wetlands and waterways will be carried out as part of future resource consent applications for development in accordance with the National Environmental Standards for Freshwater.

4. TOPOGRAPHY

The topography of the site is variable but predominantly consists of undulating dune lands. The height varies from approximately RL 5 to RL 15 across the site. The northern reach of the site slopes down to the north towards Mazengarb Stream with elevations of RL 2.5 to RL 3.5.

The properties are largely flood free with 24 Otaihanga Road containing the largest proportion of flooding which both stream corridor and ponding hazards. Some localised ponding is shown on 73, 97, 105 and 115 Ratanui Road alongside the stream corridor hazard.

5. EARTHWORKS

5.1. EXISTING GROUND CONDITIONS

According to soil test records obtained from the NZGD as well as local knowledge, the soil profile has been identified as sandy/silty topsoil (up to 0.5m deep), with loose to dense sand and silty sand to depth. Aeolian and marine sand deposits will likely exist across the site with shallow peat deposits located within inter-dune gullies. More extensive peat deposits may exist to the north of the site within the Mazengarb stream corridor.

Soil conditions are likely favourable for natural infiltration but no percolation testing has been carried out. Ground water levels will need to be carefully considered through the design process.

5.2. FUTURE EARTHWORKS

A detailed earthworks design will be developed as part of future resource consent applications. The design will need to comply with the LDMR and NZS 4404:2010 as well as any other relevant engineering standards. The earthworks will be required to create roading and building platforms as well as other features such as wetlands, ponds, pathways, stream corridors and general landscaping.

Future earthworks on this site will likely consist of the following general works:

- Establishment of erosion and sediment control measures (ponds, bunds, swales, silt fences etc.)
- Stripping of vegetation and topsoil
- Removal of peats within development areas
- Cutting down lower sand dunes and filling dune gullies
- Compaction of sand within lots and road corridors
- Roding construction
- Placement of topsoil and planting on completed berms and surfaces
- Possible geotechnical engineered ground improvement solutions (pre-loading, stone columns etc.)
- Excavation and construction of ponds and wetlands.

Greater Wellington Regional Council consent will need to be obtained to carry out earthworks on this site due to the scale of the works and proximity to waterways and wetlands.

Collaboration with iwi will need to be considered throughout the planning, design and construction process. Archaeological investigations will also likely be required.

The Selected Land Use Register (SLUR) database has been reviewed and no contaminated land has been identified within the site.

6. WASTEWATER

6.1. EXISTING WASTEWATER INFRASTRUCTURE

KCDC GIS records (attached at **Appendix B**) show a combination of gravity and rising mains adjacent to the site within the Ratanui Road and Otaihanga Road road corridors.

The northern pump station located at the intersection of Makora Road and Otaihanga Road (KWWN004862) accepts gravity waste water from the surrounding suburb and pumps to existing sewer manhole KWWN004405, located adjacent 52 Ratanui Road, via a 225mm AC rising main.

A 350mm HDPE rising main is located within the road corridor and conveys sewage from Waikanae to the wastewater treatment plant.

The existing gravity system located on Ratanui Road consists of a series of manholes connected with 150mm PVC pipe installed in the 1980's, notably laid by one of the submitters to facilitate the future development of his site.

The existing gravity system located on Otaihanga Road consists of a series of manholes connected with a combination of 150mm and 225mm AC pipe. The pipe takes wastewater from Tieko Street which flows north to the pump station and was installed in the late 1970's and early 1980's.

Depths of the manholes located along Otaihanga Road vary from 1.5m to 2.6m. Depths of the manholes located along Ratanui Road vary from 1.4m to 1.8m.

There is an extension to the Otaihanga Road gravity network that services 36, 38 and 40 Otaihanga Road with a 150mm PVC pipe and manholes, installed in 2020. This section of the network could be utilized for future development, depending on the location of future road corridors, lot layouts and earthworks.

There has been no analysis carried out to determine the condition or capacity of the existing wastewater network. However, it is likely that some existing network upgrades will be required as part of future development plans due to the increase in population and demand on the network.

6.2. RESIDENTIAL DEMAND ON WASTEWATER RETICULATION

Future development on this site will likely consist of a combination of residential and medium density residential dwellings, with light commercial use also possible. Therefore, the number of dwellings and anticipated population is currently unknown but will likely be higher than the population density of surrounding suburbs.

Future resource consent application for development will provide a more detailed scheme plan which will enable population and flow demand calculations to be undertaken.

6.3. WASTEWATER OPTION EVALUATION

Several wastewater disposal options are outlined below. Further detailed analysis of each option will be carried out as part of future resource consent applications and will consider factors including existing network constraints, mana whenua values, topography, geology,

cost, groundwater, ecological sensitivities and infiltration. It is likely that the final solution will consist of a combination of the below options. The options described below are considered acceptable by the LDMR.

(i) Gravity Network

The topography of the site is such that portions of the site could be serviced for wastewater reticulation by way of new gravity main connecting to the existing gravity infrastructure. Properties located on the western and northern extents of the property will likely require some form of pumping system (centralised pump station or low pressure network) to convey wastewater to the existing gravity network.

(ii) Centralised Pump Station & Gravity Network

While a number of the properties on adjacent to Otaihanga Road and Ratanui Road will likely be able to connect to the existing network via gravity, the central, western and northern properties cannot, and could therefore be serviced via a communal pump station which will convey wastewater to the existing gravity network. This is due to the relatively flat topography of the site as well as the northern extents of the site sloping down to the north.

(iii) Low Pressure Sewer Network

Given the flat topography and nearby sensitive waterways, a new low pressure sewer network for all or parts of a future development should be considered. As outlined in i and ii above, the western and northern extents of the site will likely require a pumped system. Low pressure sewer is supported by the LDMR and will reduce the environmental impact of future developments.

7. WATER SUPPLY

7.1. EXISTING WATER INFRASTRUCTURE

KCDC GIS records show an existing 300mm diameter AC watermain on the south west side of Otaihanga Road installed in the early 1980's. There is also a 375mm AC watermain on the south east side of Ratanui Road installed in the late 1970's. A 100mm PVC watermain was installed in 2020 to service 36, 38 and 40 Otaihanga Road.

The reserve capacity of the existing network is currently unknown and modelling will likely be required to assess the effect of development of the site. Recent modelling for other projects in this area have confirmed there are no current capacity or pressure constraints on the existing network.

7.2. RESIDENTIAL DEMAND ON WATER RETICULATION

The likely demand for any new water infrastructure will be residential demand and fire-fighting demand, in accordance SNZ PAS 4509:2008 – the New Zealand Fire Service Fire Fighting Water Supplies Code of Practice.

7.3. PROPOSED WATER RETICULATION INFRASTRUCTURE

As above, modelling of the existing and proposed networks will be required to determine if existing network upgrades are needed to support new development.

New pipework will be installed within the road corridor and will likely provide a connection between the Otaihanga Road and Ratanui Road watermains. Smaller branch mains and ridermains will be used to service lots within the development. Existing branches off the Otaihanga and Ratanui Road watermains will be utilized where possible.

As required by the LDMR, all new lots will be serviced with individual 20mmØ MDPE connections and a manifold box containing a water meter and backflow preventer.

Proposed new valves and connections will be installed in accordance with KCDC standard details (refer KCDC approved drawings).

Fire hydrants will be located to comply with SNZ PAS 4509:2008.

8. STORMWATER

8.1. EXISTING STORMWATER INFRASTRUCTURE

KCDC GIS records show an existing 300mm diameter concrete stormwater main located on the northern side of Otaihanga Road which flows to the north, connecting to an existing open channel stormwater drain adjacent to 28 Otaihanga Road. The main accepts stormwater runoff from the carriageway sumps within Otaihanga Road, north of the intersection with Ratanui Road. Pitoitoi Street conveys stormwater into the northern open channel drain. The drain flows around the 28 Otaihanga Road property and into the Mazengarb Stream. It is unclear if the pond located on the 54 Otaihanga Road discharges into the existing piped system in times of high flow.

The majority of the Tieko Street carriageway runoff appears to be contained within two ponds.

The Ratanui Road carriageway discharges runoff into a swale located on the south east side of the road, with property access and road crossings being made via culverts. Stormwater is conveyed to an open channel stormwater drain adjacent 114 Ratanui Road. The drain flows beneath Ratanui Road via a 1050mm concrete culvert and continues via an open channel which crosses the southern extent of the site. This open channel also accepts water from further south and in particular, is connected to the Kapiti Expressway pond system.

The existing rural properties within the site are likely to dispose of any runoff on site. There are a number of private ponds that also likely form part of the disposal system for these properties.

It has been assumed that the residential properties currently discharge their runoff either overland or to the kerb and channel via a kerb adapter. A number of the properties may also utilize soak pits.

Detailed stormwater modelling will be required to support any future resource consent application for development.

The Mazengarb Stream flows across the northern extent of the site. The stream accepts runoff from a significant urban catchment that extends through the majority of the Paraparaumu township between the Site and Nikau Valley.

8.2. STORMWATER DISPOSAL AND ATTENUATION

No site investigations or testing has been carried out. It is likely that the most effective stormwater management system will consist of a pit and pipe system within the road reserve which conveys runoff to a series of ponds and/ or constructed wetlands before discharging to the Mazengarb Stream and/ or the other stormwater open channels that exist within the site. Additional stormwater open channels may also need to be constructed.

Depending on the water table elevation and permeability of the existing soils, disposal of stormwater via soakage may also be viable.

9. TRANSPORTATION

9.1. EXISTING NETWORK

Ratanui Road and eastern Otaihanga Road are considered to be Local Community Connector roads according to the KDCDC Transport Network Hierarchy plan. The northern Otaihanga Road is categorised as a Neighbourhood Access Route.

Ratanui Road consists of a two-lane carriageway with a standard shoulder. The southern end of the road has kerb and channel alongside a standard footpath on the south side. The kerb and channel and footpath terminate at 53 Ratanui Road and transitions to a two lane carriageway with grass berms and a gravel footpath on the northern side. A swale drain exists on the south side of the carriageway as described in 8.1. The intersection with Killalea Place is a standard tee intersection. The speed limit for Ratanui Road is 50km/hr up to 53 Ratanui Road then changes to 60km/hr past the site.

Northern Otaihanga Road consists of a two-lane carriageway with no shoulder. The residential zoned side of the road has a kerb and channel, berm and footpath with standard tee intersections to side roads. The speed limit for northern Otaihanga Road is 50km/hr.

153, 155, 157, 157A and 159 Mazengarb Road have existing vehicle access to Mazengarb Road and this is unlikely to change in the future.

There is an existing KDCDC Local Purpose Reserve that connects the northern extent of the site to The Drive as well as access to the Mazengarb Stream corridor in the northwest corner.

9.2. PROPOSED NETWORK

No detailed design of future proposed roading has been carried out. However, a structure plan showing possible roading connections and linkages through the site is **attached** at Appendix A. The road network for future development will likely fit the Suburban or Urban Live and Play land use types described within Table 3.1 of NZS 4404:2010. This type of road can have multi-use corridors that range in legal widths of 15 – 20m with speed limits up to 50km/hr.

Other pedestrian, cycling and equestrian pathways throughout the development should also be considered. As above, there are two existing Local Purpose Reserves that could be utilized to create a network of pathways throughout the site. There is also potential to create new

pedestrian/cycling access through 155 Mazengarb Road or adjacent properties for a more direct route to Paraparaumu School. Linkages to the existing Mazengarb Esplanade Reserves through to the Waikanae River mouth will promote the connection from existing residential areas to this important recreational amenity. Further pedestrian connection to the north could also be facilitated via an existing local purpose reserve.

The road layout will be designed to suit access to residential lots and will likely consist of a main local road between Ratanui Road and north Otaihanga Road with side road cul-de-sacs and pedestrian connections. The main local road may be utilized as a public transport route. Standard tee give way intersections will likely be used at the connections to Otaihanga and Ratanui Roads.

Additional consideration will need to be made regarding the layout and parking requirements of any future commercial zones within the development.

Future designs will comply with the LDMR and any finalised layouts will need to be subjected to a road safety audit and possibly traffic modelling if required.

10. PONDING

KCDC GIS records indicate that the northern part of the site is subject to ponding as well as some areas in the southern extent of the site around the stream corridor. There is also a ponding zone within Otaihanga Road between numbers 67 – 89.

26 – 34 Otaihanga Road properties are within the stormwater channel Overflow Path.

It is anticipated that any resource consent seeking approval for earthworks to construct flood free building pads and road connections will be required to undertake flood modelling to confirm the proposed works do not result in unacceptable adverse environmental effects and risks due to natural hazards.

11. POWER & TELECOMMUNICATIONS

Power and telecommunications networks have not yet been investigated but it is assumed that the existing networks within Otaihanga Road and Ratanui Road can be extended to within the site, via the road corridors. The existing overhead power lines within Otaihanga Road and Ratanui Road will either be extended overhead or undergrounded, depending on the requirements of Electra. It is likely that an appropriately sized transformer will be required within the future development.

12. RECOMMENDATIONS

We would recommend any proposed water, wastewater, stormwater and roading design be carried out in accordance with KCDC LDMR and the requirements of NZS4404:2010. Any erosion and sediment control measures will be in accordance with the requirements of the GWRC ESCG.

Consideration will need to be given during the detailed design process to safety in design principals.

13. CONCLUSION

This report has been prepared to provide a summary of the existing infrastructure and identify possible solutions for possible future development that may eventuate following the re-zoning of the block of land bordered by Ratanui and Otaihangā Roads.

The final design of the engineering elements of any future development on this site will be subjected to KCDC review and approval.

We are satisfied that there is sufficient infrastructure within close proximity of the site to support future residential development.

Prepared by:



Chris Barber
Civil Engineer
CUTTRISS CONSULTANTS LTD

Reviewed & approved for release by:



Nick Taylor
Certified Land Development Engineer
CUTTRISS CONSULTANTS LTD

APPENDIX A

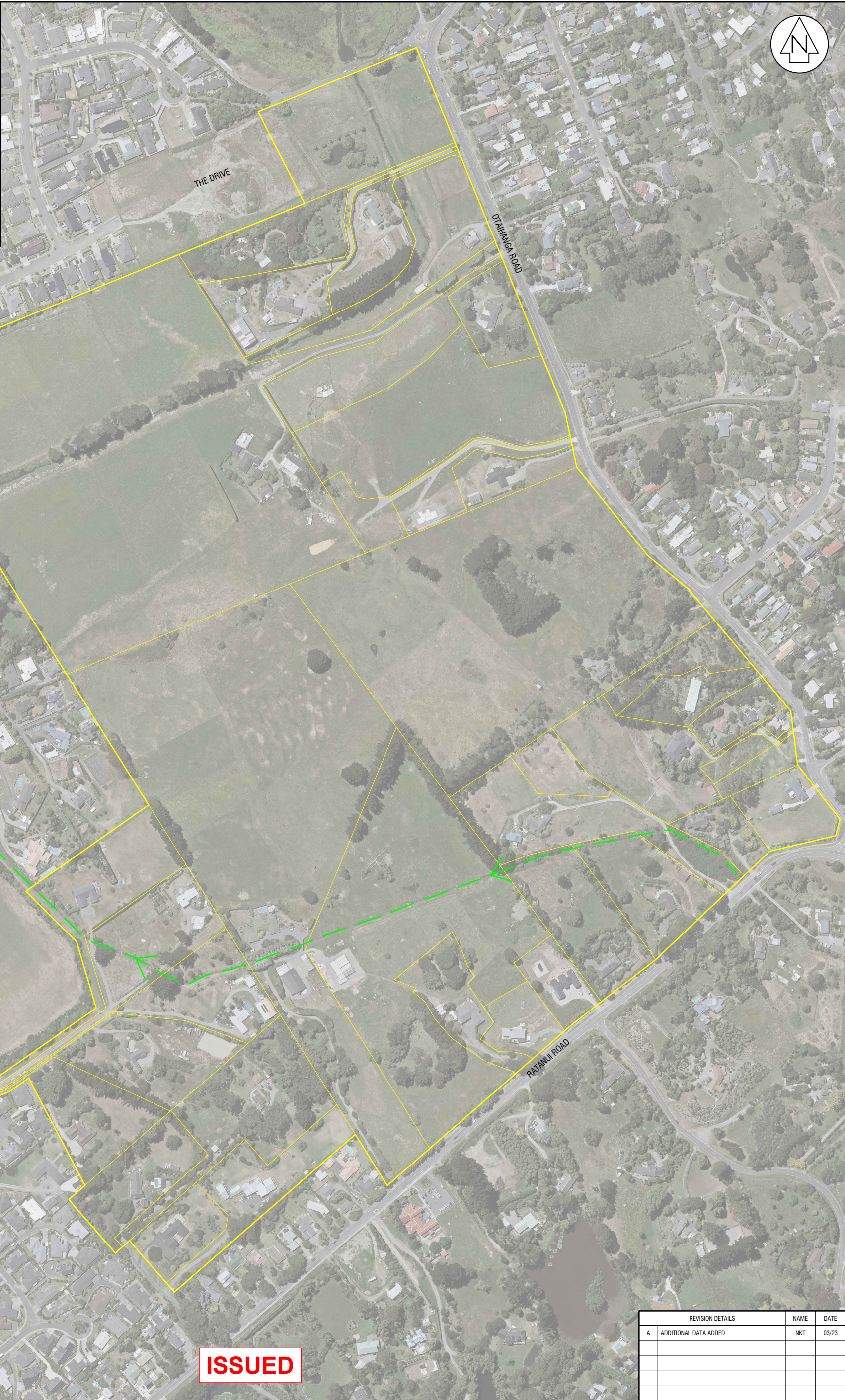
Scheme Plan

NOTES:

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2. DIMENSIONS AND AREAS SHOWN ON THIS SCHEME PLAN WILL BE SUBJECT TO FINAL LAND TRANSFER SURVEY
3. COORDINATES ARE IN TERMS OF NEW ZEALAND GEODETIC 2000 DATUM, WANGANUI CIRCUIT.
4. NOT ALL INTERESTS ON THE RECORD OF TITLE MAY BE SHOWN ON THIS PLAN, AND SHOULD BE INVESTIGATED FURTHER
5. BOUNDARY INFORMATION HAS BEEN SOURCED FROM INFORMATION PROVIDED BY GRIP LTD & HAS NOT BEEN VERIFIED ON SITE
6. ALL ELECTRONIC CAD DATA MUST BE READ IN CONJUNCTION WITH THESE NOTES

LEGEND

- BOUNDARY
- - - - - OPEN CHANNEL



ISSUED

PROJECT

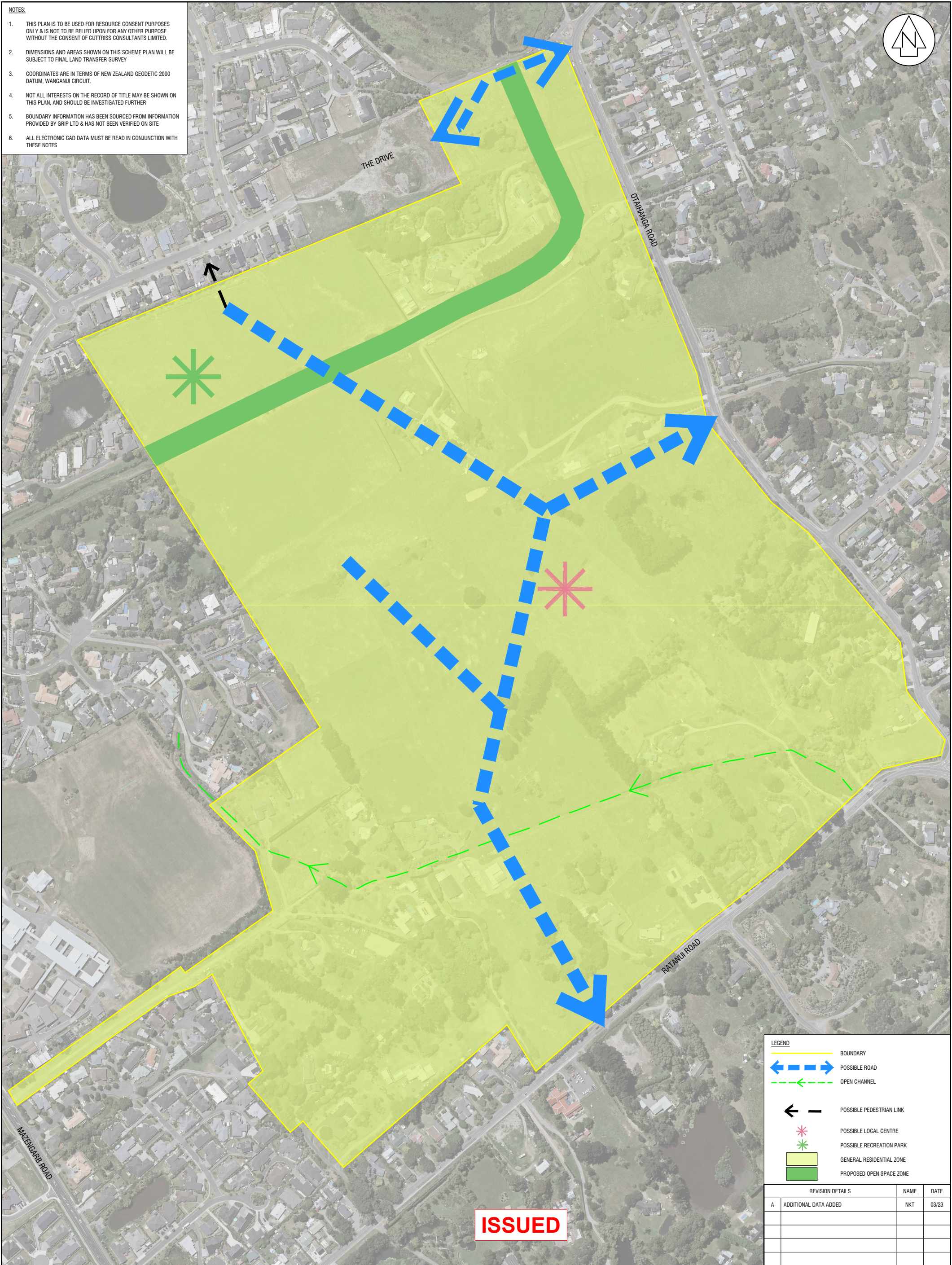
PROPOSED STRUCTURE PLAN FOR LOT 4 DP 58017, LOT 3 DP 497389,
LOT 1 DP 392466, 65, 73 & 117 RATANUI ROAD, PARAPARAUMU
EXISTING SITE









CLIENT

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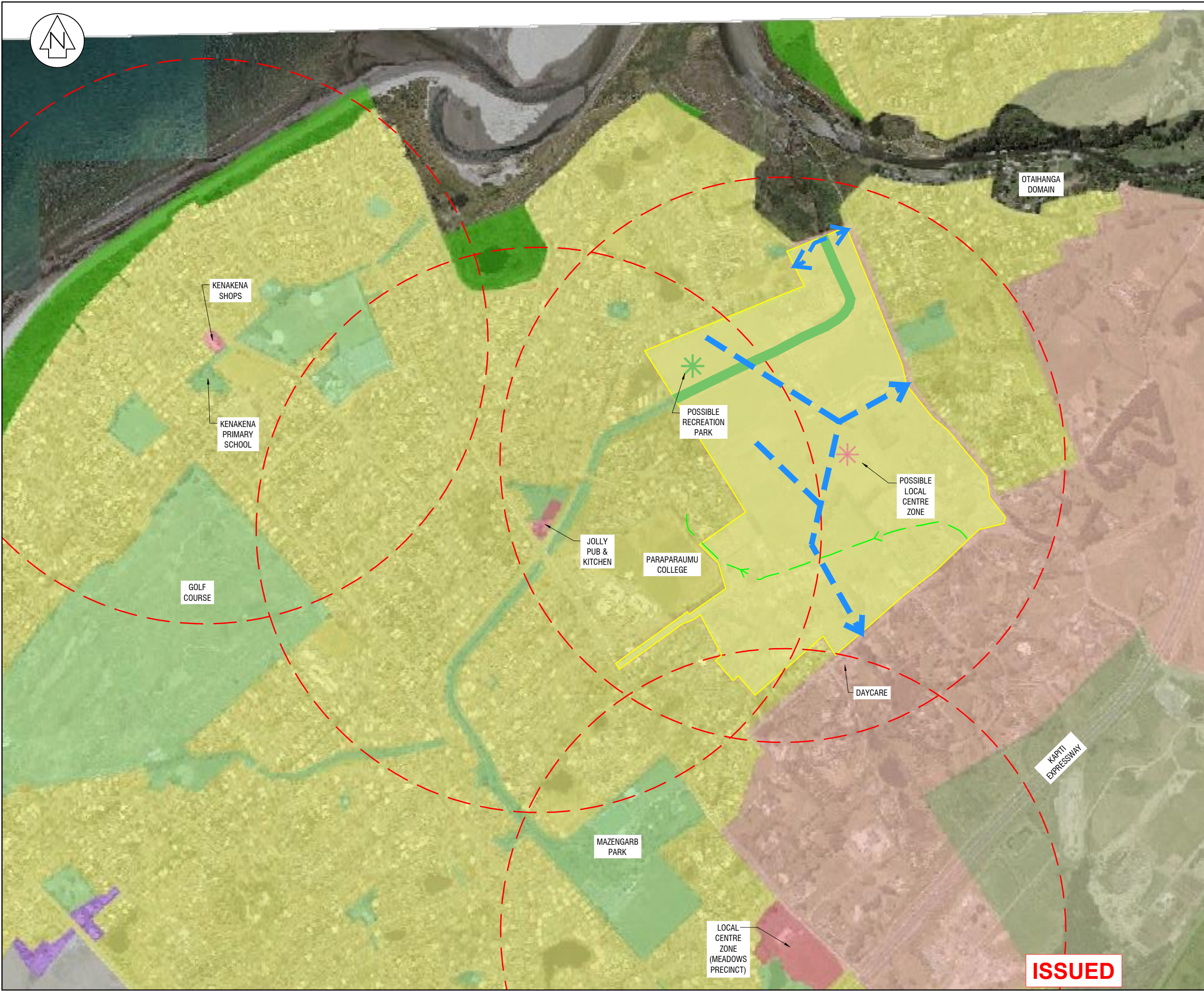
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DESIGNED	NKT	03/23	23163 SCH
DRAWN	JAO	03/23	
CHECKED	NKT	03/23	SHEET 1 OF 3 SHEETS
REVISION		A	

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LEGEND	
	BOUNDARY
	POSSIBLE ROAD
	OPEN CHANNEL
	POSSIBLE PEDESTRIAN LINK
	POSSIBLE LOCAL CENTRE
	POSSIBLE RECREATION PARK
	GENERAL RESIDENTIAL ZONE
	PROPOSED OPEN SPACE ZONE

REVISION DETAILS		NAME	DATE
A	ADDITIONAL DATA ADDED	NKT	03/23
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SCALE A1 1:2000		REDUCED SCALE A3 1:4000	
FIELDWORK		DRAWING NUMBER	
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DRAWN	JAO 03/23		
CHECKED	NKT 03/23		
SHEET 2 OF 3 SHEETS		REVISION A	



REVISION DETAILS		NAME	DATE
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LEGEND

BOUNDARY

POSSIBLE ROAD

OPEN CHANNEL

POSSIBLE LOCAL CENTRE

POSSIBLE RECREATION PARK

GENERAL RESIDENTIAL ZONE

RURAL LIFESTYLE ZONE

PROPOSED OPEN SPACE ZONE

800m WALKABLE CATCHMENT

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CLIENT

PROJECT

PROPOSED STRUCTURE PLAN FOR LOT 4 DP 58017, LOT 3 DP 497389, LOT 1 DP 392466

65, 73 & 117 RATANUI ROAD, PARAPARAUMU

LOCAL CENTRE OVERVIEW

SCALE
A1 - 1:5000

REDUCED SCALE
A3 - 1:10000

FIELDWORK	NAME	DATE	DRAWING NUMBER
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DRAWN	JAQ	03/23	SHEET 3 OF 3 SHEETS
CHECKED	NKT	03/23	REVISION A

ISSUED

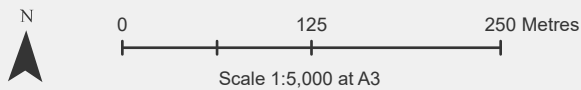
APPENDIX B

KCDC Water Services GIS Plans



Key to map symbols

⊗ Valve	--- Abandoned	■ Sump	➤ Culvert	○ Other	○ Other	⦿ Pump station
⊕ Manifold	⊗ Valve	□ Soakpit	➤ Open channel	— Private SW Service	— WW Service	○ Other
⊞ Hydrant	⊕ Manifold	● Inlet/Outlet	➤ Stream	— Private SW Pipe	➤ Main	— Private WW Service
● Fitting	⊞ Hydrant	○ Other	▨ Other	▨ Other	➤ Rising main	➤ Main
⦿ Borehole	● Fitting	— Service	⦿ Manhole	▲ Cleaning eye	— Other	➤ Rising main
— Service	— Service	➤ Gravity main	■ Sump	⦿ Manhole	▨ Pump Station	▨ Pump Station
— Rider Main	— Rider Main	— Abandoned	⦿ Well-up	⦿ Pump station	▲ Cleaning eye	▨ Parcel Boundaries
— Reticulation Main	— Reticulation Main	➤ Other	□ Soakpit	⊕ Valve	⦿ Manhole	— Road Names
— Other	⦿ Manhole		● Inlet/Outlet			



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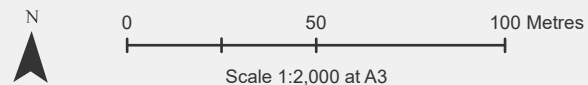
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Key to map symbols

- Valve
- Manifold
- Hydrant
- Fitting
- Borehole
- Service
- Rider Main
- Reticulation Main
- Service
- Reticulation Main
- Manhole
- Sump
- Inlet/Outlet
- Other
- Service
- Gravity main
- Other
- Culvert
- Open channel
- Stream
- Other
- Inlet/Outlet
- Other
- Private SW Service
- Private SW Pipe
- Other
- Cleaning eye
- Manhole
- Pump station
- Other
- WW Service
- Main
- Rising main
- Other
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- Other
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- Rising main
- Pump Station
- Parcel Boundaries
- Street Numbers
- Road Names



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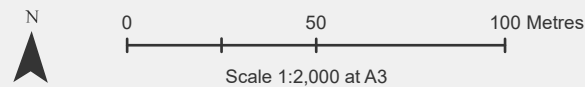
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- Gravity main
- Culvert
- Open channel
- Stream
- Other
- Sump
- Private SW Pipe
- Other
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- Street Numbers
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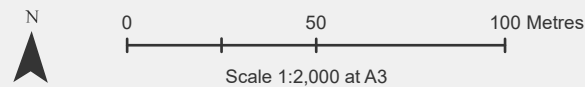
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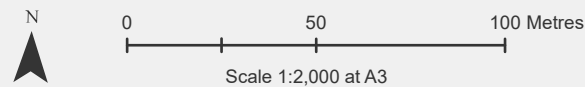
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- Other
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- Hydrant
- Fitting
- Service
- Rider Main
- Reticulation Main
- Manhole
- Sump
- Soakpit
- Inlet/Outlet
- Other
- Service
- Gravity main
- Abandoned
- Open channel
- Other
- Manhole
- Sump
- Soakpit
- Inlet/Outlet
- Private SW Service
- Private SW Pipe
- Other
- Manhole
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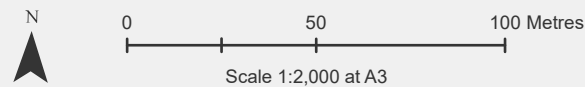
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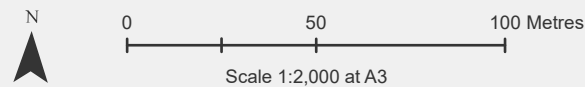
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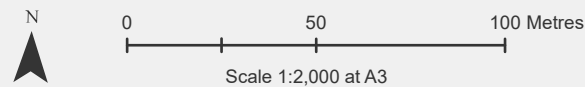
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