BEFORE THE HEARING PANEL
APPOINTED BY KAPITI COAST DISTRICT COUNCIL

IN THE MATTER OF | I TE TAKE O	the Resource Management Act 1991
AND | ME	
IN THE MATTER OF | I TE TAKE O	Proposed Plan Change 5 (Private): 100 and 110 Te Moana Road, Waikanae, Kāpiti Coast District

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SUMMARY STATEMENT OF CRAIG MARTELL
ON BEHALF OF ERIC, VINCE AND RAECHEL OSBORNE

Dated 21 September 2026

Introduction

1. My full name is Craig Murray Martell.

2. I have prepared a Statement of Evidence regarding Private Plan Change 5 (**PC5**) to the Kāpiti Coast District Plan, in relation to flooding and stormwater matters. My qualifications and experience and a summary of the work completed are as set out in that statement.

3. The Flood Risk Assessment has considered the flood hazards affecting 100 and 110 Te Moana Road and the feasibility, at a level appropriate for a plan change assessment, of managing those hazards and stormwater effects associated with future residential development of the site.

4. The low-lying parts of the property are identified as flood prone in the District Plan Flood Hazard Planning Maps, and for stream corridor, residual overflow, ponding and residual ponding hazards (refer Figure 3 of the Flood Risk Assessment). In saying that, as noted in the report, this mapping is out of date in this location as fill associated with the M2PP Expressway had moved the residual flow path (associated with a potential stop bank breach) to the north, and removed the ponding currently shown in the M2PP footprint.

5. The Flood Risk Assessment has used KCDC's 100-year 2130 Local Waikanae TUFLOW model to update that mapping for the site. This model applies RCP 8.5M scenario climate projections out to year 2130, and also includes the M2PP Expressway and therefore provides the more appropriate representation of the current physical environment compared to the District Plan maps (refer Figure 4 of the Flood Risk Assessment)

6. For the local 100-year 2130 event (accounting for climate change), flooding within the development area arises from a combination of upstream catchment flows, local ponding and tailwater effects from the Waimeha Stream, including tidal influence. The low areas of Lot 1 are subject to ponding, with modelled peak depths generally in the order of 10–800 mm. Flooding within Lot 2 is more isolated, with modelled depths generally in the order of 10–700 mm, while deeper water occurs within the existing wetland.

7. I have also considered regional flood risk associated with the Waikanae River. The regional modelling indicates that the site is not affected by flooding from the Waikanae River in the modelled 100-year climate-change event. For the three stop-bank breach scenarios assessed, the breach hydrographs from the Greater Wellington Regional Council (**GWRC**) Waikanae River model were incorporated into the KCDC TUFLOW model, thereby allowing the breach flows to be assessed with the Expressway represented.

8. For the Chillingworth scenario (the only scenario where a stopbank breach would affect the PC5 site), floodwater moves north-west towards the Expressway, passes beneath the Expressway and enters the site, with water subsequently conveyed towards the QEII wetland and Waimeha Stream. Awa concluded that there is sufficient physical scope to maintain the effective functioning of the residual overflow path through the site following development.

9. The Flood Risk Assessment presents the modelling information for this breach scenario identifying peak depths on the site in the order of 10 to 600mm. However, this is not simply additive to the ponding depths for a 100-year 2130 event as summarised at paragraph 6 above, because different headwater catchments are involved meaning there would be a time difference between the floodwater from a Chillingworth stopbank breach on the Waikanae river reaching the site through the residual flowpath, and peak on site flooding controlled by the water levels in the Waimeha stream to the north of Te Moana Road.

10. A breach scenario also assumes a very unlikely event significantly greater than the 100-year 2115 (with climate change) event which the stopbank is designed to manage. Indeed, in my opinion the likelihood of the separate risks associated with these two modelling outputs combining is extremely remote.

11. The relevant question for the rezoning from General Rural Zone to General Residential Zone sought under PC 5 is whether there is a practicable means of accommodating development without transferring unacceptable flood effects elsewhere. The Flood Risk Assessment provides recommendations for a stormwater strategy to this effect, taking into account the modelled flood hazards. The recommendations present a feasible mitigation approach tailored for each of Lot 1 and Lot 2, that balances the development priorities for the District with the management of the flood effects.

12. In essence, it involves filling the site to ensure dwellings are above the recommended building level, flood hazard and fluctuating groundwater levels with compensatory storage to remove the risk of displacement of floodwaters beyond the site, and to maintain the effective functioning of the residual flow path associated with a potential stop bank breach in a very large (but unlikely) storm event. At the same time, methods are proposed to ensure that stormwater is disposed of on-site and wetland hydrology is maintained, as also described in the Flood Risk Assessment.

13. The Flood Risk Assessment does not constitute the final flood and stormwater design for development. There is no final subdivision layout at this stage. Detailed earthworks volumes, finished platform levels, compensatory storage volumes, stormwater device sizing and final overflow routes will need to be

demonstrated against the eventual development proposal at the resource consent stage. A site-specific flood hazard assessment and detailed stormwater design should therefore accompany subsequent subdivision/resource consent applications.

14. Nevertheless, given that Mr Oakley had stated his opinion that development feasibility has not been demonstrated to a sufficient level for the Plan Change stage of the process, a feasibility level earthworks concept plan has been prepared as described and produced by Mr Taylor. Awa has completed high level flood modelling to confirm that this site earthworks configuration (providing for building platforms clear of the 1% AEP flood hazard) can maintain the effective functioning of the residual flow path along with sufficient room left on site to provide compensatory storage, ensuring overall flood hazard risks are minor and manageable.

15. I discuss the results of that modelling at paragraphs 56-61 of my evidence and can give further explanation now at the hearing, as requested by the Panel.

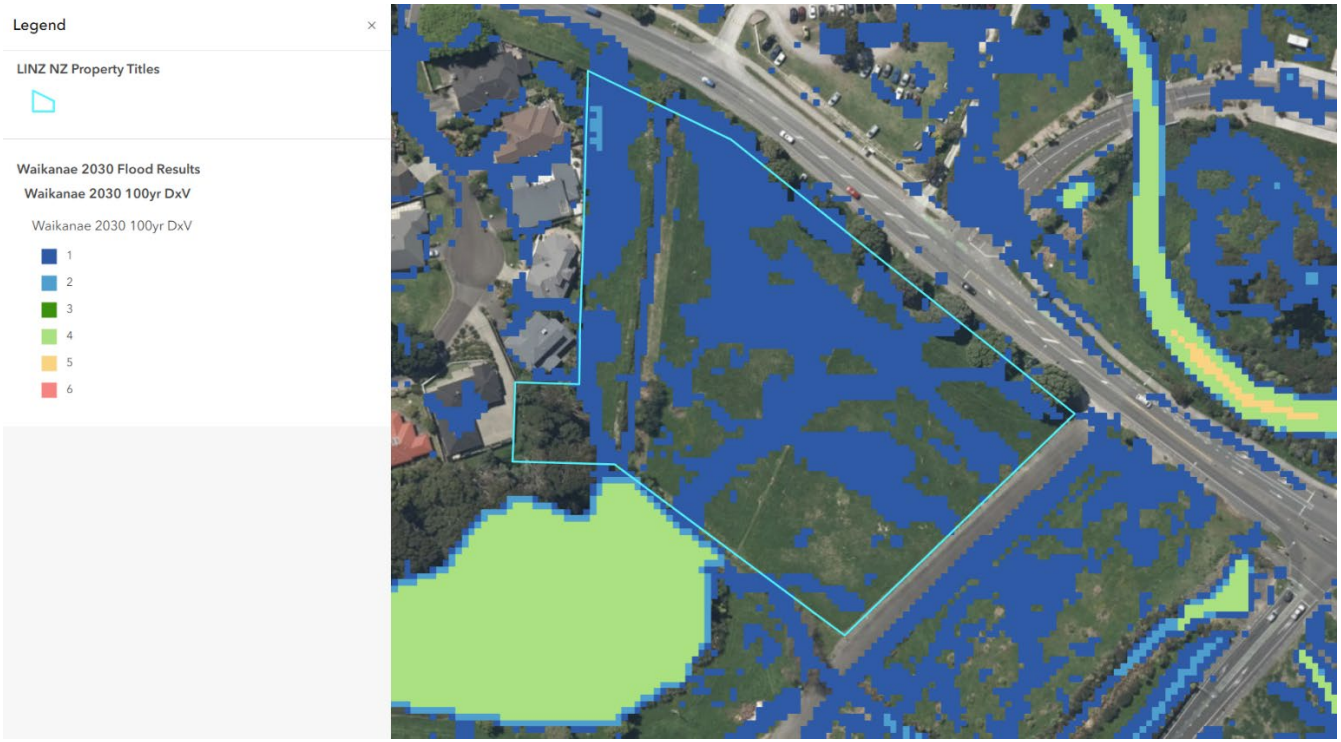
16. As Mr Taylor also confirms, the bulk earthworks needed to achieve this outcome can maintain wetland hydrology, with provision for stormwater management generally on the site adopting a low impact design approach and mimicking natural hydrology while ensuring hydraulic neutrality. That opinion is consistent with my own, again as recorded in the Flood Risk Assessment, and as with Mr Taylor, based on extensive experience with developments in this general location.

17. I understand that all of these matters are now agreed by the relevant experts following conferencing including Mr Oakley, as confirmed in the Stomrwater and Flood Hazard JWS.

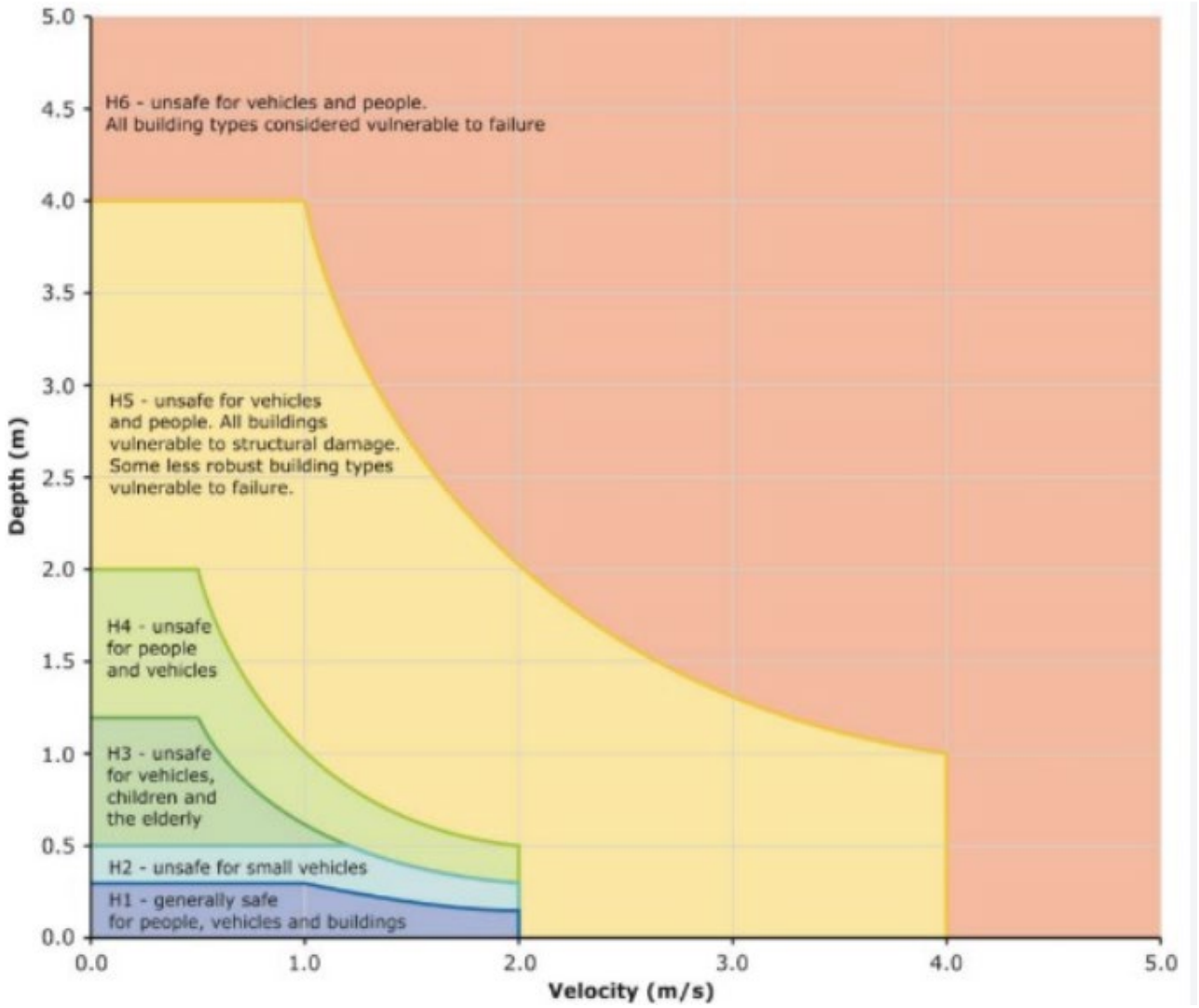
Craig Martell

21 September 2026

Appendix A - Waikanae 2030 Modelling Flood Hazard Rating Map and Australian flood hazard vulnerability classification Guidelines[1]



[1] Australian Institute for Disaster Resilience 2017 Guidelines


H6 - unsafe for vehicles and people.
All building types considered vulnerable to failure
H5 - unsafe for vehicles
and people. All buildings
vulnerable to structural damage.
Some less robust building types
vulnerable to failure.
H4 - unsafe
for people
and vehicles
H3 - unsafe
for vehicles,
children and
the elderly
H2 - unsafe for small vehicles
H1 - generally safe
for people, vehicles and buildings
Depth (m)
Velocity (m/s)
0.0
0.5
1.0
1.5
2.0
2.5
3.0
3.5
4.0
4.5
5.0

Appendix B – Modelled Aggregated Risk Rating